

Recommendations for Traffic Safety Improvements

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Introduction *'Appendix A'*

- Retired from the RCMP in 2004 after 30+ years
- Was in charge of the Collision Analyst Program for 7 ½ yrs.
- Was part of the planning committee for RCMP Traffic Services
- Instructed on numerous enforcement Courses
- Made about 70 traffic safety presentations

Enforcement & Education

- 2001 Memorandum of Understanding
- Signed between SGI and A/Comm. Harper Boucher of the RCMP
- Special Training of all traffic members
 - Focus on Impaired Driving
 - Focus on Seatbelt use
 - Focus on Intersection crashes.
 - Focus on Speed issues.

Enforcement Challenges

- Upper management
 - Attitude adjustment
- Get people in traffic who want to be on traffic Units.
- Recruitment
 - Combining Fire fighters and police
- Peoria Experience '*Appendix B*'

Speed:

- As a factor in crashes.
 - Stopping distances (*Appendix 'C'*)
- Why it is not reported in TAIS.
- Importance of enforcement
- Importance of speed management
 - Commercial transportation.
 - Road and weather conditions.

continued

- Confusion in the orange zones.
 - Use of orange speed signs.
 - Confusion created with Regulatory signs with a message
- Areas of high incidents of collisions with wild life
 - Consider reduction of speed at night.

Seatbelt enforcement

- Not popular with the police
- Not popular with the violators
- The area in which to make the biggest impact on the numbers of deaths.
- Make it necessary for the seatbelts to be buckled before a vehicle will start.

Highway Design

- Solid line markings prior to traffic lights.
 - Allowing a 2.5 second perception/reaction time at the particular speed limit.
 - Benefit to the driver
 - Benefit to the police
- Effect of lengthening the amber light
 - More people ignoring the amber.

Driver Education:

- Reduce the importance of shoulder checking
- Increase the importance of mirror use.
 - Proper adjustment
 - Proper Use.
- Benefits
 - Keep your eyes on the road ahead
 - Night time
 - Aging process.

continued

- A clear understanding of stopping distances under different road conditions.**
- Monologuing or Descriptive Driving.**

AREAS OF CONCERN

- Crash and Collision Reporting**
 - Determination of location and fault left to the SGI Adjuster**
- Right hand drive vehicles**
- Raised vehicles**
- View obstructions on mirrors**

continued

- Factory installed GPS**
- Police exemption for cell phone use.**
- Tinted Windows**

Thanks very much

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A

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EDUCATION:

- Grade 12 at Portage Collegiate Institute, Portage la Prairie, Manitoba.
- 2 years of 3 year Bachelor of Science program in Zoology at the University of Manitoba, Fort Garry Campus, Winnipeg, Manitoba.

HISTORY OF EMPLOYMENT:

- joined the Royal Canadian Mounted Police in October 09, 1973 at Winnipeg, Manitoba.
- spent 6 months at the RCMP Training Academy in Regina, Saskatchewan for recruit training.
- was transferred to Fort Qu'Appelle, Saskatchewan on May 06, 1974 and remained there doing General Duties until February 15, 1975.
- was transferred to Onion Lake, Saskatchewan on February 16, 1975 and remained there until August 31, 1976 except for a short temporary transfer to Pierceland in August 1975. Performed General Duties during the entire time in Onion Lake and Pierceland.
- was transferred to Weyburn, Saskatchewan on September 01, 1976 and remained there until October 20, 1979. During the entire time in Weyburn I performed Highway Patrol duties.
- was transferred to Southey, Saskatchewan on October 21, 1979 and remained there until August 15, 1984. The first 10 2 months in Southey I performed Highway Patrol duties and thereafter performed General Duties.
- was transferred to Melfort, Saskatchewan on August 16, 1984 and have remained at that point till JULY 01, 1990. From August 16, 1984 until December 31, 1987 I worked with the Municipal Detail. From January 01, 1988 until September 30, 1989 I performed Court Duties handling all matters that went to Court. From October 01, 1989 I did General Duty work with the Rural Detail of Melfort Detachment.
- was transferred to Regina Detachment on 90 JUL 01 and promoted to the rank of Corporal. Duties performed involved the Rural Detachment in a supervisory position.
- was transferred to Criminal Operations on August 12, 1991 in Regina as a Policy Analyst Reviewer/Reader to review reports for Prince Albert, Regina and Swift Current Subdivisions.

- was transferred to the new position of Division Traffic Collision Analyst on November 8, 1995.
- was promoted to the rank of Sergeant into the position of Division Senior Collision Analyst on 96 APR 01. In December 1997 my promotion to the rank of Sergeant was back-dated to July 13, 1994 as the result of an internal grievance procedure
- was appointed Acting Traffic Supervisor from 97 SEP 01 to 98 JAN 08.
- was transferred to Lumsden Detachment as the Detachment Commander on Feb. 24, 2003
- formed Collision Connections - November 2003
- retired from the RCMP on January 21, 2004 and began full time with Collision Connections.
- began doing contract work, part time, for Violent Crime Link Analysis with the RCMP in June 2005.
- created Collision Connections & Security Inc. on May 01, 2006.
- managed Security at Craven Country Jamboree, Craven, Sask. July 9 - 17, 2006
- managed dressing room alley, back stage and on-stage security for the Rolling Stones concerts, Sept. 29 and Oct 01, 2006, Regina, Sask.
- managed Security at Craven Country Jamboree, Craven, Sask. July 8 - 16, 2007
- conducted Security Clearance investigations for RCMP, Dept Division, June 2008
- began doing manufacturer's defect investigations for General Motors in Manitoba, Saskatchewan and Alberta in October 2008.

TRAFFIC COLLISION INVESTIGATION COURSES:

- LEVEL I - basic accident investigation course received during Recruit Training at the RCMP Training Academy.
- LEVEL II - October 18/22, 1976 at Regina, Saskatchewan. This course prepared investigators who are the first to arrive at an accident scene shortly after the accident occurred.
- LEVEL III - Technical Accident Investigation, April 02/20, 1979 at the Traffic Institute, Northwestern University, Evanston, Illinois. This course teaches an investigator how to calculate speed from: 1) slide to stop; 2) critical speed curve; 3) flip or vault; 4) fall. As well as combining speeds calculated from different marks on the roadway and various combinations. Time was also spent on time distance equations:(eg. time to travel certain distances at constant speeds, while accelerating and while decelerating.)
- LEVEL IV - Collision Dynamics Reconstruction, May 02/20, 1988 at the Faculty of Extension, University of Alberta, Edmonton, Alberta. At this course I learned to calculate the speeds in situations where more than one motor vehicle was involved in an accident using conservation of linear momentum. Also learned on this course was the derivation of the various formulae used in accident investigation. Performed numerous tests on vehicles involving slide to stop, critical speed curve, vault and fall situations where the speed was known and had to be calculated.

