

# The Oregon POLICE CHIEF

The professional voice of Oregon law enforcement

Winter 2010

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*Hood River Police Department*

Sergeant Andrew Rau  
*Hood River Police Department*

Sergeant Stan Baker  
*Hood River Police Department*

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Chief Maurice Sanders  
*Florence Police Department  
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Chief Ralph Painter  
*Rainier  
from Provisional Active to Active*

Captain Michael Conrad  
*Oregon City To Chief Oregon City*

Chief Mark Dannels  
*Coquille Police Department  
from Provisional Active to Active*

Chief Terry Holderness  
*Ashland Police Department  
from Provisional Active to Active*

Chief PJ Janik  
*Gold Beach Police Department  
from Provisional Active to Active*

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Chief John Courtney  
*La Grande – June 2008*

Chief Larry Kanzler  
*Milwaukie – July 2008*

Chief James Harper  
*Dallas – October 2008*

Chief Carla Piluso  
*Gresham – December 2008*

Chief Gordon Huiras  
*Oregon City – February 2009*

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*Sandy – December 2009*

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Chief Kent Barker  
*Tualatin PD. Chief John Courtney*

# PRESIDENT'S MESSAGE



The emphasis for this issue of our magazine is Traffic Safety. During the past year, we had 375 deaths as a result of traffic crashes in Oregon. While this number is down from 2008, we cannot be satisfied and must continue our vigilant effort to reduce these unacceptable fatalities. As police executives, traffic safety is a responsibility we all share and that we all take seriously on behalf of our communities.

As the state continues to struggle to recover from the economic crisis of the past few years, our police departments are suffering cutbacks in personnel that reduce our ability to address the traffic safety challenges every community confronts. In the face of these challenges, the members of the Oregon Association Chiefs of Police are asking tough questions and making difficult choices about the deployment of police resources. We are asking ourselves “What can we do with our current resources and how can we plan for the future?”

The OACP needs to work with our local legislature for better language on our driving with cell phone laws. Our most recent law is a step up from what we had but it still contains several loopholes.

Can we push for more grant funding and less restrictive conditions for overtime DUII patrols? More funding for Drug Recognition Expert (DRE) officers? Is it possible to contact our Congressional representatives and plant the seed to obtain grant funding for traffic officers?

Our local agencies need to work more closely with our local traffic safety committees. Have we identified problem areas they could help with?

Are we working with our youth to help educate them on good driving habits?

How much cooperation do we have with other agencies in our area to form an interagency traffic team? One that can target a problem area with officers from several agencies. We have some of these already that are doing an excellent job.

Are we spending enough time with our vendors at the annual conference? Are we taking advantage of new products that are offered to help battle the traffic safety issues?

Are we listening to our citizens when they report problems or concerns?

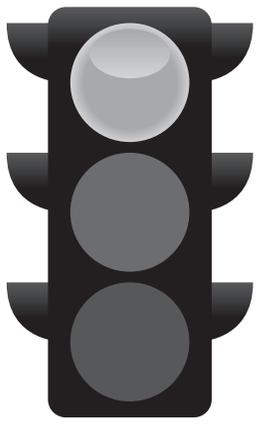
These are just a few ideas. They aren't new but we need reminders from time to time. The OACP needs to work together to find other ideas. What will work and what won't? We can't say lack of funding is the problem. It is up to us to find new ways or expand with what we have to keep our citizens safe on our streets.

As members of the OACP, with your help and involvement, things will get better.

Respectfully,

Chief Jay Waterbury

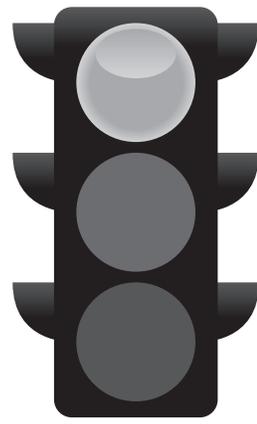
President, Oregon Association Chiefs of Police



# PHOTO RED LIGHT ENFORCEMENT

## *A Newberg Success Story*

*By Lieutenant Chris Bolek*



*Newberg-Dundee Police Department*

Implementation of photo red light in Newberg is the culmination of work begun in 2003 by then Chief of Police Robert I Tardiff and Deputy Chief Brian Casey. In 2005, the State Legislature authorized the use of Photo Red Light in cities with a population of 30,000 or more and the City of Newberg. When Chief Tardiff retired in 2007, Chief Brian Casey continued to support photo red light legislation throughout the state, testifying at legislative hearings and encouraging law makers to recognize the public benefit of this tool. Due to the work of many, the Legislature in 2007 changed the law to allow any city in the state to use Photo Red Light enforcement.

The use of Photo Red Light still has its skeptics, mostly attributed to the concept of "Big Brother". This, and other concerns are belied by carefully targeting the intersections in which photo red light is used, carefully applying its enforcement, and, finally, maintaining a public awareness of the use of the system.

### Public Awareness Campaign a Key

Part of any successful traffic enforcement project involves a strategic public awareness campaign that alert the public regarding where targeted enforcement will be done and what violation(s) are going to be enforced. The Legislature requires that a public information campaign be conducted in any city where photo red light is used prior to its implementation. Newberg posts signs at each of its entrances to the City, as well as at the intersection of Highway 99W and Springbrook Road that read, "Red Light

Photo Enforced". As a result of signage and public awareness efforts, local residents and frequent commuters through the City of Newberg are well aware of photo enforcement at this intersection and local violations are reduced. However, while the number of local violators has gone down, the total number of red light violation citations has gone up so far in 2009 to 523 over the total number of 464 issued in 2008.

