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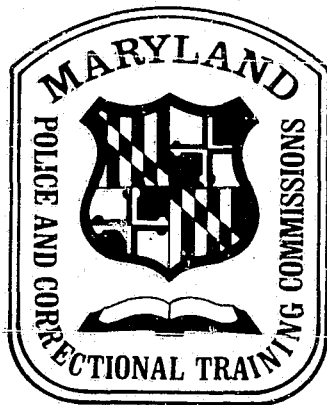


THE MARYLAND POLICE TRAINING COMMISSION & POLICE TRAFFIC SERVICES

An Overview



63359



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In the development of the materials, special recognition goes to:

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Prince Georges County Education & Trng. Division
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Baltimore County Police Department-Trng. Division
Baltimore Police Department-Education & Trng. Center

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Below are the sites, dates and a listing of departments who participated in the pilot programs:

Baltimore City Police Academy - 9/29/75-11/21/75

Aberdeen Police Department
Baltimore County Sheriff's Office
Bowie State College
Brunswick Police Department
Cecil County Sheriff's Office
Coppin State College
Department of General Services
Harford County Sheriff's Office
Md. Center for Public Broadcasting
Mass Transit Administration
Military Department of Maryland
North East Police Department
University of Maryland-Baltimore County Campus

Salisbury, Maryland - 10/6/75-12/2/75

Cambridge Police Department
Centreville Police Department
Chestertown Police Department
Crisfield Police Department
Denton Police Department
Easton Police Department
Federalsburg Police Department
Fruitland Police Department
Hurlock Police Department
Kent County Sheriff's Office
Ocean City Police Department
Pocomoke City Police Department
Queen Anne's County Sheriff's Office
Queenstown Police Department
Rock Hall Police Department
Salisbury Police Department
Salisbury State College
Talbot County Sheriff's Office
University of Baltimore

Prince Georges County - 10/14/75-12/15/75

Armed Forces Police
Bladensburg Police Department
Brentwood Police Department
Calvert County Sheriff's Office
Charles County Sheriff's Office
Cheverly Police Department
GSA-Office of Buildings and Grounds
Hyattsville Police Department
Md. National Capital Park Police
Mt. Rainier Police Department
Riverdale Police Department
St. Mary's County Sheriff's Office
Takoma Park Police Department
University Park Police Department
Washington County Sheriff's Office

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I

THE MARYLAND POLICE TRAINING COMMISSION AND THE TRAFFIC SERVICE UNIT - AN OVERVIEW

ABSTRACT

This unit is designed to provide the student with information concerning the organizational structure and objectives of the Maryland Police Training Commission and the Traffic Services Unit.

BEHAVIORAL OBJECTIVES

- Identify the history of the Police Training Commission
- Identify organization, structure, and mission of the Police Training Commission
- Identify the accomplishments of the Police Training Commission and the Traffic Services Unit.