**OTHER COURSES THAT RELATE TO TRAFFIC THAT HAVE BEEN ATTENDED
AND SUCCESSFULLY COMPLETED:**

- May 1975 - Radar Speedmeter Operator's Course, Lloydminster, Saskatchewan.
- July 1978 - Roadside Screening Device Operator's Course, Weyburn, Sask.
- January 1979 - ALERT calibrator's / breathalyser Course, Regina, Sask.
- August 1985 - Radar Instructor-Instructor's Course, Moose Jaw, Saskatchewan.
- October 1989 - Transportation of Dangerous Goods and was qualified as an Inspector.
- October 1990 - one day seminar in Vancouver, B.C. regarding the derivation of the tip-over formulae as it relates to semi-trailer accidents. Instructed by Dr. Frank NAVIN of the U of B.C. and Cpl. Grant AUNNE.
- June 1991 - ALERT Instructor's Course, Regina, Sask.
- August 1991 - Pedestrian/Bicycle Involved Collision Course, Canadian Police College, Ottawa, Ontario. Instructed by Jerry EUBANKS and Rusty HAIGHT of Los Angeles, California.
- December 1991 - Autosketch computer Course for preparation of plan drawings, Regina, Saskatchewan .
- August 1993 - Commercial Vehicle Inspection and Accident, Investigation Course, Texas A&M University - held at Regina, Saskatchewan.
- March 1994 - Labatt's Road Scholarship - advanced driving skills and collision avoidance techniques.
- March 1995 - Laser Speed Detection Operator's Course, instructed by Frank DUNN of Megatech Inc., held at Lloydminster, Sask.
- June 1995 - Surveying Principles and Techniques for Traffic Collision Analysts.
- August 1995 - Concept of Day/Night Vision for Traffic Accident Investigators Instructed by Dr. Bernard S. ABRAMS of Columbus, Ohio - held at Edmonton, Alberta.
- MAY 1996 - Child Restraint Workshop, Saskatoon, Sask.
- AUG 1996 - PC CRASH & PC RECT Computer Workshop, Vancouver, B.C.
- AUG 1997 - Driver Fatigue presentation by Dr. Adam Moscovitch, Calgary Alta.
- MAR 1999 - RADAR & ALCOTEST Instructor's Course, Regina, Sask.
- MAR 2000 - Basic Law enforcement Thermography - by Charlie STOWELL, Regina
- JUN 2004 - Evaluating Crashes for Injury Potential - Rusty Haight, Las Vegas, Nevada
- JAN 2005 - Crash Data Retrieval System Operator - by Rusty Haight, Saskatoon
- NOV 2008 - Crash Data Retrieval System for General Motors vehicles, Don Floyd, Davison, Michigan
- NOV 2008 - Photography for Manufacturer Defects, Jon Ball, Davison, Michigan
- NOV 2008 - Seatbelt Restraint System Examination, Michael Haldenwanger, Davison, Michigan.
- NOV 2008 - Supplementary Restraints, Brian Everest, Davison, Michigan
- MAY 2010 - CDR Technician's Course, Calgary, Alta.
- May 2010 - CDR Analyst Course, Calgary, Alta.
- Aug 2011 - CDR and Collision Reconstruction - Ont. Police College, Aylmer, Ont.

COURSES ATTENDED AS AN INSTRUCTOR RELATING TO TRAFFIC:

- 1 - Traffic Law Enforcement Seminar, May 1980, Indian Head, Sask.
- 15 - LEVEL II On-Scene Accident Investigation Courses Regina, Sask. (April 1983, April 1984, September 1985, October 1987, June 1989, September 1989, October 1990, MAY 1991, MAY 1995, MAY 1996 & three at Regina Police Service in JAN 1992 and APR 1993, 2000 and MAY 2001).
- 5 - Radar Instructor's Courses, Regina, Sask. (April 1986, January 1990, June 1991, November 1993(only instructor), April 1995(Regina Police Service).
- In November 1993 rewrote the Radar Instructor's Training Course.
- 1 - Radar Operator's Course, Melfort, Sask. (February 1990)
- 1 - one hour lecture to the membership of the Canadian Association of Technical Accident Investigators and Reconstructionists in Saskatoon, Sask. in August 1989 on "Special Problems - Criminal Aspect."
- In February 1991 with Cpl. A. KNIBBS, compiled the Instructor's Material for the Level II Accident Investigation Course to be used as a standard in the Level II Accident Investigation Course in Saskatchewan.
- January 1992 coordinated and lectured on a 5 day Accident Analyst/Reconstructionist Course held at Regina and attended by members of the RCMP New Brunswick, Ottawa, Ontario, Manitoba and Saskatchewan as well as members from Regina, Moose Jaw and Saskatoon City Police Forces.
- November 1992 compiled a new Training schedule of material for a Traffic Law Enforcement Course and coordinated that Course.
- January 1993 - Traffic Law Enforcement Course, Regina, Sask.
- February 1993 - Autosketch Training Course for Accident Reconstructionists and Analysts and Forensic Ident Members Regina, Sask. (Members in attendance from Winnipeg City Police, Senior Collision Analyst for Manitoba, Forensic Ident and Driver Training from the RCMP Training Academy, Regina Police Service and RCMP in Saskatchewan.)
- July 1993 - Orientation for the Video Incident Capture System - one in Saskatoon and one in Regina, Sask.
- August 1993 - Presentation to the Commercial Vehicle Inspection and Accident Investigation Course on the Law pertaining to Driver Hours and Motor Carrier and Driver Records.
- April 1994 - co-ordinated and lectured on a 5 day Traffic Collision Analyst/Reconstructionist Workshop held at Regina and attended by members of the RCMP as well as members from Regina and Saskatoon Police Departments.
- February 1995 - Autosketch Release 2, Regina, Saskatchewan
- March 1995 - Coordinated and lectured on a Traffic Collision Analyst/Reconstructionist Workshop held at Regina and attended by members of the RCMP as well as members of Regina, Moose Jaw and Saskatoon City Police Departments.
- February 1996 - presentation to the Saskatchewan Safety Council Traffic conference in Saskatoon on the effect of cellular telephone, computer and fax use by the driver of a motor vehicle under various traffic situations and how they relate to traffic safety.

- MAY 1996 - Coordinated and lectured on a Traffic Collision Analyst/Reconstructionist Workshop held in Regina and attended by members of the RCMP as well as members of Regina, Weyburn and Saskatoon Police Services.
- MAY 1996 - made a presentation to the Child Injury Prevention Conference in Saskatoon on Saskatchewan Seat Belt Legislation.
- NOV 1996 - Level II Traffic Accident Investigators Course, Depot, Regina, Sask.
- JAN 1997 - 2 day presentation to the Driver Training Instructors Class, Saskatoon, Sask.
- FEB 1997 - presentation to the students in Human Justice 338 - University of Regina, Regina, Sask.
- MAY 1997 - Coordinated and lectured on a Traffic Collision Analyst/Reconstructionist Workshop held in Regina and attended by members of the RCMP as well as members of Regina and Saskatoon Police Services
- APR 1998 - Coordinated and assisted on a Bicycle/Pedestrian Involved Collision Course attended by members of Regina, Saskatoon, Moose Jaw, Weyburn and Bismark Police Services, members from Manitoba, B.C. and Saskatchewan - held in Regina, Sask.
- JUN 1999 - Coordinated and lectured on a Traffic Collision Analyst Workshop held in Regina and attended by members of the RCMP as well as members of Regina, Saskatoon, Prince Albert, Weyburn, Estevan and Moose Jaw Police Services, plus members from the Bismark City Police Dept.
- MAY 2001 - Coordinated and lectured on a Traffic Collision Analyst Workshop held in Regina and attended by members of the RCMP as well as members of Regina, Saskatoon, Prince Albert, Weyburn, Estevan and Moose Jaw Police Services, plus members from the Bismark City Police Dept.
- MAY 2001 - with Cpl. John Stevenson and Cst. Doug Green put Level II on PowerPoint.
- OCT 2001 - put on a 1 day training session for SGI Adjusters on Collision Investigation from an adjusters Prospective.
- AUG 2002 - coordinated and team instructed on a 15 day Advanced Collision Analysis Course in Regina for Saskatchewan Police Officers and Transport Canada Crash Team personnel.