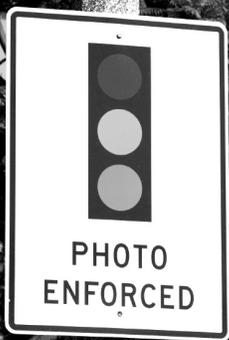
### Photo red light as a targeted traffic safety tool

Targeted placement of red light cameras is integral to the program's success. Some of the criteria that must be considered are the number of anticipated violations that occur, the potential for crash reductions, and the ability to effectively and safely enforce violations at the intersections through traditional traffic enforcement techniques. Traffic engineers design intersections to make the maximum use of land for right-of-way and to make intersections operate as efficiently

Location: NEW-99SP-03 W/B 99 and Springbrook, Newberg (NEW-99SP-03 v4.9.30.0)  
Date: Monday 08 June 2009 Time: 17:47:59 Frame: 2 Speed Limit: 40 MPH  
Lane: 2 Vehicle Speed: 28 MPH RED : 7.25 Elapsed Time: 0.70



***Beginning in July of 2006, the City of Newberg began utilizing Photo Red Light at the intersection of Highway 99W and Springbrook Road. This intersection was identified as the site with the highest number of red light runners and traffic crashes within the Newberg city limits.***



as possible. Roadways run from curb to curb, and adjacent to the roadways are sidewalks or bike paths. This then creates situations that make it often times impossible to safely observe and then stop a red light runner. For the motorists who do not voluntarily comply with the warnings as hoped for, the use of Photo Red Light provides the

ability for effective and safe enforcement of the law.

Comparing the number of crashes at this intersection enhanced with photo red light for the two years prior to 2006 and the two years after, Newberg's crash data show a reduction of approximately 17% in the number of crashes at this location. At the same time, however, there was just over a 4% increase in the number of vehicles travelling through that intersection during that same time period.

## System integrity essential for public confidence

The use of fair and reasonable criteria as well as prudent discretion in the issuance of a photo red light citation is absolutely required.

It is incumbent upon the City to ensure that the activation settings of the photo red light system are both reasonable and fair. For example, in Newberg, a violation only gets photographed when the traffic light has turned red by the time the violator has approached the intersection, passes the sensors prior to the crosswalk and then proceeds into the intersection. The violation is not photographed if the traffic light turns to red while the motorist is in the intersection.

Violations are viewed by any one of the department's three traffic safety officers. The officer does not assign the photograph as a citation unless the person is clearly travelling through the intersection on a red light. For example, no citation is issued if a person happens to roll past the crosswalk

but then stops, or inadvertently begins to go when his / her light is still red when the adjacent turn

lane traffic light goes to green, as does happen due to human nature. Even though the violation may be photographed, the officer will not assign the photo for a violation citation.

There are times when and for varying reasons the photograph of the violator is unclear so a citation is not issued. Furthermore, the system is programmed to not photograph turns made against a red light, as this is an otherwise lawful turn as long as it is done so safely.

## Additional features make photo red light a "value added" tool

Another invaluable feature of the photo red light system is the recording of the date, time, location, direction and speed of the violating vehicle. It also provides the length of time the light had been red prior to the vehicle's entry into the intersection. This information has been extremely useful in determining fault. The device not only provides still photos of violations and crashes when they occur, but also a video clip of the violation and crash. This provides the ability for the court to make clear judgments.

The City of Newberg has considered other intersections within the city limits for the placement of a photo red light system. However, based on the criteria of a high public safety hazard and / or an enforcement challenge, we have opted not to place additional photo red light systems at other intersections within Newberg.

With the January 2010 implementation of the new law prohibiting cell phone use while driving, this is a good time to remind motorists and our officers of the dangers associated with these activities while driving. Even though the new law will allow law enforcement officers to use hand held communication devices while driving during the course of our duties, we will encourage our officers to park before using a cell phone when it is possible to do so. Cell phones are a significant factor in driver distraction and can contribute to the problem of red light running.

The goal of the Newberg-Dundee Police Department is that of traffic safety and compliance through education, enforcement, tools and programs that promote safety. The implementation and use of photo red light has created a safer environment for the citizens of Newberg and the motoring public as a whole.



## The Dangers of Traditional Traffic Enforcement at Red Light Intersections

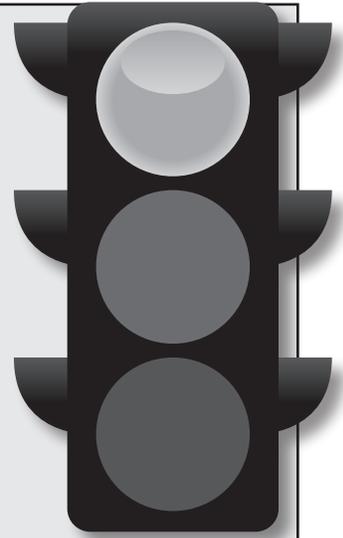
At intersections, observation of red light violations by law enforcement officers is difficult and pursuit of violators can put motorists, pedestrians and officers at risk. Utilizing police vehicles to enforce red light violations at intersections is not ideal because:

Traffic engineers design intersections to maximize use of right of way and to facilitate the smooth flow of traffic. They don't design intersections with traffic enforcement in mind. As a result, it is difficult and sometimes impossible for an officer to find a location to safely park and observe the intersection.

When an officer observes a red light violation, there is no safe or effective way to stop a violator without following them through the red light. This compounds the potential risk to other motorists and pedestrians who are using an intersection and puts the officer at risk as well.

Use of multiple police vehicles to enforce traffic laws at intersections (where one officer observes a violation and "calls ahead" to an officer beyond the light to make the stop) creates interruptions to traffic flow and constitutes a costly and ineffective use of limited police resources that could be better utilized for responding to calls for service.

Carefully targeted tools like photo red light help address the difficult nature of enforcement challenges at intersections, provide enforcement coverage 24 hours a day, 7 days a week and free officer time to respond to other pressing public concerns.



# HOW TO BUILD AN EMERGENCY CAR KIT

*Be Prepared for the Worst Case Scenario*

*by Chief Mark Miranda, with content provided by [beprepared.com](http://beprepared.com)*

In 2006, a family trip to Oregon during Thanksgiving turned tragic when CNET Senior Editor James Kim along with wife Kati and young daughters Penelope (4 years) and Sabine (7 months) became lost in their car in rural Jackson County. While stranded, the family stayed warm using the car heater and then burned tires when they ran out of gas. As an act of sacrifice, James Kim left

**The contents of your trunk  
may make the difference between  
tragedy and survival  
when the unexpected  
leaves you lost or stranded  
in your vehicle.**

his family's stranded car in order to seek help and never returned. While Kati Kim and her daughters were eventually rescued, the body of James Kim was later found by search teams in shallow water near Big Windy Creek just one mile from Black Bar Lodge. He died of hyperthermia and exposure.