I

THE MARYLAND POLICE TRAINING COMMISSION AND THE TRAFFIC SERVICE UNIT

An Overview

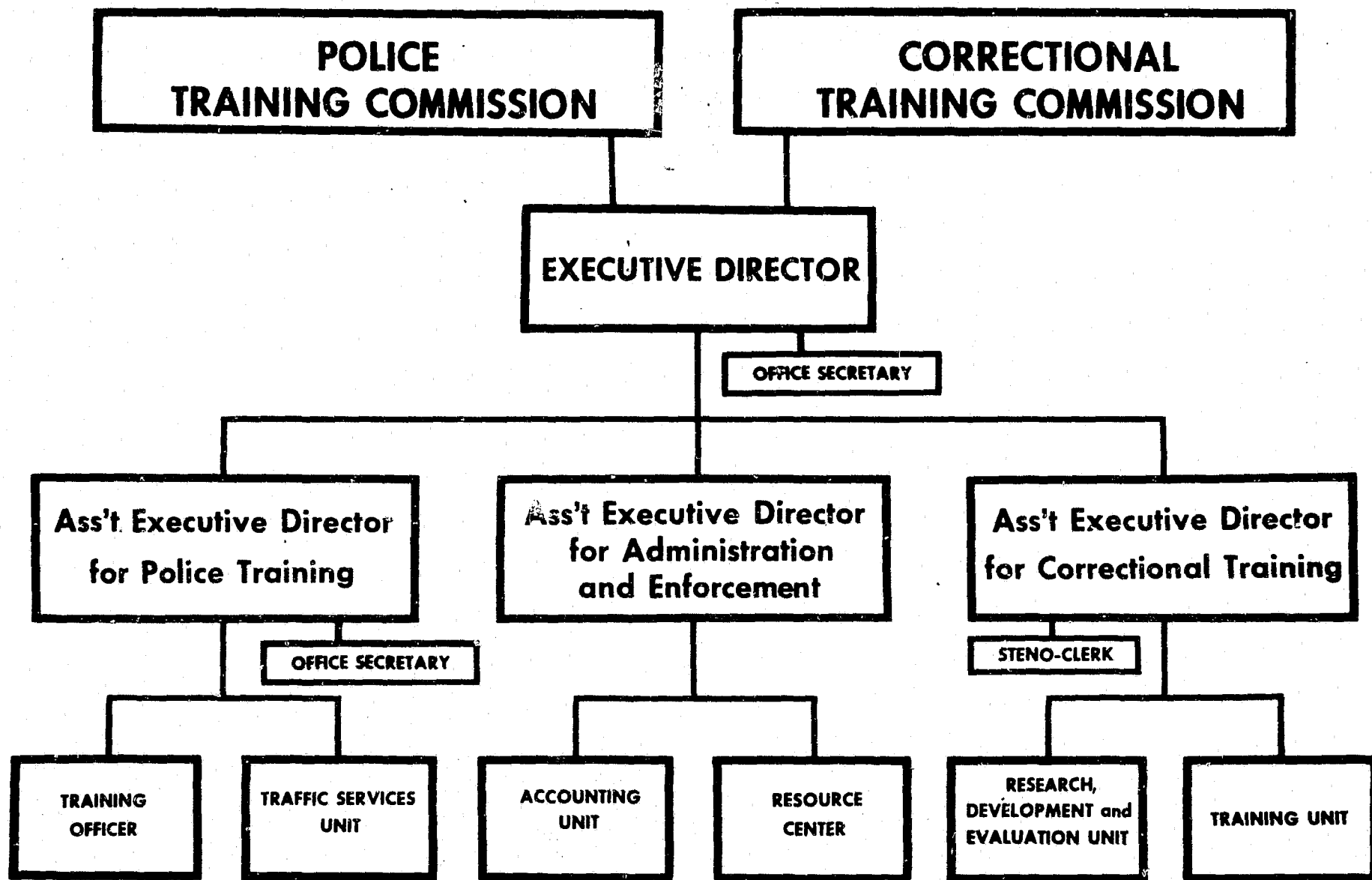
History of the Police Training Commission

When Governor J. Millard Tawes signed into law, Senate Bill 565, on April 22, 1966, Maryland became the 23rd state in the Union to adopt some type of legislation providing training and/or selection standards on a state-wide basis for public law enforcement agencies. It was the sixth state to make such standards mandatory.

With the passage of similar legislation in the neighboring state of Pennsylvania during 1974, forty-five states possess such legislation and thirty-nine of these states mandate the standards. This rapid development is even more remarkable when one realizes that the first two states to pioneer such legislation, New York and California, did so as late as 1959.

The Maryland law, codified as Article 41; Section 70A, in the Maryland Annotated Code, became effective on June 1, 1966. (See pages 102-105; 275-278)

On April 13, 1967, the Commission adopted a minimum standards training course for entrance-level police officers consisting of 160 hours of formatted subjects. Upon receipt of suggestions from the training directors of the major police departments in the state and reference to a model course developed by the International Association of Chiefs of Police, it provided the core of the 245 hour course adopted in September, 1969, and has marked similarity to the minimum standards courses followed in the majority of other states.



In the years which have elapsed since its creation, numerous amendments to Article 41, Section 70A, and the growth of the staff have resulted in greatly expanded contributions to the professionalization of law enforcement in the State.

