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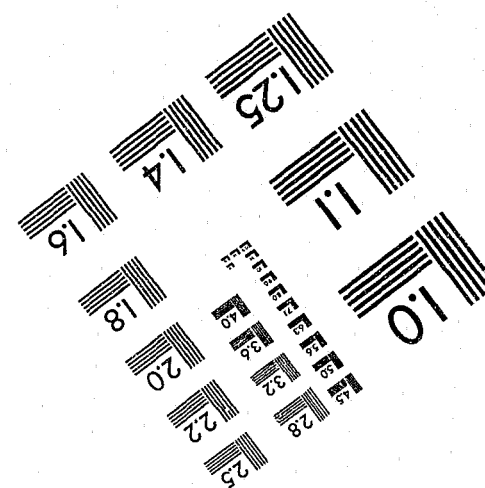
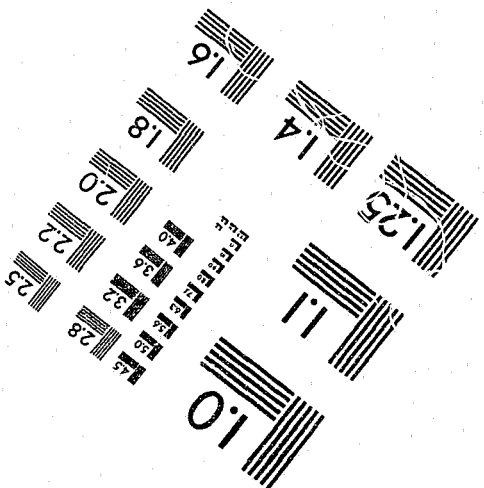
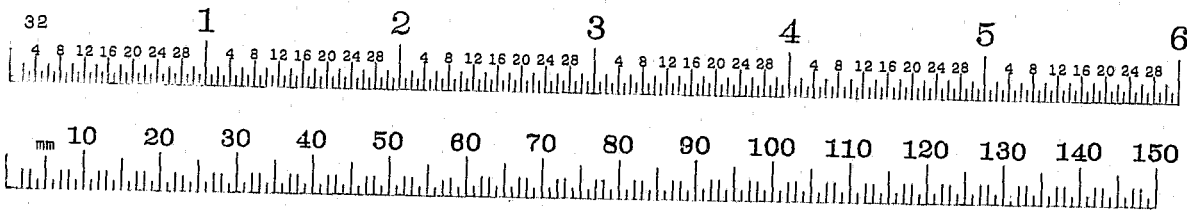
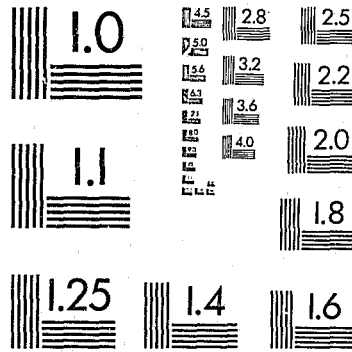
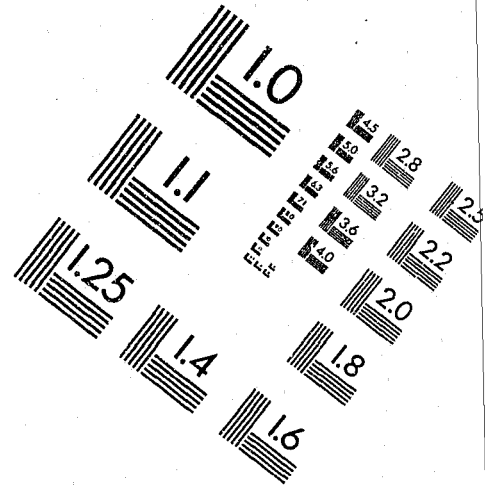
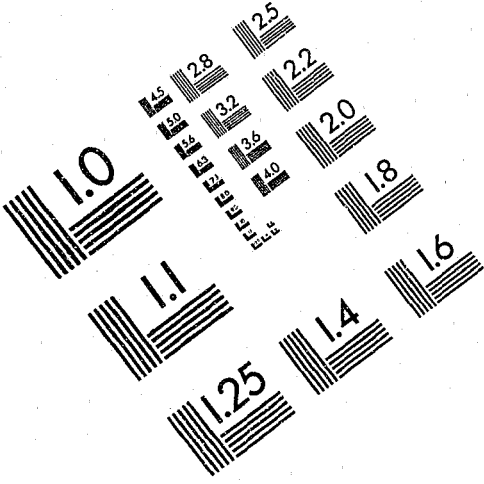
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# FBI Law Enforcement