All Oregon motorists should be prepared for the unexpected, regardless of the season, by building or buying an emergency

car kit. Depending on your circumstances and location, your level of preparation may vary. You may need snow tires, new windshield wipers and fluid, anti-freeze, heater/air conditioner service, recommended scheduled tune-ups, etc. For everyone it should mean preparing your car for whatever could happen.

When preparing your car it is wise to remember to make preparations also for your family. An **emergency car kit** is crucial for breakdowns and unusual weather conditions. It is always good to keep essential supplies in your car in case you get stranded for a few hours or even a few days. What should I keep in my **auto emergency kit**? First, you want to make sure you have the basic essentials such as **water, food, and warmth**. After these basics are included, then you can add other necessities such as an **emergency light, first aid** items, **tools** and other accessories.

## Water:

Drinkable water is of utmost importance. Most people can actually survive days without food, but your body will dehydrate without water, leading to organ failure and death. We take the abundance of water for granted when things are normal, but in an emergency it becomes critical. Water is also useful for washing wounds and for sanitation. Water can also be helpful if your car overheats. Because of the limited space in automobiles, storing water must be in small packages. Water is available in **small drink boxes** (8.45 oz.), in **pouches** (4.2 oz.) or a **Deluxe Sanitation & Water Kit**.

## Food:

If your car breaks down and you are many miles from any town or store, you will want to have food stored in your kit to make sure your body has enough energy. It is very difficult to keep food in your car because it is exposed to extreme temperatures, both hot and cold, and the food is likely to spoil. The best thing to store in your car is **high Calorie Food Bars**. These bars come in packages of **2400 calories** and **3600 calories**. They can be exposed to extreme temperatures. They have a tasty flavor that won't leave you thirsty. The bar helps activate the salivary gland and reduce your demand on emergency water supplies. They also expand in your stomach so you feel full. Be careful that you don't over-consume them because they are so high in calories.

## Warmth:

You may have plenty of food and water, but if you're cold you'll feel miserable. Especially in the winter, warmth is a

must for an emergency car kit. If you get stranded on a desolate road or stuck in a snowstorm, you will be glad you have a source of **warmth** in your car. There are several options: 6 to 20 hour warm packs, **wool blankets, emergency bags, and emergency blankets**. Also, for shelter from the rain, include a **poncho or other rain gear**. Warm packs are nice for quick, concentrated heat. You can put them in your pockets, shoes and gloves to stay warm. Wool is one of nature's warmest fibers. It provides warmth even when it's wet. It is best to get a wool blend blanket because when synthetic fibers are added to it they provide softness, washability and durability. **Emergency blankets and bags** are lightweight and fold to pocket size. They're made of a reflective material which reflects up to 80% of your radiant body heat to help keep you warm. Our company did an in-house test of the emergency bag. We sent a few employees and family members outside in an emergency bag. They got so warm they had to get out of the bag. A **poncho** is nice if you are in rain or other bad weather and need to go outside to change a tire or do other work on the car.

## Light:

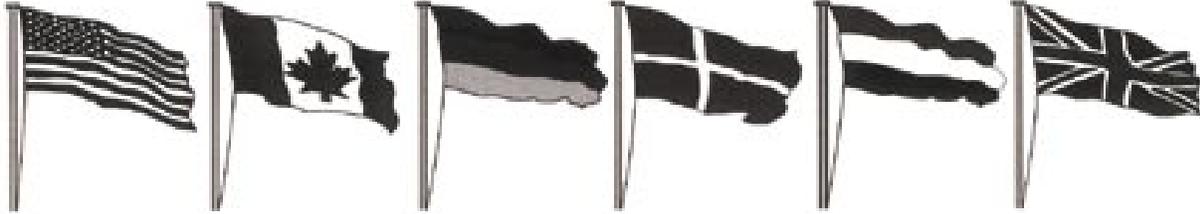
It's important to always keep a **flashlight** in your emergency car kit. It comes in handy for all types of circumstances. Be sure to keep charged batteries in the flashlight so you aren't left in the dark. The Innovative LED Lights have a much higher battery life than conventional flashlights and are essential for emergency car kits. Other lights that could be useful in your auto emergency kit are **lightsticks, emergency candles** with a wide base and **waterproof matches**. Lightsticks last for 12 hours and are safe for children. They are visible up to one mile away, and they are non-toxic and non-flammable. Emergency candles or liquid paraffin candles are long-lasting, reusable, odorless and smokeless. A wide base adds stability which helps prevent accidental spills which is especially nice for the car. Also, be sure to keep waterproof matches in your emergency car kit so you can light it.

## First Aid Items:





# WHAT IS THE IPA?



## International Police Association

The International Police Association is one of the most unique and interesting social organizations in the world. This fraternal organization is dedicated "to unite in service and friendship all active and retired members of the law enforcement service throughout the world." The IPA strives to enhance the image of the police in its member countries, and to facilitate international cooperation through friendly contacts between police officers of all continents.



Membership exceeds 310,000 members in 59 countries and is steadily rising. Membership is open to any serving or retired law enforcement officer meeting the requirements of the United States Section. Membership is offered regardless of rank, race, sex, color, religion, or creed.

The IPA was formed in 1950 by Sergeant Arthur Troop in England. It began with the dream of one man to have law enforcement officers band together through friendship. This is shown in the Association's motto, "Servo per Amikeco," which in Esperanto means, "Service through Friendship."

### TRAVEL

The IPA creates an opportunity for cultural exchange and contacts on a local, national, and international level. It is a tremendous organization for members and their families who wish to travel anywhere in the world.

Members are often extended courtesies, offered assistance, and given tours that would not normally be available to the general public. If you are a traveler seeking fun and new friends in far away places, you will be pleased to know the IPA can be there for you, be it discount accommodations, home hosting, or just local assistance. The IPA offers something a travel agency cannot, because nobody



knows a city or town like the police officer who lives and works there.

### MEMBERSHIP

Membership is granted after an application has been prepared and submitted. Registration and first year dues are \$25. Thereafter, the annual membership fee is \$25. The IPA is open to all full time serving or retired law enforcement officers (IPA is forbidden by its by-laws to be involved in labor or union activities and membership is not open to military police).



