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U.S. Department of Transportation
National Highway Traffic Safety
Administration

Model Police Traffic Services Directives (Policy, Procedures, Rules) for Police Executives

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<p>16. Abstract</p> <p>The National Highway Traffic Safety Administration (NHTSA) contracted with the International Association of Chiefs of Police (IACP) to conduct a series of workshops consisting of state and local law enforcement representatives having police traffic services responsibilities, designed to focus on the problems and needs of the enforcement community as they affect the delivery of police traffic services, and to provide assistance in the identification of problems and the dissemination of proposed solutions. In addition, the workshop participants were also to utilize their expertise in the merging and restructuring of two IACP publications, <u>Highway Safety Policies for Police Executives</u> and <u>A Manual of Police Traffic Services Policies, Procedures, Rules</u>, into model police traffic services directives manuals suitable for adoption and use by an enforcement agency.</p> <p>The product of this work effort includes draft manuals entitled "Model Police Traffic Services Policies and Procedures," and "Model Police Traffic Services Rules," for the consideration of the Department of Transportation, and a series of recommendations for future direction for the NHTSA sponsored research and demonstration projects, including issues relating to 55 mph maximum speed limit compliance; high speed driving of emergency vehicles; the drinking driver, etc.</p>					
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METRIC CONVERSION FACTORS

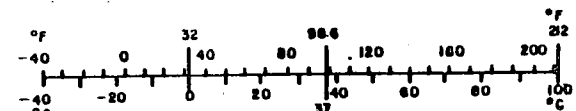
Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
AREA				
in ²	square inches	6.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
VOLUME				
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	16	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.96	liters	l
gal	gallons	3.8	liters	l
ft ³	cubic feet	0.03	cubic meters	m ³
yd ³	cubic yards	0.76	cubic meters	m ³
TEMPERATURE (exact)				
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

* 1 in = 2.54 (exactly). For other exact conversions, and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price \$2.25, SD Catalog No. C13.10.286.

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m ³	cubic meters	36	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³
TEMPERATURE (exact)				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



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INTRODUCTION

One of the goals of the National Highway Traffic Safety Administration (NHTSA) is to provide effective countermeasures, guidance, and technical assistance to enforcement agencies which will aid in improving the efficiency and effectiveness of police traffic services as well as to increase the amount of effort expended.

In order to accomplish this goal, NHTSA utilizes the membership and permanent staff of authoritative police organizations and nationally recognized police educational institutions to 1) assist in problem identification for "product" development by NHTSA; 2) act as quality control for the product developed; and 3) assist in the marketing of the product or technology transfer within the police community.

In the furtherance of this goal, NHTSA contracted with the International Association of Chiefs of Police (IACP) to conduct a series of workshops consisting of executives of state and local law enforcement agencies having a responsibility for the delivery of police traffic services. These workshops were designed to focus on the problems and/or needs of the enforcement community as they affect the delivery of police traffic services and to provide assistance in the identification of problems and the dissemination of proposed solutions.

The IACP Highway Safety Committee,¹ which is composed of recognized state and local experts in the highway safety area, was selected to serve in an advisory capacity to the IACP permanent staff (see Appendix A for a listing of members). In addition, IACP subcontracted with the Traffic Institute, Northwestern University, to utilize their highway safety and police traffic services expertise and resources in developing the "final products" resulting from this contract.

The project consisted of two phases extended over a two year period starting in July 1979. The objectives of the project include:

¹As provided in the IACP Constitution, the Highway Safety Committee shall "study, consider and evaluate all matters pertaining to policies, practices, standards and rates of state and municipal police organizations relating to traffic accident investigation, traffic records, traffic patrol, traffic law enforcement, organization and administration, and other highway safety functions which may be responsibilities of the membership of the Association; report to this Association for dissemination to its members and interested agencies, information and recommendations for the improvement of police traffic management and the promotion of highway safety; make recommendations to the Traffic Institute of Northwestern University relating to its police training programs; make recommendations to the Association and other interested organizations and agencies of needed research projects essential to optimum highway safety programs by police agencies."

- To facilitate the exchange of problems encountered and solutions developed relating to the delivery of police traffic services, including special programs such as alcohol, 55 mph speed limit compliance and other programs of current interest to NHTSA.
- To identify problems/needs that have a high degree of commonality among the participants that could appropriately be included in the multi-year research plan of NHTSA.
- To consult and advise NHTSA in solution/product development.
- To provide the law enforcement community with the "best" and most current thinking and practices and procedures in use.

One of the major efforts of the project consisted of the merging and restructuring of two IACP publications (Highway Safety Policies for Police Executives and A Manual of Police Traffic Services Policies, Procedures and Rules²) into model police traffic services directives manuals suitable for adoption and use by an enforcement agency.