PRESENTATION INVOLVING TRAFFIC SAFETY MADE TO VARIOUS ADULT GROUPS

- FEB 2001 - SABEA Conference, Traffic Crashes and Causes from a Reconstruction Perspective, Yorkton
- MAY 2001 - Traffic Crashes and Causes from a Reconstruction Perspective - Kick-Off to Safety Week at the Worker=s Compensation Board - Regina
- JUL 2000 - Math and Physics a Practical Application - Sask. Teachers Federation Summer Accreditation Program - Regina and Saskatoon
- JUL 2001 - Math and Physics a Practical Application - Sask. Teachers Federation Summer Accreditation Program - Regina and Saskatoon
- AUG 2001 - Saskatchewan Traffic Focus 2001 - Western Canada Transportation Assoc./Sask. Safety Council Joint Traffic Conference - Regina

- AUG 2001 - Traffic Crashes and Causes from a Reconstruction Perspective, - Western Canada Transportation Assoc./Sask. Safety Council Joint Traffic Conference - Regina
- OCT 2001 - Saskatchewan Safety Council Injury Prevention symposium, Traffic Crashes and Causes from a Reconstruction Perspective
- FEB 2002 - Saskatchewan Safety Council Industrial Conference, Traffic Crashes and Causes from a Reconstruction Perspective - and - Traffic Focus 2001
- MAR 2002 - Sask. Emergency Planner Assoc. Conference - Traffic Crashes and Causes from a Reconstruction Perspective - Saskatoon
- APR 2002 - Traffic Crashes and Causes from a Reconstruction Perspective to the Husky Upgrader Occupational Health and Safety Program - two presentations - Lloydminster
- MAY 2002 - Traffic Crashes and Causes from a Reconstruction Perspective to Trans Gas Occupational Health and Safety Program - Regina
- AUG 2002 - Math and Physics a Practical Application - Sask. Teacher=s Federation Summer Accreditation Program - Saskatoon.
- OCT 2002 - Sask. Building Officials Assoc. Conference - Traffic Crashes and Causes from a Reconstruction Perspective - Saskatoon
- NOV 2002 - Sask. Emergency Medical Services Interphase - Traffic Crashes and Causes from a Reconstruction Perspective - 2 presentations - Saskatoon
- DEC 2002 - Manitoba Safety Council Annual Traffic Safety Conference - Traffic Crashes and Causes from a Reconstruction Perspective - Winnipeg
- JAN 2003 - Petrovera Resources, Traffic Crashes from a Reconstruction Perspective - Lloydminster, Alta.
- FEB 2003 - Saskatchewan Safety Council Industrial Conference - Stopping Distances & Seatbelt Safety, Regina
- FEB 2003 - Manitoba Association of School Bus Operators - Stopping Distances, Seatbelts and Traffic Collision Reconstruction in General, Portage la Prairie, Man.
- MAR 2003 - Pilot Butte Fire Department - Traffic Collision Reconstruction and First Responders, Pilot Butte, Sask.
- MAR 2003 - Canadian Youth Against Impaired Driving Conference - Traffic Crashes from a Reconstruction Perspective.
- OCT 2003 - Pilot Butte Fire Department - Traffic Collision Reconstruction and First Responders, Pilot Butte, Sask.
- OCT 2003 - Presentation on seatbelts (What is Holding You Back!) To the Saskatchewan Safety Council Injury Prevention Symposium in Saskatoon, Sask.
- NOV 2003 - 2 Presentations on A What Every Driver Needs to Know About Traffic Safety@ Sask Energy - Occupational Health & Safety meeting in Saskatoon, Sask
- FEB 2004 - Driver Distraction and Inattention@ Sask. Safety Council Industrial Conference, Saskatoon, Sask.
- JUN 2004 - 2 presentations - Driver Distraction and Inattention@ SaskEnergy Occupational Health and Safety, Swift Current.
- SEP2004 - Driver Distraction and Inattention@ - Enbridge Pipeline O.H&S group in Regina

- MAR2005 - Traffic Safety from a Reconstruction Perspective@ Enbridge Pipeline O.H&S group in Regina
- APR 2005 - ATV & Snowmobile Safety in SAR - SARSAV Conference, Lloydminster, Sask.
- MAY 2005 - Traffic Safety from a Reconstruction Perspective@ - sponsored by Enbridge Pipeline to 5 school and adult groups in Altona, Glenboro, Souris and Virden, Man.
- Oct 2006 - Traffic Safety from a Reconstruction Perspective - Law 30, Balgonie
- FEB 2007 - Winter Driving@ - PDD - SIAST Kelsey Campus, Saskatoon
- MAR 2007 - Traffic Safety from a Reconstruction Perspective - Law 30, Balgonie.
- OCT 2007 - Traffic Safety from a Reconstruction Perspective - Law 30, Balgonie.
- FEB 2008 - The Consequences of Human Error - Sask. Safety Council Industrial Conference, Saskatoon, Sask.
- APR 2008 - Driver Distraction and Inattention - Ministry of Highways & Infrastructure Supervisors at Kenosee Lake, Sask.
- MAY 2008 - Driver Distraction and Inattention - Ministry of Highways & Infrastructure Operation Personnel at Balgonie, Sask.
- MAY 2008 - Driver Distraction and Inattention - Ministry of Highways & Infrastructure Operation Personnel at Weyburn, Sask.
- MAY 2008 - The Consequences of Human Error - (two presentations) - Can Oat Milling, Martinsville, Sask.
- JUN 2008 - The Consequences of Human Error - Sask. Energy Operational Personnel, North Battleford, Sask.
- JUN 2008 - The Consequences of Human Error - Sask. Energy Operational Personnel, Prince Albert, Sask.
- JUN 2008 - The Consequences of Human Error - Sask. Energy Operational Personnel, Melfort, Sask.
- FEB 2009 - Driver Distraction and Inattention - Sask. Safety Council Industrial Conference, Regina, Sask.
- MAR 2009 - Driver Distraction and Inattention - Heavy Equipment Contractor's Assoc. of Sask., Regina, Sask.
- MAY 2009 - Driver Distraction and Inattention - SaskPower Safety Supervisors, Regina, Sask
- MAY 2009 - Driver Distraction and Inattention - ENCANA, Weyburn, Sask.
- JUNE 2009 - Driver Distraction and Inattention - K-Line Construction, Regina, Sask
- OCT 2009 - 2 presentations - Driver Distraction and Inattention - SaskPower Safety Days, Saskatoon, Sask.
- DEC 2009 - Winter Driving - Sask Power, Regina, Saskatchewan
- FEB 2010 - Learning Driver Safety From A Collision Perspective - Sask. Safety Council Industrial Conference, Saskatoon, Sask.
- MAY 2010 - Driver Distraction and Inattention - Ministry Of Highways, Regina, Sask
- OCT 2010 - Traffic Safety Choices & the Consequences (X 2) - Apache Canada, Maple Creek & Fox Valley, Sask.
- FEB 2011 - Stopping Distances - Sask. Safety Council Industrial Conference, Regina, Sask.

- MAY 2011 - Driver Distraction & Inattention - Shand Dam O H & Safety, Estevan, Sask.
- JUN 2011- Driver Error - City of Saskatoon employees & bus drivers, - X 2- Saskatoon
- Oct 2012 - Traffic Safety from a Reconstruction Perspective - Law 30, Balgonie
- May 2013 - Traffic Safety from a Reconstruction Perspective - Law 30, Balgonie

ON-SCENE TRAFFIC COLLISIONS INVESTIGATED OR ASSISTED IN:

- Property damage - about 1400
- Personal Injury - about 875
- Fatal - - about 550

PREVIOUS COURT EXPERIENCE AS AN EXPERT WITNESS GIVING EVIDENCE ON SPEED CALCULATED FROM MARKS ON THE ROAD SURFACE, OPINIONS ON THE PROBABLE CAUSE OF THE COLLISION AND PERCEPTION/REACTION TIMES:

- Queen's Bench composed of a Judge and Jury - 4 times
- Queen's Bench composed of a Judge alone - 10 times
- Provincial Court Preliminary Hearing - 23 times
- Provincial Court - 38 times
- Traffic Safety Court - 8 times
- Coroners Inquest - 3 times
- Civil Court - 14 times

TOTAL 100 times

Murray D. Klatt

The Peoria Experience

The Peoria Experience

Traffic Enforcement and Crime: It Plays in Peoria



Acknowledgments

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Illinois State Police
Director, Terrance W. Gainer
Sergeant, Deborah L. Meisinger

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Peoria County Sheriff's Office
301 North Maxwell Road
Peoria, IL 61604
(309) 697-8515

Illinois State Police District 8
RR #2
Matamora, IL 61548
(309) 676-2116

Illinois Public School District 150
3202 North Wisconsin Avenue
Peoria, IL 61603
(309) 672-6512

Bradley University Police Department
1501 West Bradley Avenue
Peoria, IL 61625
(309) 677-1000

Introduction

During the Vaudeville hay days, they tried new stage productions in Peoria to measure audience acceptance. If the show was a hit in Peoria, it was ready for Broadway, hence the birth of the phrase . . . "if it plays in Peoria, it will play anywhere."