### HOBBIES

Every hobbyist will find a corresponding member throughout the world ready to exchange information or collectibles. Some of these hobbies are insignia trading, ham radio, uniforms, stamps, internet communication, or just pen pals.

Membership application on page 28

For more information visit the IPA website at [www.ipa-usa.org](http://www.ipa-usa.org) or contact Membership Secretary Diane MacGregor at 511 N Reese Street, South Lyon, MI 48178-1267  
Tel (248) 486-7137 / Fax (248) 491-0139 / [membership@ipa-usa.org](mailto:membership@ipa-usa.org)



# THE BATTLE AGAINST IMPAIRED DRIVING CONTINUES

By Chuck Hayes, International Association of Chiefs of Police

After some disappointing years in 2005 and 2006, many states throughout the country are now making some meaningful gains in the battle to eliminate deaths and injuries caused by impaired drivers. Numerous positive factors are involved, including greater diligence by law enforcement, expanded impaired driving enforcement training, interlock device laws, sobriety checkpoints, high visibility enforcement, educational campaigns, media attention, and more prosecutors and judges getting tougher on impaired driving crimes, and so on. All of these efforts are to be commended and will hopefully be continued.

According to the National Highway Traffic Safety Administration (NHTSA), in 2007 there were 13,041 people killed in alcohol-impaired-driving crashes in the U.S. (Involving at least one driver or motorcycle rider with BAC = .08+). In 2008, that number dropped to 11,773 deaths with an overall reduction of 7.0 percent nationally. A total of 40 states, including Oregon, saw a reduction in alcohol-impaired-driving deaths in 2008. Ten states experienced no change or an increase. The worst increases were in New Hampshire (+40%), Kansas (+36%) and Wyoming (+34%). States making the best decreases were Vermont (-44.8%), District of Columbia (-43.2%), and Wisconsin (-32.1%). (1)

It is estimated that three in every ten Americans will be involved in an alcohol related-crash at some point in their lives (NHTSA). Just as alarming, one person every 40 minutes, or approximately 36 people per day die in traffic crashes involving a driver or motorcycle operator with a blood alcohol level (BAC) of .08 or higher. Drivers with high BAC's levels are also 385 times more likely, than sober drivers, to die in single vehicle crashes. The actual costs related to impaired driving vary from state to state. However, one of the most recent estimates put costs to society at approximately \$230 billion tax dollars a year. (2)

Individuals aged between 18-20 years constitute more than 10% of the total alcohol-impaired driving trips in the U.S. The percentage of alcohol related road crashes in which teenagers are involved remains disturbingly high. Teenage alcohol-impaired-driving statistics show that, in 2007, 11% of the alcohol-related-driving deaths in the U.S. involved teens.

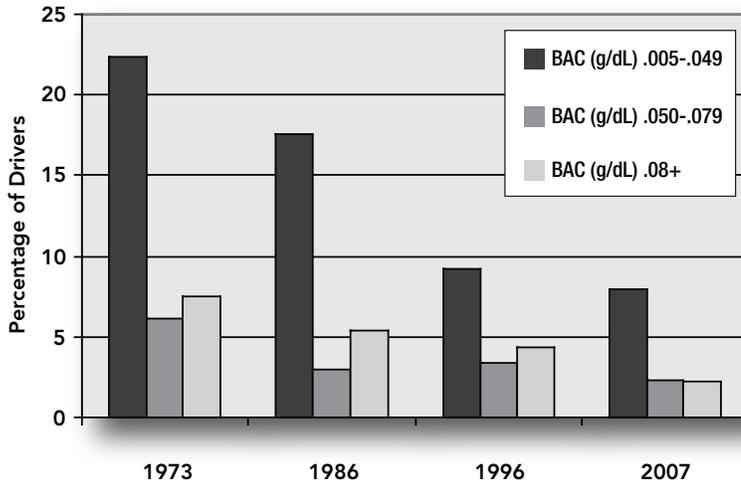
In 2007, 15 percent of all drivers involved in fatal crashes during the week were alcohol-impaired, compared to 31 percent on the weekend. Not surprising alcohol-impaired fatalities as a percentage of all traffic fatalities jump dramatically during the national holidays and times when large numbers of Americans are celebrating. According to NHTSA, the ten deadliest days of the year in order are July 4, July 3, December 23, December 24, August 3, January 1, September 1, September 2, and August 4th. (3)



## The Good News – Alcohol and Driving Declining

However, there is some good news regarding the battle to eliminate impaired driving. The latest impaired driving survey conducted by NHTSA entitled “*The 2007 Roadside Survey of Alcohol and Drug Use by Drivers*” found a dramatic decline in

**Weekend Nighttime drivers by Blood Alcohol Content category**

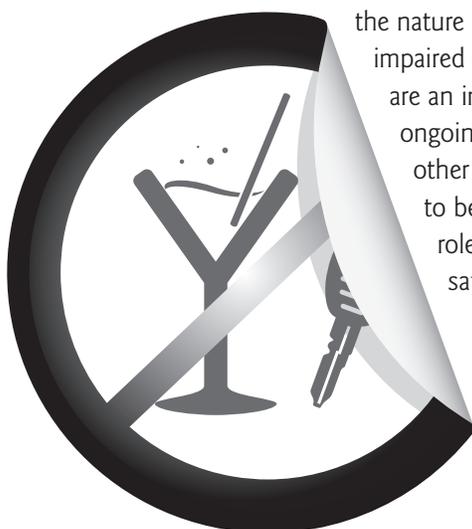


the number of drinking drivers with BACs at or above .08% on weekend nights compared to previous surveys. In 1973 it was estimated that 7.5% of drivers had BACs at or above .08 percent. The 2007 roadside survey found there were only 2.2% of drivers with a BAC at or above .08 percent. This represents a decline of 71% in the percentage of alcohol-impaired drivers on weekend nights. (4)

## The Bad News – Drugs and Driving Increasing

As encouraging as the new alcohol and driving numbers are, the same is not true for drugs other than alcohol. Drugs, both illicit and licit are increasingly being detected in chemical tests in many fatal and injury crashes.

In the 2007 roadside survey, NHTSA researchers also found that 16.3 percent of nighttime weekend drivers were drug positive. The survey further found that the drugs used most commonly by drivers were: marijuana (8.6%); cocaine (3.9%); and methamphetamine (1.3%). While these estimates are not in themselves conclusive regarding the nature and scale of the drug-impaired driving problem, they are an important part of the ongoing research NHTSA and other groups are undertaking to better understand the role of drugs in traffic safety.