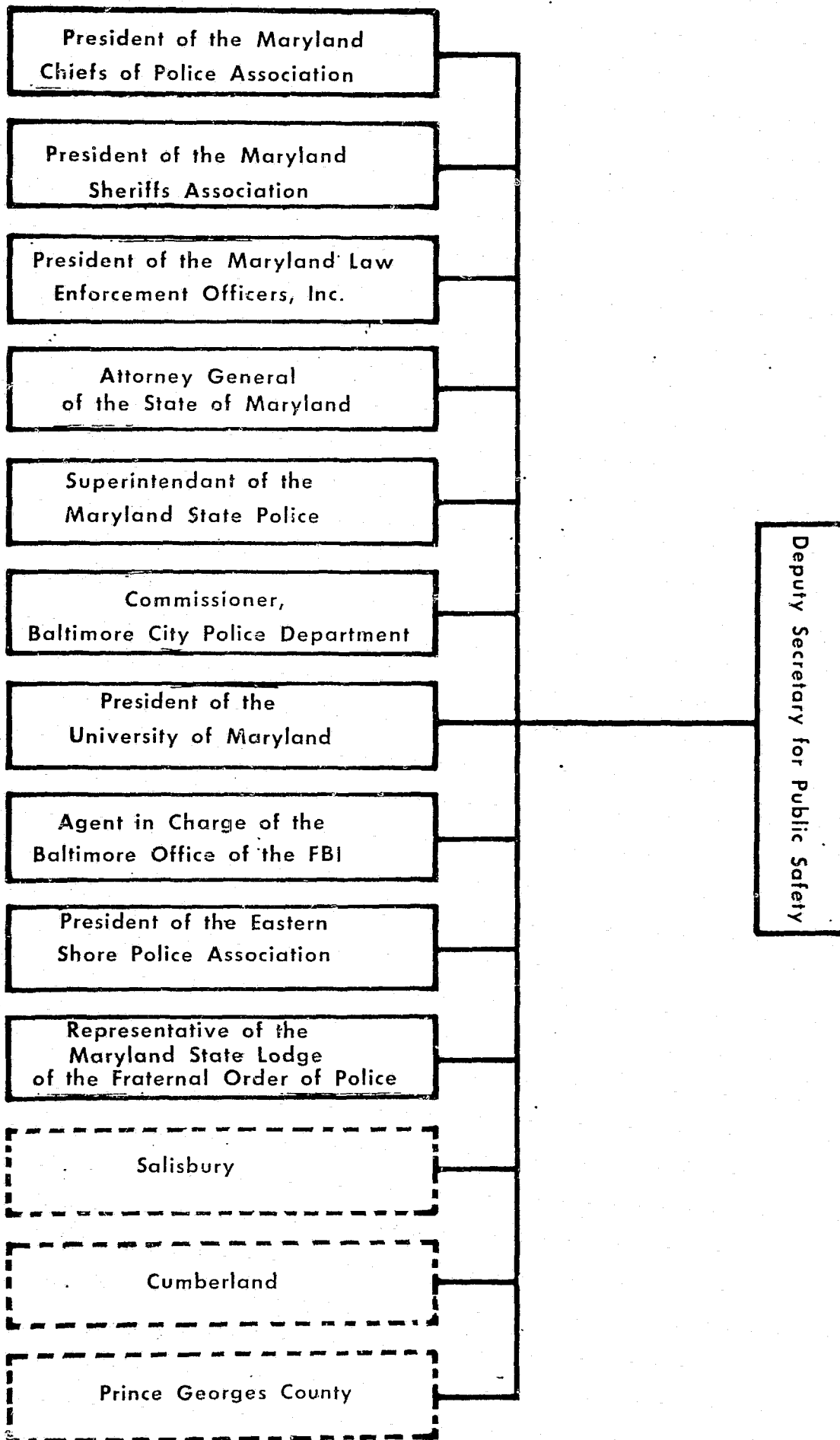
Many legislative changes came about in 1971. In that year the Commission was empowered to set minimum standards of selection of law enforcement officers. The Commission had previously greatly influenced this selection process by requiring these same standards as qualifications for attendance at entrance-level schools as of March, 1968. Nevertheless, departments could ignore such standards by employing individuals for periods of less than one year or avoiding the requirement for training where the newly hired officer happened to be exempt from the training requirement by virtue of having received equivalent training prior thereto. But in 1971, the Commission closed the gap by setting selection standards effective June 1, 1971.

Since 1970, the Police and Correctional Training Commissions have been developing a Criminal Justice Resource Center and lending library made available for training and instructional purposes to all elements of the Criminal Justice system. The lending, training, and production services of this Resource Center are again unique in this country and the center is again the object of emulation in other states.

Over 50% of the funding for the Police Training Commission and most of the funding for the Correctional Training Commission has been federal in origin and granted by the Governor's Commission on Law Enforcement and the Administration of Justice from LEAA block funds and by the State Department of Transportation from National Highway Traffic Safety Administration funds.