What's playing in Peoria now? . . . traffic enforcement.

Over a three year period (1994 through 1996), Peoria experienced significant reductions in violent crimes, property crimes and traffic crashes. How did they do it? New leadership brought traffic enforcement back to the forefront as a valued way of doing business . . . and got results.

Traffic Enforcement Results 1994-1996

Traffic Citations Issued - Increased 24%
Officer Initiated Activity - Increased 28%
Custodial Arrests - Increased 16%
DUI Arrests - Increased 11%
Traffic Crashes - Decreased 21%
Citizen Generated Calls - Decreased 6%
Part One Crime Index - Decreased 12%
Violent Crime - Decreased 10%
Property Crimes - Decreased 12%

About Peoria . . .

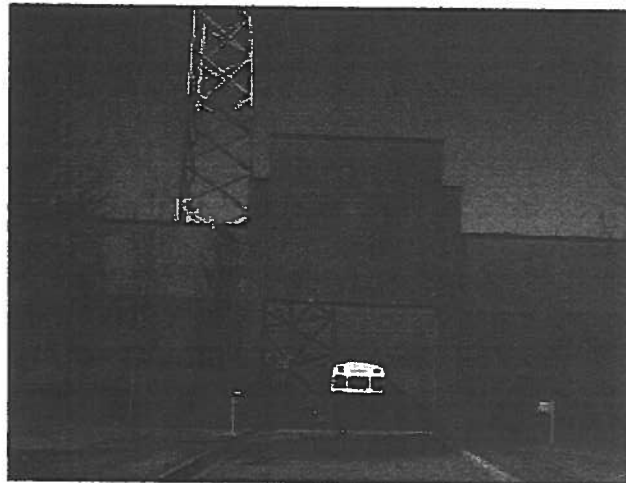
Peoria, Illinois, located on the banks of the Illinois River two and one-half hours south of Chicago and three hours north of St. Louis, Missouri, is the second largest Metropolitan Statistical Area (MSA) in Illinois. It is home to 116,000 residents within the city limits and 339,172 within the MSA. Bradley University, Caterpillar Corporation, a municipal airport, three hospitals and three housing projects are also in Peoria.

Two Interstate Highways, I-74 and I-474, run through the heart of the city. War Memorial Drive (U.S. Route 150) and Illinois Route 88 are part of the 550 miles of roadway within the city limits.

About the Peoria Police Department . . .

Mission Statement

The men and women of the Police Department are dedicated to building a strong Peoria. Through the delivery of exemplary service with a focus on problem solving, we are committed to enhancing the quality of life in our neighborhoods by **"Building a Partnership"** with the community we serve.



Peoria Police Department has 301 total personnel, of which 231 are sworn and 70 are civilian. Peoria Police Department is a full service police agency which provides a full spectrum of services with emphasis on building partnerships and community-based problem solving. Peoria Police Department is similar to many police agencies of comparable size. Changes which led to the Peoria Police Department success happened after they appointed Arthur Kelly III as the Superintendent of Police on July 11, 1994.

Prior to the appointment of Superintendent Kelly, traffic enforcement was not emphasized as an important law enforcement tool. Responsive patrol strategies were the accepted strategy . . . wait until it happens, then we'll respond. Peoria Police Department was not the only agency to use a responsive strategy. Some agencies still use it today as their primary enforcement strategy.

Superintendent Kelly operates differently. Proactive traffic enforcement combined with community oriented policing and problem oriented policing has resulted in significant improvements of traffic and crime trends within Peoria.



Because the two strategies were used back-to-back within the same city, a unique opportunity to compare them emerged. Superintendent Kelly had a wealth of data to use (both prior to his appointment and after), but no one to effectively interpret or report on the statistical findings. Kelly re-energized the Office of Strategic Planning, hiring Ron Henson to manage the Office and provide statistical analysis of the data. To make the analysis meaningful and timely, the computers and software were upgraded and improved. The strategy, personnel and support changes set the stage for *The Peoria Experience*.

About how they accomplished it . . .

Changing the Paradigm

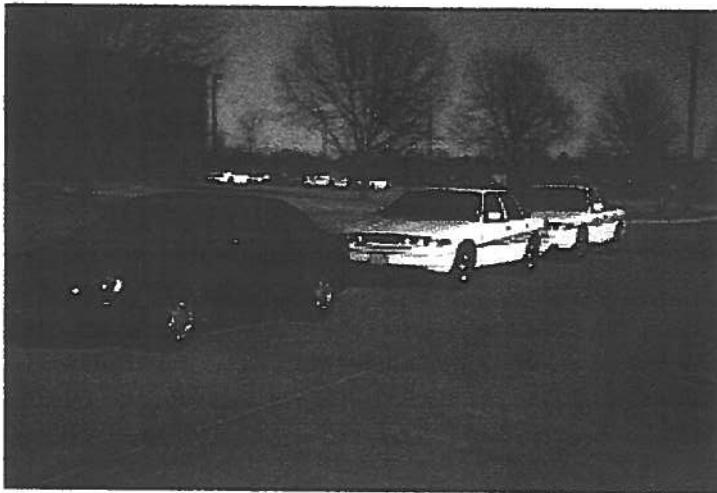
First, Superintendent Kelly re-emphasized traffic enforcement as a primary function and a tool for all Peoria Police Officers. Command officers and patrol officers alike were expected to do traffic enforcement. It was a new way of doing business with an old tool.

At the time Kelly took the helm, Peoria had been experiencing an upward trend in crime and motor vehicle crashes. Calls for service were frequent. How was an officer to find time to do traffic enforcement? . . .

Interagency Cooperation

The Peoria Police Department's motto is "Building A Partnership," yet it is more than a motto. It is the foundation for Peoria's success. The Peoria Police Department partnered with other agencies to conduct highly visible roadside safety checks. By working with sworn officers from the Illinois State Police, the Peoria County Sheriff's Office and the Illinois Public School District Number 150, the Peoria Police Department was able to have 40 officers assigned to each checkpoint.

According to Assistant Superintendent Michael Button, "Egos can't get bigger than intelligence - don't let egos override the mission. With tighter resources, we have to work smarter."



Changing Perceptions

Another important element of the Peoria checkpoints was to give officers an appreciation for the types of arrests that could result from traffic enforcement efforts and also to get command officers involved so as to lead by example. All agency heads were present at the safety checks, so officers involved could see the commitment the department had for the effort. After they conducted a few checkpoints, calls for service began to drop and officers had time for self initiated activity.

Community Relations and Involvement

Media campaigns, prior to and after the checkpoints, kept citizens informed about the objectives and results of the enforcement efforts. Media representatives frequently reported "live" from the checkpoint locations, providing a dramatic visual backdrop for the citizens of Peoria to see their Police Department at work.