**Cooperative Efforts Addressing**

## the Issues

Efforts to bring continued reductions in drug and alcohol related crashes are continuing in an unprecedented manner. Local government, law enforcement, non-profit groups, and private businesses are continuing to join forces like never before to attack the impaired driving problem.

At the 2005 annual International Association of Chiefs of Police (IACP) Conference, the Highway Safety Committee (HSC) created an Impaired Driving Subcommittee to address impaired driving. The subcommittee was comprised of a diverse group of local, state and provincial law enforcement executives, as well as representatives from the Governor's Highway Safety Association, MADD, NHTSA, and other dedicated stakeholders.

The subcommittee was tasked with identifying ways to reduce impaired driving and also reduce impaired-driving fatalities and injuries in the U.S. and Canada. The subcommittee concluded that increased success centered in three key areas: law enforcement leadership, criminal justice system collaboration, and effective communication strategies.

The IACP subcommittee published a best practices guide entitled, "Impaired Driving Guidebook: Three Keys to Renewed Focus and Success". The guidebook provides valuable recommendations for building a well-rounded approach in attacking the impaired driving problem. As a result of the subcommittees work, the IACP HSC passed a "Renewed Effort to Eliminate Alcohol and Drug Impaired Driving" resolution.

(5) The subcommittee's guidebook is available on-line at [www.nhtsa.dot.gov/people/injury/enforce/ImpDrGuidebook/index.htm](http://www.nhtsa.dot.gov/people/injury/enforce/ImpDrGuidebook/index.htm)

## Impaired Driving Enforcement Training

NHTSA and IACP have teamed up to develop and roll-out a number of impaired driving enforcement programs for law enforcement and prosecutors that assist in meeting the three key areas described above. Each of the impaired driving enforcement training programs developed by NHTSA and coordinated by the IACP are designed to assist law enforcement and prosecutors, and can be used in effective communication strategies with the media and community. The NHTSA/IACP impaired driving enforcement training programs include:

**Standardized Field Sobriety Testing (SFSTs).** The SFSTs are the standard for all impaired driving detection training programs. The SFSTs were developed by NHTSA and approved by the IACP. SFST training is vital in effectively investigating, detecting, arresting and convicting impaired drivers. During the NHTSA/IACP 24-hour SFST course, law

enforcement officers learn, 1) How to recognize impaired driving behavior; 2) The importance of the SFST battery, and how to properly administer the tests that include the Horizontal Gaze Nystagmus (HGN), Walk and Turn and One-Leg Stand; 3) When to make an impaired driving arrest; 4) How to write accurate and detailed reports; and 5) How to give clear and convincing courtroom testimony. SFST training is used nationally and in many countries outside the U.S.

**Advanced Roadside Impaired Driving Enforcement (ARIDE).** ARIDE training was developed by NHTSA with input from the IACP Technical Advisory Panel (TAP) and the Virginia Association of Chiefs of Police. It was created to address the gap in impaired driving training between SFST and the Drug Evaluation and Classification (DEC) Program (commonly referred to as the DRE Training Program).

ARIDE bridges the gap between these two programs by providing police officers with general knowledge related to drug impairment and by promoting the use of DREs in states that have the DEC program. One of the more significant aspects of ARIDE is its review and required student demonstration of the SFST proficiency requirements. The ARIDE program also stresses the importance of securing the most appropriate biological sample in order to identify substances likely causing impairment.

ARIDE is not intended to replace DRE training, which is much more intensive and skilled-based. ARIDE is not a prerequisite for DRE training, but officers who complete ARIDE may decide to further enhance their skills and complete DRE training. For states that do not yet provide DRE training, or for agencies with limited training budgets, ARIDE meets a need for increasing the knowledge base for officers in identifying drugs that impair driving. In addition, ARIDE helps to promote the DEC program and the use of DREs.

**Drug Evaluation and Classification (DEC) Program.** The DEC program, also referred to as the **Drug Recognition Expert (DRE)** program, is the premier transportation safety program focusing on the detection and apprehension of drug-impaired drivers. The program is managed and coordinated by the IACP with support from NHTSA.

The program began in the early 1970s in Los Angeles, California, by the Los Angeles Police Department. Due to the program's success in identifying drug-impaired drivers, it became an international program expanding to other states and eventually into Canada and other countries. Forty-six (46) states and the District of Columbia, currently participate in the program nationally. As of December 31, 2009, there were over 6,500 DREs in the U.S. and another 500 in Canada.

The DEC program trains police officers and other public safety officials as drug recognition experts (DREs) through a three-phase training curriculum consisting of; 1) DRE Pre-School (16 hours), 2) DRE School (56 hours), and 3) DRE Field Certification (Approximately 40 hours). The training

relies heavily upon the SFSTs, which provide the foundation for the DEC program. Once trained and certified, a DRE becomes a highly effective officer skilled in the detection and identification of persons impaired or affected by alcohol and/or drugs.

DREs are trained to conduct a systematic and standardized 12-step drug evaluation consisting of physical, mental and medical components. The evaluation takes approximately one hour to complete. The DRE evaluates and assesses the person's appearance and behavior, measures and records vital signs, and makes precise observations of the person's automatic responses and reactions. The DRE also administers carefully designed psychophysical tests to evaluate the person's judgment, information processing ability, coordination and various other characteristics. The DRE systematically considers everything about the person that could indicate the influence of drugs or the presence of a medical condition. After completing the evaluation, the DRE renders an opinion as to whether the person is impaired and if so, the category of drugs likely causing the impairment. DRE testimony has been widely accepted in the courts throughout the nation.

**Drug Impairment for Educational Professionals (DITEP).** DITEP is a drug impairment detection program developed by the IACP to help combat the growing problem of drugs in the educational environment. It is designed to assist school administrators, teachers, school nurses, and school resource officers in detecting possible drug impairment in students. DITEP helps provide the necessary tools and strategies to take appropriate action and needed intervention. The strengths of SFST, DRE and ARIDE are combined to form the 16-hour DITEP training program.