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# The Russians Are Coming The Kansas Training Experience

By  
LARRY WELCH, J.D.



Photos © Wally  
Emerson and KLETC.



In 1989, the world watched incredulously as the Berlin Wall crumbled. In 1991, it witnessed the breakup of the Soviet Union, as one by one, the republics declared their independence. Even the experts could only speculate what event might occur next.

For the Kansas Law Enforcement Training Center (KLETC), this event came when five police officers from the Leningrad Region of Russia attended the center to study the equipment and techniques of U.S. police officers. This occasion marked the first time Russian police officers had received law enforcement training in the United States.

## Background

During an official visit to Russia, the governor of Kansas laid the groundwork for this history-making exchange. Not only would Russian police officers train at KLETC, but a delegation from Kansas would also visit Russia. But first, extensive preparation would be required.

## Coordination

The Kansas Department of Commerce and Housing served as liaison with St. Petersburg, the U.S. Department of State, and KLETC, coordinating the exchange and handling any official preparation required, such as visas and background checks. KLETC's director

headed the academy's effort and formed a committee, dubbed "The Russian Committee," which was tasked with identifying and addressing every conceivable issue that might arise in connection with the Russian officers' visit. The committee's work contributed greatly to the success of the project.

Besides working to identify issues, KLETC's director placed two conditions on the program. First, the Russian officers must speak fluent English to eliminate the need for interpreters. And, second, they must attend an unmodified basic training class, so that they would receive the exact training as new Kansas law enforcement officers.

In November 1992, the Trade Division of the Kansas Department of Commerce and Housing selected five Russian officers to attend the training center: Major Sergei Vladimirovich Fedorov, age 38; Captain Vladimir Ivanovich Zharinov, age 33; Captain Gennadiy Victorovich Nadezhkin, age 30; Major-Lieutenant Helena Leonidovna Levanenko, age 28; and Major-Lieutenant Svetlana Nikolaevna Golubeva, age 25. They would become known at the academy and, in fact, across the Kansas law enforcement community simply as Sergei, Vladimir, Gennadiy, Elena, and Svetlana.

Sergei, the highest-ranking officer in the group, served on the Priezorsk, Russia, Police Department, near the Finnish border. While at KLETC, he would be promoted to assistant chief of his department of more than 200 officers.

Elena worked as a criminal investigator in the Gatchina, Russia, Police Department. Vladimir served as chief of a department of less than 50 officers in Kirovck, Russia. Both Svetlana, a criminal investigator, and Gennadiy, a traffic and patrol officer, worked in the Tosno, Russia, Police Department. Gennadiy was the only officer with a military background, although police officers in Russia are all known as "militia."

### Planning

With the visitors confirmed, KLETC's director arranged for an expert from Kansas University's International Studies Department to conduct a cultural awareness seminar at the academy. For 8 hours, the entire academy staff—

ranging from assistant directors to maintenance personnel—studied Russian history, communication, and customs.

Next, the director contacted every cadet scheduled to attend this particular session of the academy, as well as their administrators, in order to advise them of the historical significance of the training class and to inform them that they could possibly have a Russian roommate. By surveying the class, the director discovered that one of the recruits spoke Russian. As a result, he was chosen to room with Sergei. The other four Russian officers would also have American roommates, as they requested.