Operational Considerations

Officers from each district were asked for suggestions on when and where the checkpoints would be most effective. Community leaders expressed their concerns with problem areas. Statistical analysis of trends and locations were used to direct the efforts. The Peoria Police Department conducted checkpoints in every region of the city, not just in gang or poor socioeconomic areas. One unique aspect of the Peoria checkpoints was the ability to dismantle and move quickly. In a given night, the checkpoints would be in three pre-planned locations for one to two hours, which sent a clear message to would-be criminals . . . Peoria Police Department does provide "drive-up" service.

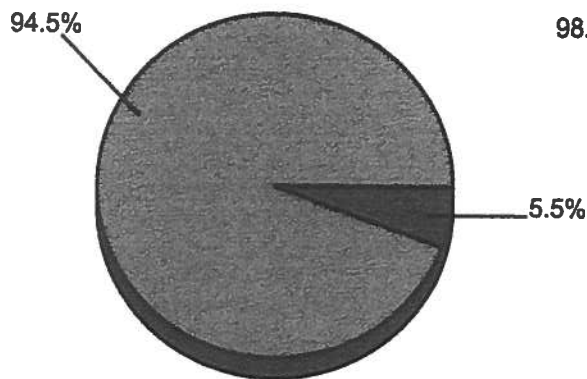
Tactical considerations were consistent with any checkpoint operation. Planning, planning, and planning again was the credo for success.

Additionally, after each checkpoint, a multi-agency critique of the operation provided valuable insight, improving subsequent checkpoints.

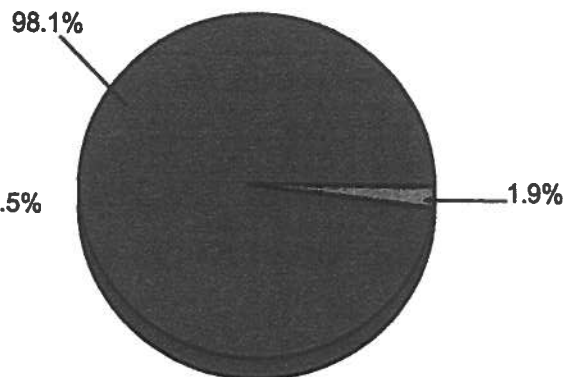
Funding

As illustrated in the following graphics, funding for the traffic efforts in Peoria is predominately internal. This aspect of the Peoria experience is significant, because the efforts are self-sustaining and not dependent on external funding.

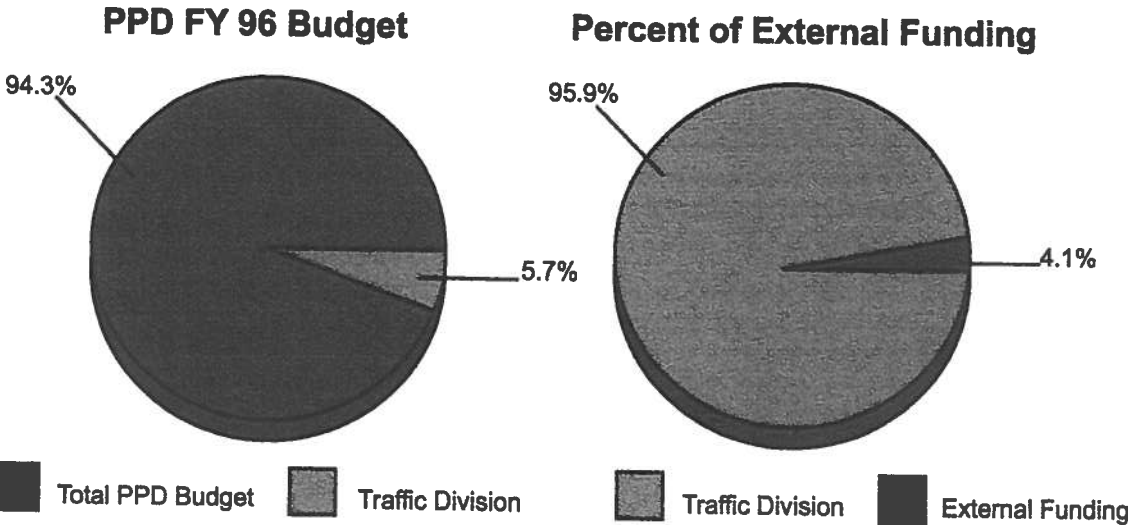
PPD FY 95 Budget



Percent of External Funding



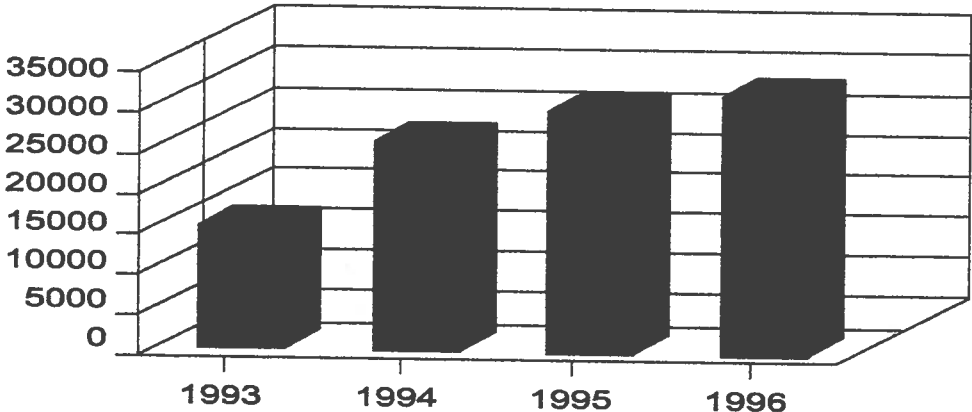
Legend: Total PPD Budget (grey square), Traffic Division (black square), Traffic Division (black square), External Funding (grey square)



About the Results . . .

Once the community and officers realized traffic enforcement was there to stay, a very definite trend emerged . . . increased traffic enforcement led to decreased crashes and crime.

Traffic Citations

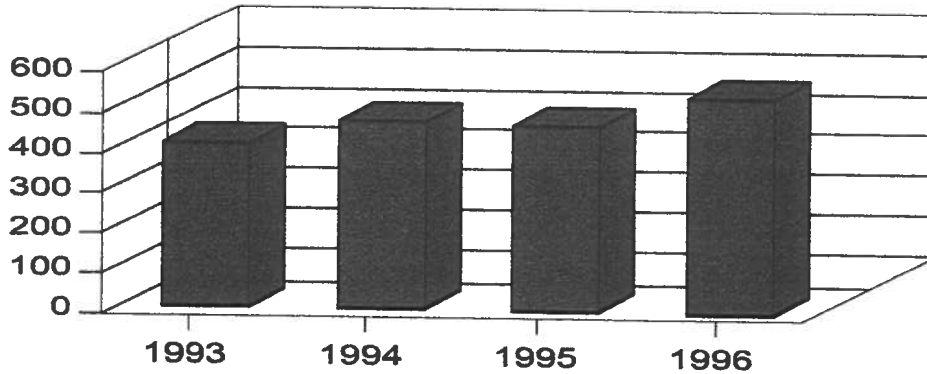


1993	1994	1995	1996
.....			
15507	26085	30186	32280

Though some debate may exist on the impact that traffic enforcement has on crime, it is generally accepted that an officer engaged in visible enforcement activities affects criminal behavior. One measure of an officer's visible enforcement efforts are the number of citations the officer writes. Using the number of traffic citations written and comparing them to traffic and criminal trends is one way to show the traffic/crime relationship. In Peoria, the traffic enforcement effort was well under way. All that remained was to examine the traffic and crime effects.

Detection and apprehension of impaired drivers were expected outcomes of increased traffic enforcement.