The goal of the DITEP training is to assist school officials and health care professionals in employing an aggressive evaluation and detection program to assist in deterring drug use in the schools and ease the disruption caused by individuals abusing drugs. The training also assists in deterring the incidences of individuals driving to and from schools impaired by either alcohol or drugs, helping make our communities and schools a safer place.

## Protecting Lives, Saving Futures.

This impaired driving training program was developed by the American



Prosecutors Research Institute's National Traffic Law Center with input from NHTSA and IACP. The program is designed to train both law enforcement and prosecutors in a single class in the detection, apprehension and prosecution of impaired drivers. The program brings law enforcement officers and prosecutors together as a team in the pursuit of successful prosecution of impaired driving violators. It also helps bridge the understanding of the challenges and difficulties that prosecutors and law enforcement officers face in impaired driving cases.

## Prosecuting the Drugged Driver.

The Prosecuting the Drugged Driver is a curriculum developed in cooperation by NHTSA and the National Traffic Law Center. The course is designed to create a team building approach between prosecutors and law enforcement officers to aid in the detection, apprehension, and prosecution of impaired drivers. Prosecutors and law enforcement officers participate in interactive training classes taught by a multidisciplinary faculty. The course includes an overview of the drug-impaired driving problem in the United States and the substantive areas of training that police officers receive to be certified as a drug recognition expert (DRE). Learning about drug categories, signs and symptoms of drug influence, the role of the DRE in establishing impairment, and the role of toxicology in these cases will assist the prosecutor in developing methods for effectively and persuasively presenting this information in court. The course also addresses how to qualify the DRE as an expert witness in court and how to respond to common defense challenges. Participants are given the opportunity to prosecute a mock case including the opportunity to conduct a direct examination of a DRE and a toxicologist. Throughout every stage of the course, participants receive direct feedback on their courtroom skills with assistance in how to compose more persuasive arguments and deliver more dynamic presentations. The

national coordinator for the training is Mr. Mark Neil at the National Traffic Law Center, (703) 519-1641.

**Lethal Weapon DUI Vehicular Homicide.** This four-day course is designed for the experienced DUI prosecutor. It highlights the importance of creating and improving police-prosecutor teams in the investigation and prosecution of vehicular homicide cases. It features extensive presentations on crash reconstruction including the direct and cross-examination of this type of expert witness. Additional topics include the role of the prosecutor at the scene of a fatality, working with hostile witnesses and with victims' families. The national coordinator for the training is Mr. Mark Neil at the National Traffic Law Center, (703) 519-1641.

## The Battle Continues

Admittedly, the United States has one of the safest highway systems in the world, due in part to improved design characteristics, engineering, and many other safety improvements on our roadways. We are also making great strides in reducing the number of fatalities per 100-million miles driven. However, the portion of crashes involving alcohol and/or other drugs continues to be one the highest in the world. A crash involving an alcohol or drug-impaired driver continues to be one of the most frequently committed violent crimes in the U.S. today.

It would be very easy for law enforcement, prosecutors, judges, non-profit organizations and public safety officials to relax their efforts in eliminating impaired driving, especially based upon the recent decline in alcohol-related fatalities and with the tough economic times. However, using a battle analogy, once the opposition is on the run, don't retreat, continue the fight. Despite recent successes, the battle to eliminate impaired driving must continue with vigor. Many more lives can be saved on our highways by renewing our focus and strengthening our efforts in eliminating alcohol and drug-impaired driving.

Chuck Hayes, International Association of Chiefs of Police  
Impaired Driving Training Programs Regional Operations  
Coordinator

503-585-0055 ~ hayesiACP@theiacp.org

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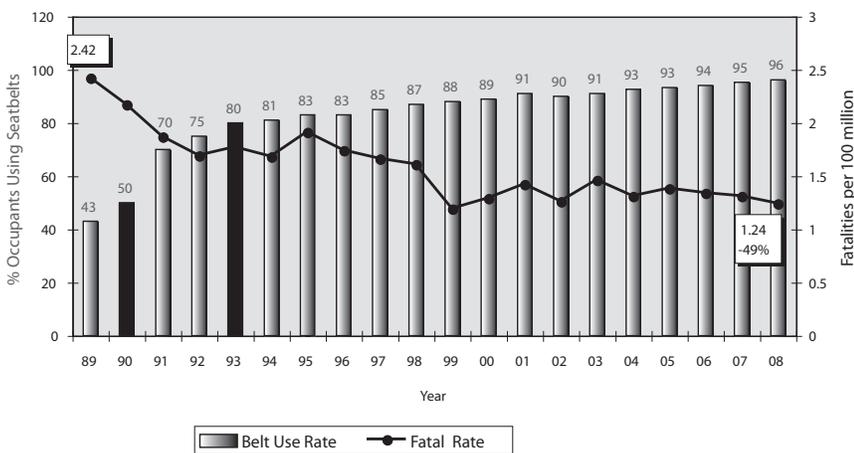


# THE VALUE OF TRAFFIC ENFORCEMENT

## *in Saving Lives, Apprehending Felons, Reducing Societal Costs of Injuries*

ODOT Transportation Safety Division receives federal traffic safety funding to promote compliance with Oregon's laws requiring safety belt and child safety seat use. The "Occupant Protection" program relies heavily on overtime enforcement complemented by public education using mass media and a statewide network of locally-run child safety seat fitting stations. The enforcement component of the program is also referred to as the "Three Flags" Campaign in tribute to the fact that it began as a demonstration effort between Oregon, Washington, and British Columbia.

**Motor Vehicle  
Occupant Belt Use vs Crash FATALITY Rates**  
STATE OF OREGON 1989 - 2008  
(adult belt law effective 12/4/90; Three Flags Campaign began 1993)



In 1999, the Oregon State Sheriffs Association, Oregon Association Chiefs of Police and Oregon State Police Headquarters assumed daily grant management and active promotion of the campaign. Over one hundred city, county and state police agencies regularly utilize safety belt overtime with emphasis required during three two-week "blitz" periods each year.