Weekend accommodations for the Russian officers required extra planning. Because the training center closes each Friday at 6 p.m., the Russian officers would need a place to stay through Sunday evening. This problem was easily rectified, as more than 60 law enforcement

agencies volunteered to host the visitors on weekends. Host departments were eventually chosen solely on the basis of whether their locations afforded the officers the opportunity to tour the State and to observe as many different law enforcement agencies as possible.

In addition, local motels donated free rooms so that the officers could spend a few weekends alone. On these weekends, the Kansas Sheriffs' Association and Kansas Peace Officers' Association provided funds for the officers' meals.

### Showtime

On March 7, 1993, the Russian officers arrived at KLETC. Now, all eyes were on the academy, and everyone involved would soon discover if 6 months' planning had been enough.

The 1-day cultural awareness seminar proved invaluable to academy employees. They had learned that International Women's

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**The Russian officers were enthusiastic, dedicated, and cooperative.**  
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*Mr. Welch, former Director of the Kansas Law Enforcement Training Center, now heads the Kansas Bureau of Investigation in Topeka.*

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Day, March 8, is one of the three most important Russian holidays. By coincidence, the Russian officers would attend their first day of instruction on that very day. In honor of the occasion, KLETC's director presented each female officer, Russian and American, with a card and a red rose. The women were both surprised and pleased, and even the Russian men seemed impressed. Thus, the 126th session of KLETC's basic training class was off to an auspicious start.

### Training

The actual training proved to be the easiest part of the entire endeavor. The Russian officers were enthusiastic, dedicated, and cooperative. Although they had already received basic training in Russia, they showed genuine interest in all aspects of the academy's program, which included firearms training, felony vehicle stops, defensive tactics, crime scene investigation, and searches and seizures, to name a few. They studied Kansas Criminal Code and Procedure with Kansas officers and tackled U.S. Supreme Court decisions and the *Miranda* Rule.

Because only Gennadiy knew how to drive, the Russian officers could not complete the Emergency Vehicle Operation Course. However, they did go through the course as passengers/observers with Kansas officers.

### Difficulties

To be sure, a few minor problems occurred during the Russian officers' trip; however, they had been anticipated by the academy and were quickly resolved. First,

although the Russian government paid for the officers' airfare, and KLETC had arranged for tuition, training, and room and board, the officers arrived with little spending money. After the Federal Government denied the State's request for a grant, the director secured the money from the Kansas Sheriffs' Association, the Kansas Peace Officers' Association, the Derby, Kansas, Police Department's Fraternal Order of Police, and the Overland Park Police Department. These agencies generously donated "scholarships," which the Russian officers—after much encouragement by the academy's director—graciously, but reluctantly, accepted.

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***...the Russian officers were appalled at the profusion of guns faced by American police....***

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And, as expected, there were a few communication problems. Although all of the officers spoke English, some were more proficient than others. However, these difficulties decreased with time as the participants became acquainted with one another's language and customs.

### Lessons Learned

Both the American and the Russian officers developed a better understanding of their comrades.

The Kansas officers learned that organized crime, juvenile delinquency, drug violations, street gangs, and property crimes—especially burglary and auto theft—are on the increase in Russia.

In turn, the Russian officers were appalled at the profusion of guns faced by American police and thankful that violent crime in Russia has not yet reached U.S. levels. They were impressed with the quality of U.S. equipment and overwhelmed by the number of automobiles in American society and police agencies.

Despite these differences, American and Russian police officers do share many attitudes. Sergei confirmed this the first week of class when a reporter asked him to identify the major needs of Russian law enforcement. Without hesitation, he responded, "More officers, better equipment, and more logical laws." Few American officers would disagree with that statement.