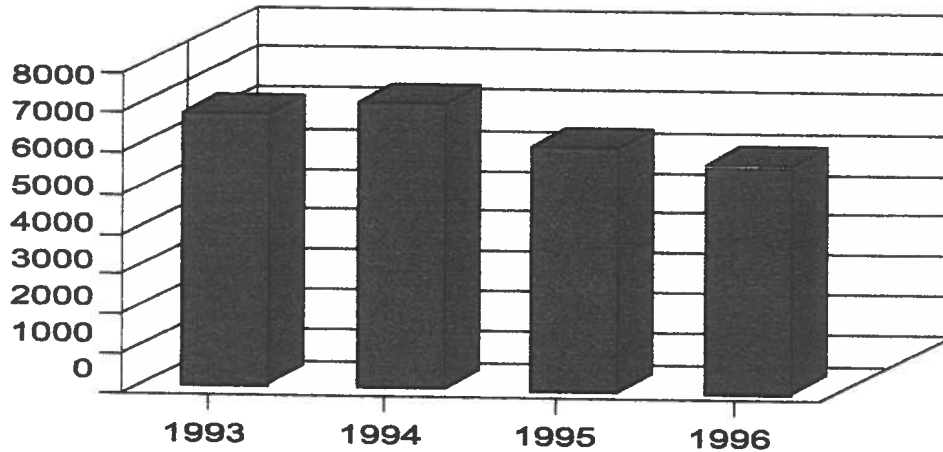
DUI Arrests



1993	1994	1995	1996
394	462	461	515

A desired result of a vigorous traffic law enforcement program is a reduced number of traffic crashes. Traffic crashes in Peoria decreased by 21 percent between the years 1993 to 1996.

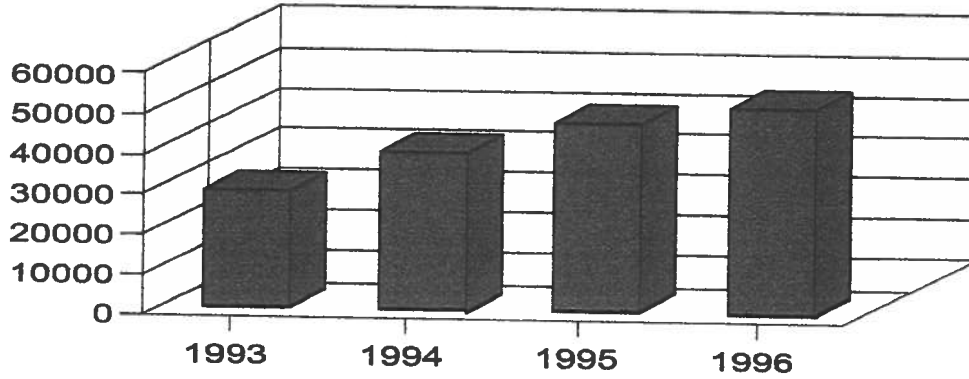
Crashes Investigated



1993	1994	1995	1996
6807	7224	6348	5730

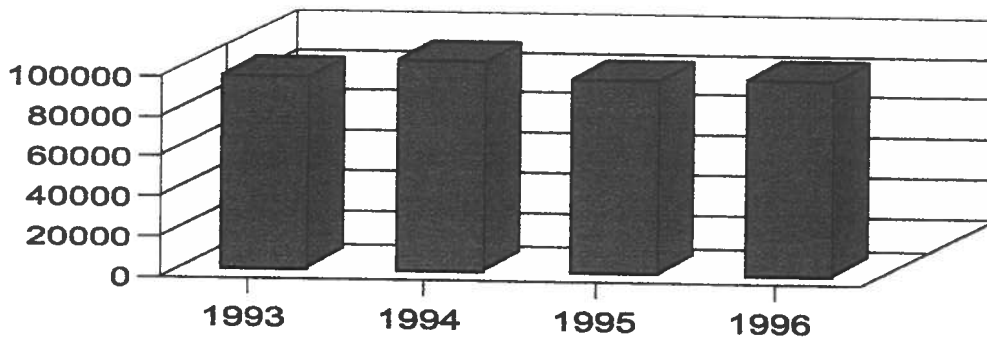
One of the most significant paradigms the Peoria officers had to rethink was the difference between reactive and proactive roles. In many law enforcement agencies like Peoria, officers were very busy going from one call for service to another. Being proactive would mean finding time to initiate calls and activity. The task seems monumental. As mentioned earlier, they accomplished part of the shift in paradigms through interagency cooperation. Officers were surprised with the results of proactive enforcement. There was greater activity and effectiveness with this approach, and they were more visible in the community. The shifts in calls for service are illustrated in the following graphics.

Officer Initiated Calls for Service



1993	1994	1995	1996
27612	45413	51615	58140

Dispatched Calls for Service



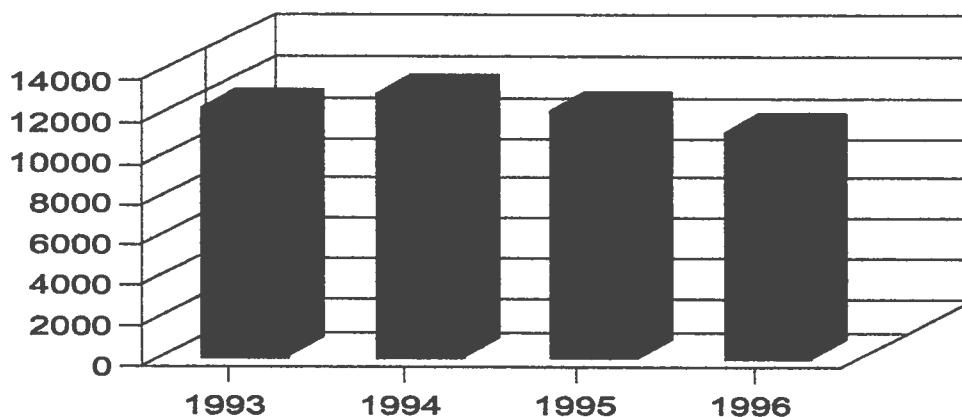
1993	1994	1995	1996
92328	97481	90658	92073

As traffic law enforcement increased, criminal arrests also increased slightly, leveled off and then began a slow decrease. Officers began to "look beyond the traffic ticket."

At precisely the same time Superintendent Kelly took office, traffic enforcement increased, and being proactive was the new philosophy. The result . . . crime in Peoria decreased for the first time in a decade.

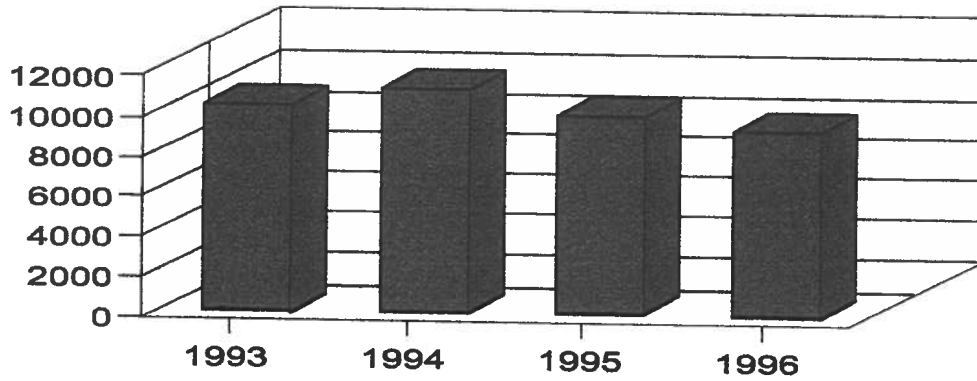
Custodial arrests for crimes and serious traffic offenses have increased over the last four years and the percentage of arrests as a direct result of vehicle stops is significant as shown in this graphic.