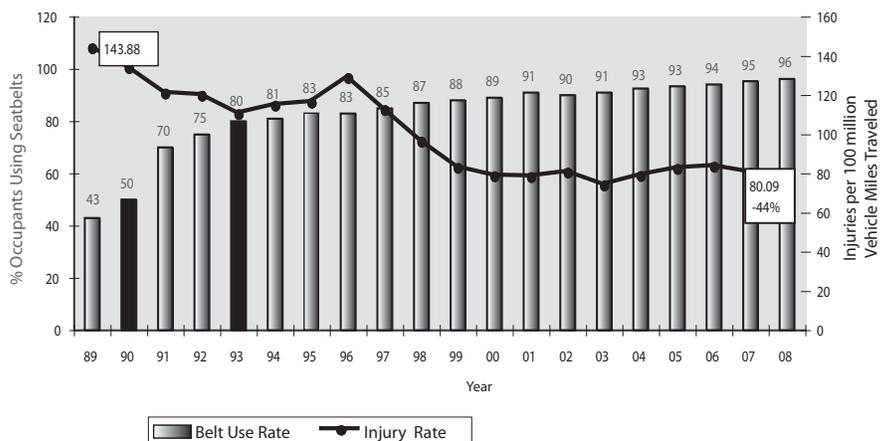
During the 2009 grant year, \$848,670 of federal traffic safety overtime brought 45,426 total enforcement contacts and paid officers to assist at child seat checks and other local educational events. Total overtime contacts were as follows: 14,372 safety belt,

825 child seat, 8,007 speeding, 345 DUII, 5,917 suspensions, 563 felonies, and 15,937 all other violations. To put these efforts and expenditures into perspective, consider that safety belts are 45-65% effective in preventing fatalities and that the average combined societal costs of one traffic death were estimated to be \$1,090,000 (National Safety Council, 2002.)

In large part due to ongoing, consistent enforcement through this Campaign, Oregon's crash fatality and injury rates have dropped 44% and 49% respectively while at the same time belt use has doubled since passage of the adult belt law in 1990. Oregon's 2009 belt use rate of 96.6% places Oregon among the top five belt-use states in the U.S. This compares to an average belt use of 84% among all US states.

For more information on this Campaign, contact Carla Levinski, ODOT Occupant Protection Program Manager at (503)986-4199 or [www.oregon.gov/ODOT/TS/safetybelts.shtml](http://www.oregon.gov/ODOT/TS/safetybelts.shtml)

**Motor Vehicle  
Occupant Belt Use vs Crash INJURY Rates**  
STATE OF OREGON 1989 - 2008  
(adult belt law effective 12/4/90; Three Flags Campaign began 1993)



# Synergy on the South Coast,

## Coming Together in Coos County to tackle the impaired driving crisis...



By: *Officer Sean M. Sanborn,*  
*Coquille Police Department*

It is easy to look at statistics and write them off as only numbers. After all, what do numbers mean to an officer on the street. The reality is there is a large percent of our population who drive the streets of our communities, amongst our families and friends, so impaired they cannot see straight let alone operate a motor vehicle in a safe manner. According to the National Survey on Drug Use and health (NSDUH), 119 million people self report that they consider themselves drinkers (14% consider themselves heavy drinkers). 14.6 million People say they are marijuana users and 20.6% of them use it with other drugs. I am not going to bore you with the details on the 17.6 million people who use other intoxicating substances. I will tell you 32 million people reported they have driven at least one time while under the influence of alcohol and 30% of these individual were minors between 16 and 20 years of age. These statistics and the challenge they represent to the safety of our communities are even direr when we consider that self reported numbers like these are in all likelihood much higher. In addition, the lack of enforcement resources available due

to our economic crisis seriously impedes our ability to handle the volume of calls for service we receive much less address the kind of self initiated policing required to address impaired driving.

Now that we have identified the problem, what is the solution to correct this dilemma? In our little corner of the state, Coos County, we have not only identified the problems and come up with a corrective solution, but we have implemented our plan of action. We are already seeing results, and the benefit of our efforts. About a year ago, my Chief, Mark Dannels, came to me and asked me what we do about the issue of impaired drivers. I told him we put a couple of officers out on the streets during peak times of the year to find DUII drivers. Chief Dannels asked me if we do this with other agencies, and I told him we did not. My Chief asked me why not....I could not give him a good answer. It was then we came up with the concept of a DUII taskforce and the Coos County Multi-Agency DUII Taskforce was created.

Our agency partnered with nearly every other agency in Coos County and we started to hit the streets hard. Together, we focused our attention on major community events regardless of location within the county's jurisdiction. We went out on peak holidays, and at times we deployed the team just for the fun of it. Results were phenomenal, we watched, as before our eyes, impaired drivers were arrested, traffic slowed down and people generally drove in a safer manner. Not only did the team itself enjoy working together, but we made an impact in our county. We had so much fun, we ran out of money from the OACP and ODOT grants halfway through the year. We scrounged for alternative funding, or just paid out of pocket to get the job done. Why would we do this?...

because, we recognized that by our efforts, we were making a difference in our community for the better.

For the latest grant fiscal year, we came up with a wild idea. Why ask each



agency to contribute a grant and re-invent the wheel over and over again, when we could all apply as a taskforce and receive one big grant for everyone. Through communication and partnerships, it was agreed, and the result is OACP and ODOT awarded us with \$38,000, in overtime grant money to get the job accomplished as a team.

Here is how it works. Every agency designates a coordinator for the task force. The coordinators meet monthly and decide where to deploy and how to use our budget effectively, yet still meet grant requirements. A deployment is conducted and statistics are reported up to the steering agency who submits the stats to OACP. OACP reimburses, and agencies are paid by the steering agency based upon the time their officers worked. Obviously, it gets a little more complicated, but that is the main gist of the operation.

But, it is not just about enforcement. As stated above, there are a number of minors who use drugs and alcohol and drive. The enforcement part is easy, how do we educate these kids and the public on this prevalent and continuing problem within our communities? We decided to develop programs and partner with our schools to get the word out to our kids.



saturation an area near you. We are out there, we are in your face and we are getting results. I hope for the deployment where we will not get any impaired drivers. That will mean we are doing our job and the word is out there. Our goal is to make our task force a name which circulates around homes and bars causing people to think before they become impaired and drive.

It's not about me, and it's not about you, it is about the people we work for. This is not only a Coos County problem, it is an Oregon problem. We want you on our team, and together we can make our streets safer for the driving public.