Secondly, the vast majority of the training of police and security officers has been given by the certified training academies of the departments able to support such academies. Even where the Commission itself has operated schools, almost all of the instruction has been furnished by the law enforcement agencies and/or the Federal Bureau of Investigation.

The Commission has no facilities of its own and has had to rely entirely on the law enforcement agencies, Army and National Guard, Community Colleges, Colleges and Universities, and others for classroom, emergency driving training, and firearms range facilities.



Composition of the Commission

The Act provides that the Commission shall consist of eleven non-appointive office holders who may serve personally or designate somebody to represent them, and three police officials in the state to be appointed by the Secretary of the Department of Public Safety and Correctional Services with the approval of the Governor and with the advice and consent of the Senate, to represent the State geographically. The terms of the appointive members are designated as three years with a new appointment on June 1st of each year.

Organization and Operation

The Act provides that the Chairman of the Commission shall be the Deputy Secretary of the Department of Public Safety and Correctional Services for Public Safety and that the Commission shall meet annually for the election of the vice chairman from among its members, and at such other times as its chairman may determine. The members of the Commission shall be paid no salaries but shall be reimbursed for reasonable expenses lawfully incurred in the performance of their official functions. A quorum is constituted by a mere majority of the Commission members.

Authority and Duties

The Act authorizes the Commission to:

- (1) Prescribe minimum standards of entrance-level, inservice, supervisory, administrative or specialized training to be afforded State, regional, county, and municipal (incorporated) law enforcement (including security officer) agencies, having the responsibility of detecting crime or enforcing the general criminal laws of the State
- (2) Approve and issue certificates of approval to police and security officer training schools offering courses of training as required by the Commission, such approval being on a continuing basis upon inspections of such schools
- (3) Prescribe the curriculum, minimum standards for equipment and facilities and standards of operation for all such training schools to be approved by the Commission
- (4) Prescribe minimum qualifications for instructors at such schools and to issue appropriate certificates thereto
- (5) Issue certificates to police officers satisfactorily completing the prescribed training programs
- (6) Appoint with the approval of the Secretary of the Department of Public Safety and Correctional Services an Executive Director to serve at its pleasure who shall perform general administrative functions for the Commission, to fix his compensation and to employ such other persons as necessary to carry out the purposes of the Act, in like manner subject to the approval of the Legislature

- (7) Make such rules and regulations as are reasonably necessary to accomplish the purposes and objectives of the Act
- (8) Make a continuous study of entrance-level and inservice training methods and procedures
- (9) Consult and cooperate with Universities, Colleges, and Institutions, and other departments and agencies of the State of Maryland concerned with police training for the improvement of training and the development of specialized courses of study for police officers in police science and police administration
- (10) Perform such other acts as necessary or appropriate to carry out the functions and duties of the Commission.

Traffic Services Unit

The Maryland Police Training Commission - Traffic Services Unit - established from a highway safety grant from the Department of Transportation, State of Maryland. The objectives of the grant were developed from the "Highway Safety Needs Study" conducted by the International Association of Chiefs of Police in 1969. The Maryland Police Training Commission chose the following objectives for the basis of development of a traffic services unit.

- (1) The Maryland Police Training Commission should research, plan, and implement a recruit traffic training program to meet the needs of police departments within the State and design a recruit curriculum relative to the results of the study.
- (2) The Maryland Police Training Commission should research, plan and develop an inservice program devoted to upgrade traffic training, sufficient to support the basic recruit traffic training.
- (3) The Maryland Police Training Commission should develop and administer a traffic roll-call training program for all police agencies within the State.
- (4) The Maryland Police Training Commission should develop a series of seminars designed to expose all police administration and management personnel and all other highway safety personnel to the problems facing the State, and to acquaint them with the complete highway safety program.

Accomplishments of the Traffic Services Unit

In order to accomplish the task of presenting a well-rounded inservice police traffic seminar program, the Commission contracted with the University of Maryland - Adult Education Center - for the implementation of four seminars: (1) Accident Investigation, (2) Police Traffic Data Seminar, (3) Police Traffic Management, and (4) Legal Aspects Relating to Traffic Law Enforcement.