### Media Attention

This historic event did not escape the attention of the media. Local, national, and international news organizations requested interviews from the Russian officers during their 10-week stay at the academy. The director consented only to the interviews that would not create an unnecessary disruption to the training class.

Sergei, who had studied in England and spoke English fluently, handled most of the interviews, doing so confidently and professionally. For example, during Sergei's very first interview, a reporter asked, "What misconceptions do American law enforcement offi-





# Focus on Community Policing

## Community Policing and Residential Traffic Control

By  
Mark Cutcliffe, M.S.



Photo by Al Tolley, Daytona Beach, Florida P.D.

**E**xcessive speed and reckless driving threaten both lives and property, reducing the quality of life within neighborhoods. To counteract this problem, law enforcement officials should ensure that effective traffic control remains an integral component of any residential community policing effort.

Officers sometimes underestimate the negative impact traffic violators have on neighborhoods and choose, instead, to concentrate their efforts on more serious offenders. They fail to recognize that traffic violations within neighborhoods promote disorder and a feeling of lawlessness. Over time, violators grow more bold, and the residents begin to develop a sense of helplessness.

Law enforcement agencies can change the complexion of neighborhoods and restore community spirit by working to resolve traffic problems. This requires careful analysis of key neighborhood

elements and the implementation of specific changes based on what this analysis reveals.

### ANALYSIS

To begin the analysis, law enforcement officials should examine the neighborhood's existing traffic control and crime prevention measures, as well as its social makeup. These components intertwine in the analysis process.

When gathering data, officials must not underestimate the importance of public input. Through public forums, residents can offer valuable information concerning the neighborhood, and in turn, officials can educate citizens about the policing effort. Efforts such as these emphasize cooperation between police and citizens—a critical tenet of community policing.

An effective analysis also requires specific details about the target neighborhood. Administrators should examine previous accident reports and traffic complaints; note the condition, placement, and visibility of road signs; conduct a 24-hour, 7-day traffic count and speed check; and request the observations of district or zone patrol officers concerning problems they encounter. It is also important to note existing traffic control devices, pavement markings, and road classifications (local, collector, and arterial).

Finally, administrators need to analyze the factors that impact citizens on a more personal level. These include the placement of public transportation stops; the availability of safe parking, school zones, and bus stops; pedestrian counts; and the condition of roads and sidewalks.

### Traffic

Part of the neighborhood analysis requires considering what traffic control methods currently exist and what changes or additions should be made. The goal is to control the flow of traffic effectively, while increasing the overall effectiveness of enforcement efforts.

Early liaison with the local traffic engineering department can save police officials many hours of frustrating effort in the area of traffic control, because this department approves any sign or roadway

change. And, in many jurisdictions, the engineering department has access to automated or computerized traffic counters, roadway volume data, construction schedules, past traffic flow, and design data.

No road design or traffic control changes should be made until the neighborhood analysis is complete and the citizens have been offered ample opportunity for public discussion on the matter. However, missing or defaced traffic control devices, street signs, and pavement markings require immediate corrective action.

### Crime Prevention

Any traffic analysis should be performed in conjunction with a crime prevention analysis of the target area. Both components are critical to gain a total neighborhood picture.

In some instances, an examination of motor, bicycle, and pedestrian traffic provides clues for effective crime prevention or solution strategies. In other instances, an area's social analysis, studied in combination with the traffic analysis, supplies answers that help to reduce or eliminate neighborhood problems.

For example, a row of houses or apartments occupied primarily by residents who depend on public transportation should have a bus stop nearby. If the neighborhood analysis reveals that this is not the case, officials can assist the residents by working with transportation officials to install a new bus stop close to the housing area. Reducing the distance citizens must travel to public transportation lessens the chances of their being victimized. This, in turn, lowers their feelings of frustration and builds further confidence in law enforcement's commitment to improve the quality of life within the neighborhood.