### **IT IS NOT OK TO DRINK, MUCH LESS DRIVE.**

Is the system perfect? Absolutely not, but collectively, we are constantly looking to make our operations better and safer. Coos County law enforcement is doing something. No longer is it a couple of officers working in town while the drunk from the country tavern goes around you to get to their destination. Now, it is a cooperative effort of all participating agencies

# EMERGING TECHNOLOGY

## Electronic Ticketing and Crash Reporting

By Steve Vitolo, Program Manager ODOT Safety Division

Since 2004, The ODOT Safety Division has been working diligently to determine the benefits of moving the Uniform Traffic Citation and Oregon Police Traffic Crash Reports into an electronic format where queried data from DMV person and vehicle files could be used to automatically populate data fields on the forms thus creating time and legibility efficiencies.

The purpose is to create efficiencies in police work, reduce redundant, error-prone data entry processes and create the ability for administration to run ad-hoc reports and create maps on-the-fly using agency crash and citation data (now available in a secure, queryable database).

Because increases in crash events and crash severity at a given location is an indicator of a potential problem

area, it will now be possible to identify the driver errors that caused these crashes at these locations so a traffic unit could be deployed to address the emerging problem NOW instead of 1 year later. Predictable is Preventable!

In the future, the idea is to allow police agencies to submit

crash reports electronically to DMV and ODOT Crash Analysis Unit and allow crash reports (under specific legally allowable circumstances) to be purchased using a credit card and printed out via the web as other states do today.

Since 2004, the ODOT Safety Division has been involved in projects with over 23 agencies including the Oregon State Police. In some cases, TSD was able to help with federal funding and in others acted as a resource to the project team.

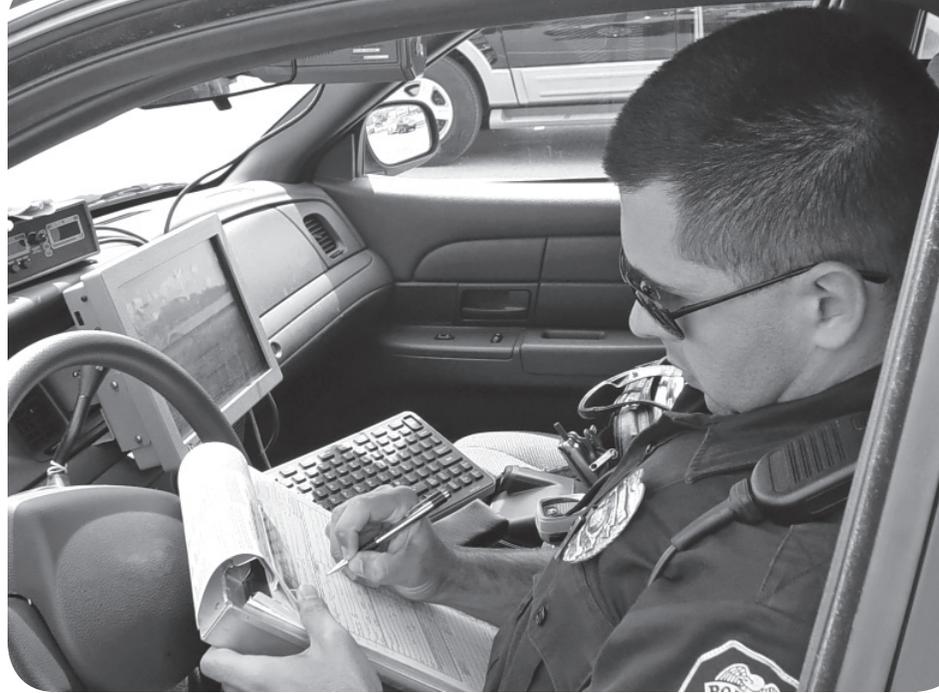
The ODOT Safety Division worked closely with the Chief Justice of the Supreme Court which resulted in an executive order to state circuit courts in support of electronic citation projects and allowed criminal and violation level data to be transferred electronically - including electronic signatures.

The Oregon Judicial Department created House Bill 2282 which paved the way for allowing electronic data



for criminal and violation level information to be transferred to the court system - including electronic signature.

After a statewide RFP process, Advanced Public Safety (utilizing Report Beam database), Motorola MC75 Handheld Cellular/Wi-Fi PDA's, Zebra RW 420 Printers and ATSC Voyager (LEDS/ NCIC-DMV Queries) was selected as the vendor suite to develop and provide a combined solution to facilitate this project. Sky View Automated



Vehicle  
Location  
and Fleet

Tracking systems purchased separately and were added to project.

Currently, there is a handheld version and an in car version (works with existing in-car DMV query to transfer data to the citation or crash form.

The Oregon State Police is the latest agency to move toward e-ticketing and e-crash reporting. They have also selected APS/Reportbeam and are planning to install laptop computers in all 300 of their patrol vehicles - all outfitted with e-ticketing, e-crash and Motor Carrier inspection reporting.

The Oregon Judicial Department has committed to programming an interface to allow OSP to transfer all citations electronically to any circuit court in Oregon.



### Police Departments:

- Albany** – (9 Handhelds) - Whole Fleet / Shared by All Officers
- Astoria** – (5 In Car)
- Keizer** – (20 Cars and 3 Handhelds) – Whole Fleet
- Medford** – (6 Handhelds/29 cars) – Whole Fleet in Progress
- Newberg-Dundee** – Whole Fleet
- Salem** – (7 Handhelds) – Looking at 20 cars then whole fleet
- Sherwood** – (11 Cars and 2 Handhelds) – Whole Fleet
- Wilsonville** – (10 Cars) – Whole Fleet
- Happy Valley, Sandy & Molalla** – (variations)
- Woodburn** – (5 Handhelds)

### Sheriff's Offices:

- Clackamas Co.**– (6 HH, 30 Mobiles-Contract Cities) (\*Closest county to 100% - After SO MDT's\*)
- Deschutes Co.** – (5 Handhelds)
- Jackson Co.** – (5 Handhelds, 1 Mobile)
- Lane Co.** – (5 Handhelds - looking at adding 20 cars)
- Marion Co.** – (5 Handhelds)
- Wash Co.** – (8 Handhelds)

### Oregon State Police:

50 laptops installed in cars in December 2009 - Will likely install and train in intervals of 50 laptops until complete at 300 cars (3-4 Year Plan)