The Traffic Services Unit conducted a pilot program in the development of a roll-call training program. Five departments participated in this program (City of Salisbury, City of Cumberland, City of Annapolis, City of Cambridge, and Howard County).

The Traffic Services Unit also developed two traffic curricula to be implemented into the minimum standards schools. The two curricula were: (1) Emergency Driving Skills and (2) Accident Investigation. A demonstration was also conducted to make departments aware of the availability of this type of training. During Fiscal Year 1973, the Traffic Services Unit reviewed these and other curricula for recommendations to the Police Training Commission.

During Fiscal Year 1972, a nucleus of courses for the development of inservice training programs was implemented. During Fiscal Year 1973, the major thrust of emphasis was toward the development of a college-credit inservice traffic training program. This approach will allow officers to continue their college education, and will also allow for the development of specialized personnel in a workshop situation.

The next major accomplishment which took place during Fiscal Year 1973 was the development and distribution of the recruit traffic minimum standards curriculum. This curriculum is a guide to the police training academies to assist in the development and upgrading of the traffic training being conducted at the entrance level.

Also during Fiscal Year 1973, the Traffic Services Unit began on a study entitled, "Emergency Driving Skills - Feasibility Study." This study was undertaken to determine: (1) the existence of such laboratory experience within the recruit training program; (2) the possibility of accident reduction with this type of training program; (3) the economic feasibility of the administration of this type of training; (4) what other types of training are available which will lend themselves to accident reduction; and (5) the extent of the police motor vehicle accident involvement in the State of Maryland. The results of this study were encouraging and are published in Technical Report #12.

Another major development has been the initiation of a library for the Traffic Services Unit. This library is available to both students and instructors and will lend a great deal to the recruit and inservice training programs.

During Fiscal Year 1974, the Traffic Services Unit performed many tasks as called for under the federal grant. Numerous publications entitled "Technical Reports" were prepared and distributed. These documents were to be used to update the instructional staff of the various academies and could also be used as handouts to the students.

College Credit Approach

During Fiscal Year 1974, the Traffic Services Unit developed a two-prong approach to the method of educating and training law enforcement officers. In addition to the courses listed previously, the Traffic Services Unit in cooperation with the University of Maryland University College has developed several courses for college credit. Titles for some of these courses include: Vehicle Traffic Law, Accident Investigation-Records and Analysis, and Alcohol-Its Use and Abuse. These three courses are the basis for development of a minor area of study under the major area of Law Enforcement within University College.

Directions: Circle the letter of the one item which best completes the following statements.

1. The purpose of the Police Training Commission is to:
 - a. provide training for all police officers in the State of Maryland
 - b. set minimum standards for the selection of law enforcement officers
 - c. make the State of Maryland a leader in law enforcement training
 - d. all of the above.
2. The purpose of the Criminal Resource Center is to:
 - a. provide audio-visual support to police instructional courses
 - b. support all elements of the Criminal Justice system
 - c. provide lending, training, and production services
 - d. all of the above.
3. The Act authorizes the Commission to:
 - a. begin police and security officer training schools where needed
 - b. provide instructors for police training schools
 - c. issue certificates to police officers satisfactorily completing prescribed training programs
 - d. all of the above.

Directions: Circle the letter of the one item which best completes the following statements.

4. The objectives of the Traffic Services Unit are designed to:
 - a. meet needs of police departments within the State
 - b. administer a roll-call training program for all police agencies within the State
 - c. acquaint police management personnel with the highway safety program
 - d. all of the above.
5. The college-credit inservice traffic training program:
 - a. allows officers to continue their college education
 - b. provides an Associate Degree for those who qualify
 - c. requires prior enrollment at the University of Maryland
 - d. all of the above.
6. The recruit traffic minimum standards curriculum:
 - a. must be completed by all officers during recruit training
 - b. is a guide to developing and upgrading traffic training at the police training academies
 - c. is designed to reduce accidents through training
 - d. all of the above.

Turn to the next page to check your answers.

KEY

1. b. set minimum standards for the selection of law enforcement officers.
(See page I - 2.)
2. d. all of the above.
(See page I - 4.)
3. c. issue certificates to police officers satisfactorily completing prescribed training programs.
(See pages I - 8 and I - 9 .)
4. d. all of the above.
(See page I - 10.)
5. a. allows officers to continue their college education.
(See page I - 13.)
6. b. is a guide to developing and upgrading traffic training at the police training academies.
(See page I - 12.)

END