Crime Index



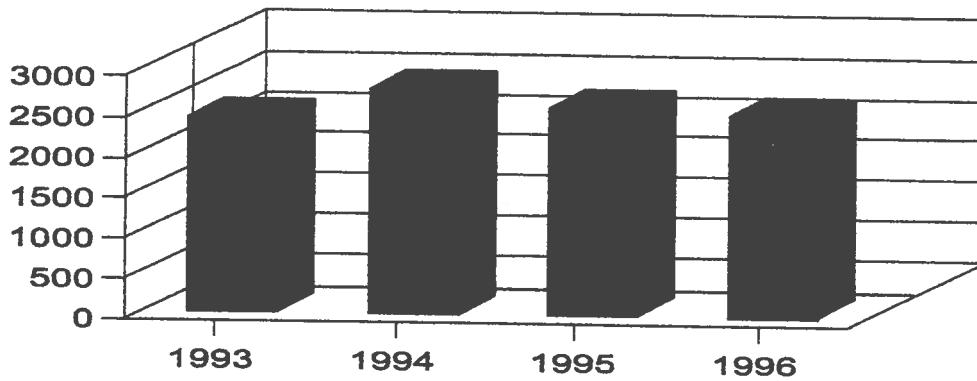
1993	1994	1995	1996
.....
12540	13097	12301	11578

Property Crime



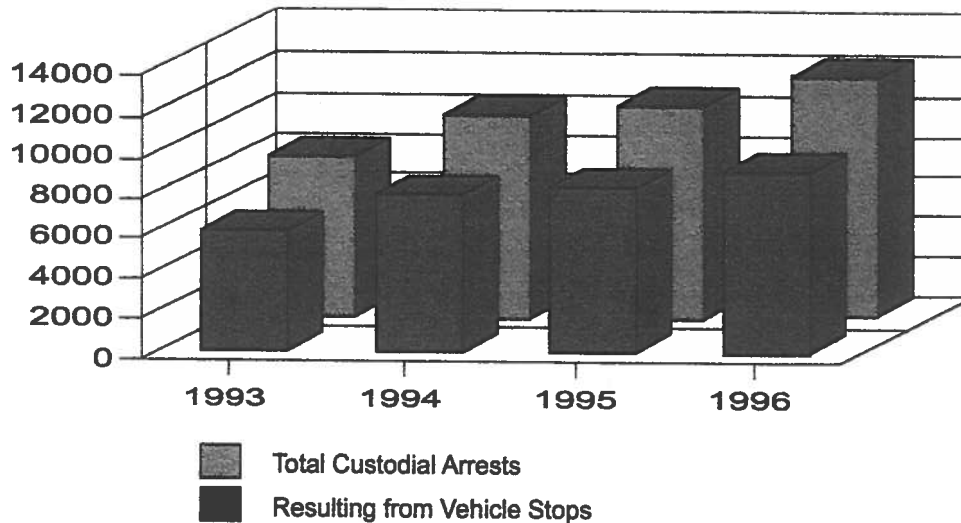
1993	1994	1995	1996
10133	10395	9768	9152

Violent Crime



1993	1994	1995	1996
2401	2702	2533	2426

Vehicle Related Arrests



1993	1994	1995	1996
.....			
72%	77%	76%	76%

- *1. **Crime Index:** The crime index is defined as the overall volume and rate of crime reported to law enforcement agencies.
- *2. **Property Crime:** A property crime is a crime against property where there is no force or threat of force against a victim. This includes arson, theft of money and theft of property.
- *3. **Violent Crime:** A violent crime is a forcible felony crime. These crimes involve force or the immediate threat of force. These crimes include homicide, sexual battery, manslaughter, etc.

About the future . . .

As a result of the proactive approach to traffic law enforcement, involving officers in the planning and implementation and asking for communities help in problem-solving, the Peoria Police Department has gained citizen support for its efforts. Through partnerships with other law enforcement agencies and the community, problems were identified. Once these law enforcement agencies and the community identified the problems, they formulated solutions and took action.

Who would have thought that the solution would include that "old tool"— traffic enforcement? To infer that this was a simple task would diminish the real dedication and effort that the Peoria Police Department has invested in its community. Meetings, planning, education, evaluation and critique were essential elements to the success Peoria has experienced.

The Peoria Police Department is a dynamic agency willing to "think outside of the box" and address problem issues. Essential components in Peoria's success were planning, educating, meeting, evaluating and critiquing.

With such positive results, traffic law enforcement will continue to be the cornerstone of Peoria's enforcement philosophy in the future. Traffic enforcement, partnered with support from a community, can achieve meaningful results. As said in the beginning, "if it plays in Peoria, it will play anywhere."

References:

1. Henson, R. *1996 annual Statistical Analysis Report*, Peoria Police Department, February 1997.
2. Wilson, J. And Boland, B. *The Effect of the Police on Crime*, U.S. Department of Justice, November 1979.
3. The Traffic Institute, Northwestern University, *Effect of Traffic Enforcement on Crime*, National Highway Traffic Safety Administration, March 1993.
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5. Black, H., *Black's Law Dictionary*, June 1968.
6. U.S. Department of Justice, Federal Bureau of Investigation, *Crime in the United States, Uniform Crime Reports*, 1996 Report, September 1997.

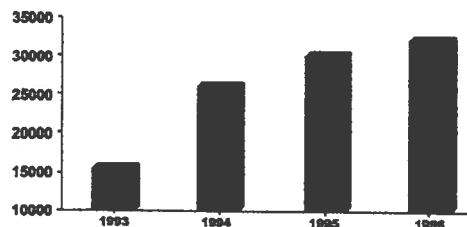
THE PEORIA EXPERIENCE TRAFFIC ENFORCEMENT REAPS BENEFITS

During the golden days of vaudeville, new stage productions were tried out in Peoria, Illinois to measure audience acceptance. If a show was a hit in Peoria, it was ready for Broadway . . . *if it plays in Peoria, it will play anywhere* became a measure of future success. In 1994, new leadership in the Peoria Police Department brought traffic enforcement to the forefront as a way of doing business and found impressive benefits in crime reduction as well.

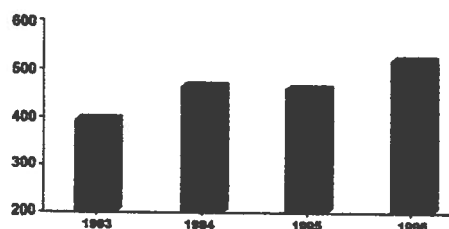
The National Highway Traffic Safety Administration (NHTSA) sponsored a case study about the proactive traffic enforcement program in Peoria after their renewed emphasis on routine traffic enforcement and community policing. **The Peoria Experience: Traffic Enforcement and Crime: It Plays in Peoria** is available. This colorful booklet is the product of the combined resources of the Illinois State Police, the Peoria Police Department, the Peoria County Sheriff's Office, the Illinois Public Schools, and the Bradley University Police Department.

With the appointment of a new Superintendent of Police in 1994, Peoria shifted from a responsive patrol strategy to proactive traffic enforcement combined with community oriented policing . . . *"With tighter resources we have to work smarter."* Command officers and patrol officers alike were expected to do traffic enforcement. The Sheriff's Office, the State Police, the school district, and the university police pooled resources to conduct highly visible roadside safety checks.

The checkpoints received live media coverage, and were rotated to problem areas identified by statistical trends. In a given night, the checkpoints were in three locations for one to two hours.