Once officials gather and analyze information on the target area, they should issue a written report of their findings. Such reports offer valuable insights into the nature of existing traffic problems, as well as possible solutions to these problems. Officials can

then decide what changes they should implement to restore safety and order to the neighborhoods.

### IMPLEMENTING CHANGE

After analyzing the data, it is critical to implement changes first in those areas experiencing the most serious traffic problems. Reducing the number of violations in problem areas will have an immediate positive affect on the neighborhood as a whole.

### Traffic Control Initiatives

Frequently, significant problems are found in high-traffic areas plagued with speeding violators. Officials should initiate a sustained traffic enforcement program in any neighborhood experiencing regular speeding violations in excess of 8 miles per hour over the posted limit. Areas that have five or more accidents within a 12-month period should also be evaluated for increased law enforcement attention and possible traffic control initiatives.

Road design measures, such as one-way streets, turn restrictions, traffic circles, and cul-de-sacs, can be effective traffic control initiatives when used at the proper locations. Department officials, working cooperatively with the traffic engineering department, need to consider both the level of traffic and the social environment when deciding what traffic control measures should be implemented.

Police agencies also receive requests from citizens who believe that certain traffic control measures will help to alleviate neighborhood traffic problems. However, officials should enact these measures only after careful consideration.

For example, citizens often believe that stop signs will eliminate speeding and cut-through problems. In reality, stop signs are not as effective as most citizens believe. Past abuses in the installation of stop signs have led most jurisdictions to require that stop signs only be placed at locations where the total vehicle traffic volume entering the intersection from all

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approaches averages at least 500 vehicles per hour for an 8-hour day or where there is a history of five or more reported accidents during a 12-month period that may have been prevented had a multiway stop sign been installed.

After stop signs, speed bumps are most often requested by citizens as a speed-control device. However, before installing speed bumps, officials must consider their impact on public transportation and storm water drainage and whether there are intersecting streets within 100 feet of the bump. They also need to obtain approval from the residents, local fire department, emergency medical services unit, and school board. Officials should also ensure that speed bumps are installed on straight, level roads with a maximum of 300 feet between the bumps.

#### **Enforcement Initiatives**

The policing team assigned to the neighborhood coordinates traffic enforcement initiatives. These officers are closest to the problems and, ultimately, are held accountable for improving police services. However, the team should be able to cross the traditional lines of responsibility to get support from other divisions and agencies in order to formulate an effective response to traffic problems.

Officials can ensure effective use of personnel by basing enforcement tactics on the information collected in the traffic analysis phase. Peak enforcement hours can be determined from the traffic count and speed study. (Some departments consider road traffic excessive when the continual volume is greater than 10 percent of the average daily peak-hour traffic.)

In addition to traditional enforcement efforts, officials should also consider using safety programs.

This may include speed display signs, bike and pedestrian safety programs, reflective bracelets for children and joggers, driver training, parking enforcement, and other programs designed to promote safe neighborhoods.

Advance information to citizens on planned traffic enforcement efforts and tactics prevents misunderstandings and resentment. Officials should notify all residents of the general enforcement plan, emphasizing that no violation will go unaddressed. However, the goal of the department should be voluntary compliance, a safe neighborhood, and a cooperative spirit between citizens and police, not an increased number of citations. Emphasizing the department's interest in preventing accidents and disorder while addressing the concerns of citizens builds a positive rapport between citizens and police.

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#### **CONCLUSION**

Police departments active in community policing need to be keenly aware of the impact of neighborhood traffic control on their overall efforts. Excessive traffic, speed, and noise affect both the social and crime patterns within neighborhoods.

Citizens who believe that law enforcement officials are actively attempting to improve the quality of life in their neighborhoods will join in the effort to resolve existing problems. Good residential traffic control programs accomplish a major goal of community policing: They bring communities together. ♦

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*Special Agent Cutcliffe serves with the Florida Department of Law Enforcement in Fort Pierce, Florida.*

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