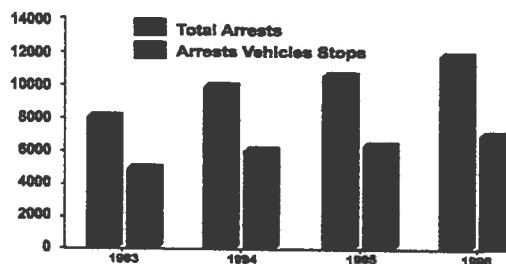


Traffic Citations Issued in Peoria, 1993-1996



DUI Arrests in Peoria, 1993-1996

By 1996, the number of traffic citations issued increased dramatically, the number of DUI arrests increased, and, most significantly, the percentage of arrest resulting from vehicle stops increased to 76 percent of the department's total arrests.



Vehicle Related Arrests in Peoria, 1993-1996

HOW TO ORDER

For a copy of *The Peoria Experience*, write to the Media and Marketing Division, NHTSA, NTS-21, 400 Seventh Street, S.W., Washington DC 20590, or send a fax to (202) 493-2062.

C

STOPPING DISTANCES & PERCEPTION/REACTION DISTANCES (1.5 SECONDS) AT VARIOUS SPEEDS ON VARIOUS SURFACES

SPEED in Km	RINK ICE .05	ROAD ICE .15	GRASS .30	GRAVEL .50	ASPHALT .70	VELOCITY in m/sec	P/Rx Dist. in metres
10	7.9	2.6	1.3	.8	.6	2.78	4.17
20	31.5	10.5	5.2	3.1	2.2	5.56	8.33
30	70.9	23.6	11.8	7.1	5.1	8.33	12.50
40	126.0	42.0	21.0	12.6	9.0	11.11	16.67
50	196.9	65.6	32.8	19.7	14.1	13.89	20.83
60	283.5	94.5	47.2	28.3	20.2	16.67	25.00
70	385.8	128.6	64.3	38.6	27.6	19.44	29.17
80	503.9	168.0	84.0	50.4	36.0	22.22	33.33
90	637.8	212.6	106.3	63.8	45.6	25.00	37.50
100	787.4	262.5	131.2	78.7	56.2	27.78	41.66
110	952.8	317.6	158.8	95.3	68.1	30.56	45.83
120	1133.9	378.0	189.0	113.4	81.0	33.33	50.00
130	1330.7	443.6	221.8	133.1	95.1	36.11	54.17
140	1543.3	514.4	257.2	154.3	110.2	38.89	58.33
150	1771.7	590.6	295.3	177.2	126.5	41.67	62.50
160	2015.7	672.0	336.0	201.6	144.0	44.44	66.67
170	2275.6	758.5	379.3	227.6	162.5	47.22	70.83
180	2551.2	850.4	425.2	255.1	182.2	50.00	75.00
190	2842.5	947.5	473.8	284.3	203.0	52.78	79.17
200	3149.6	1049.9	525.0	315.0	225.0	55.56	83.33

c. T-18.1

TRAFFIC SAFETY

Limits on public inspection re reports and statements

254(1) A written report or statement made or furnished pursuant to section 253 is deemed to be made without prejudice and for the information of the administrator.

(2) The administrator shall keep any written report or statement mentioned in subsection (1) confidential and is not required to make any written report or statement available for public inspection.

(3) The fact that any report or statement has been made or furnished pursuant to section 253 is admissible in evidence solely to prove compliance with that section, but the written report or statement is not admissible in evidence for any other purpose in any trial arising out of a motor vehicle accident.

(4) Notwithstanding subsections (1) and (2), the administrator may make available to persons engaged in road safety research any information contained in any report received by it pursuant to section 253.

(5) No person who receives any information pursuant to subsection (4) shall make that information public in a form that would enable any particulars to be identified as being related to any specific person or business.

2004, c.T-18.1, s.254.

Confirmation of accident report

255(1) If a peace officer receives an accident report pursuant to section 253, the peace officer shall do one of the following:

(a) attach to the motor vehicle that was involved in the accident a written notice, on a form provided by the administrator, confirming that the accident has been reported;

(b) provide the owner of the motor vehicle mentioned in clause (a) with a confirmation, in any form and in any manner that the administrator considers appropriate in the circumstances, that the accident has been reported.

(2) If the administrator receives an accident report, the administrator shall do one of the following:

(a) attach to the motor vehicle that was involved in the accident a written notice, in a form that the administrator considers appropriate, confirming that the accident has been reported;

(b) provide the owner of the motor vehicle mentioned in clause (a) with a confirmation, in any form and in any manner that the administrator considers appropriate in the circumstances, that the accident has been reported.

TRAFFIC SAFETY

c. T-18.1

- X
- (4) The duty to report an accident to a peace officer pursuant to subsection (3) applies if the accident:
- (a) involves bodily injuries or death;
 - (b) involves a motor vehicle for which no certificate of registration has been issued pursuant to this Act;
 - (c) involves an unidentified motor vehicle;
 - (d) involves a motor vehicle that was towed from the scene of the accident as a result of the accident; or
 - (e) involves a person in charge of a motor vehicle who was apparently under the influence of alcohol or drugs so as to be incapable for the time being of having proper control of the motor vehicle.
- (5) If the person in charge of a motor vehicle involved in an accident is physically incapable of making a report required pursuant to subsection (3), another occupant of that motor vehicle who is capable shall make that report.
- (6) Every person who sustained a bodily injury arising out of a motor vehicle accident and who is physically capable of making a report shall make a report in the same manner as that required by the person in charge of a motor vehicle pursuant to subsection (3).
- (7) A peace officer who receives a report of an accident shall:
- (a) secure from the person making the report, or by other inquiries if necessary, any particulars of the accident necessary to complete an accident report;
 - (b) prepare an accident report; and
 - (c) immediately transmit the accident report to the administrator.
- (8) The administrator may require:
- (a) any person involved in an accident or having knowledge of an accident or of any bodily injuries or property damage arising out of an accident to furnish any information that is necessary to complete an accident report; or
 - (b) a peace officer to secure any information that is necessary to complete an accident report.
- (9) In a prosecution for a contravention of this section, a certificate of the chief, deputy chief or person in charge of the police service or unit responsible for providing police services in the municipality where an accident mentioned in this section occurred that a report has not been filed is admissible in evidence as proof, in the absence of evidence to the contrary, of the facts stated in the certificate and of the authority of the person issuing the certificate, without proof of the appointment or signature of the person who completed the certificate.

When reports of accidents required

253(1) In this section, "unidentified motor vehicle" means a motor vehicle:

- (a) that causes:
 - (i) bodily injury to or the death of a person arising out of physical contact of the motor vehicle with the person or with the motor vehicle of which the person is an occupant; or
 - (ii) property damage arising out of physical contact of the motor vehicle; and
 - (b) with respect to which:
 - (i) the names of both the owner and the person in charge of the motor vehicle are not ascertainable;
 - (ii) the name of the owner is not ascertainable and the motor vehicle has no person who was in charge of it; or
 - (iii) the name of the person in charge of the motor vehicle is not ascertainable and the owner is not liable for the actions of that person.
- (2) Every person in charge of a motor vehicle that is involved in an accident shall:
- (a) notify the following persons as soon as is practicable after the accident:
 - (i) the person in charge of any other motor vehicle that is involved in the accident;
 - (ii) if any property in addition to a motor vehicle has been damaged as a result of the accident, the person in charge of that property; and
 - (b) provide the persons mentioned in clause (a) with the following information:
 - (i) his or her name and address;
 - (ii) his or her driver's licence number;
 - (iii) the number of the certificate of registration of the vehicle; and
 - (iv) particulars of any insurance affecting the vehicle.
- (3) In the circumstances mentioned in subsection (4), the person in charge of a motor vehicle that is involved in an accident shall:
- (a) report the accident to the nearest peace officer as soon as is practicable after the accident; and
 - (b) provide the peace officer mentioned in clause (a) with any information or written statement concerning the accident that the peace officer may reasonably require to complete an accident report.