The final product resulting from each phase of the project is a report addressing, but not necessarily limited to the following:

- New, revised and updated directives (Policy, Procedure, Rule)
- Problems/needs relating to and affecting the efficiency and effectiveness of the delivery of police traffic services
- Recommendations to NHTSA on problems/needs that should be addressed, in priority order, by NHTSA sponsored research/demonstration
- Subject matter/areas requiring the formulation of directives

PROJECT DESCRIPTION

In view of the delay in obtaining contract approval by NHTSA, the proposed Phase I effort requiring development of draft directives to be submitted for Committee review and approval was delayed until Phase II. The contract was signed on July 25, 1979; however, the effective date was July 2, 1979. Thus, the mid-year meeting was completed prior to contract approval. The Phase I effort was limited to identifying the problems/needs relating to and affecting the efficiency and effectiveness of the delivery of police traffic services and development of recommendations to NHTSA on problems/needs that should be addressed in NHTSA sponsored research/demonstration.

Project staff, with approval of the NHTSA CTM, proposed to utilize two previously scheduled meetings of the IACP Highway Safety Committee to accomplish the re-

²In 1973, NHTSA entered into a contract with IACP to produce, through a three-phased work effort, a compilation of police traffic services policies, procedures and rules which would act as models for any law enforcement agency charged with the responsibility of providing police traffic services. This project was completed and the manuals delivered to NHTSA in 1976.

quired Phase I workshops. The Committee held its mid-year meeting July 10 - 13, 1979 in Evanston, IL. A total of 23 items were considered, and 19 resolutions were approved for further consideration at the annual meeting. The resolutions addressed current problems and/or needs affecting the delivery of police traffic services.

In addition, project staff briefed the Committee on proposed plans to review and merge the two publications³ into model police traffic services directives and the methods for updating the existing directives.

The 1979 annual meeting of the Committee was held on September 17, 1979 in Dallas, TX in conjunction with the 86th Annual Conference of the IACP. A total of 19 resolutions were considered and approved by the Committee and the full membership of IACP. Upon completion of the annual meeting, project staff submitted the resolutions to the NHTSA CTM. (see Appendix B).

Project staff also received Committee approval of the initial efforts to revise the model directives.

Upon completion of the abbreviated Phase I work effort in October 1979, project staff solicited input from the IACP membership to identify current problems and/or needs affecting the delivery of police traffic services. This was accomplished via the IACP Newsletter which reaches approximately 13,000 law enforcement executives, and a special memorandum to members of the IACP Division of State and Provincial Police (see Appendix C).

The results of this solicitation were presented to the agenda screening subcommittee on February 12, 1980 in Phoenix, AZ. The subcommittee reviewed 71 items and approved 58 items for consideration at the 1980 mid-year meeting.

Concurrently with other project activities, project staff conducted an extensive review of Highway Safety Policies for Police Executives and identified those items amenable to development of a model policy, procedure or rule. As a result of this review, 18 new policies were developed. In addition, a comprehensive proposal for revision of A Manual of Police Traffic Services Policies, Procedures, and Rules was developed for presentation to the Committee (see Appendix D).

The 1980 mid-year meeting of the Committee was held July 22 - 25, 1980 in Annapolis, MD. During the course of the meeting, project staff made a formal presentation on the revision and merger of Highway Safety Policies for Police Executives and A Manual of Police Traffic Services Policies, Procedures, and Rules. Several issues were presented to the Committee for comment and recommendation:

- Alternative methods of classification
- Content, timeliness and universality of existing policies/procedures, rules

³ A Manual of Police Traffic Services Policies, Procedures, Rules and Highway Safety Policies for Police Executives

- Draft policies derived from past resolutions of the IACP
- New policies/procedures/rules for consideration

The Committee recommended that the existing format of A Manual of Police Traffic Services Policies, Procedures and Rules be retained. They further recommended that staff develop a viable mechanism to provide for updating the manual and its index as new policies/procedures/rules are developed.

The Committee further recommended that the 18 draft policies developed from IACP highway safety resolutions be included in the policy manual. They recommended that the position papers not be included.

In addition, the Committee approved a procedure to identify new subject areas for inclusion in A Manual of Police Traffic Services Policies, Procedures and Rules. During the mid-year meeting, as the Committee reviews and/or develops resolutions, they will identify the specific resolutions they feel should be included in the Manual. Staff then will rewrite the resolution in an appropriate policy/procedure format and present it to the Committee at the annual meeting for approval. The Committee will then either give its approval or provide specific direction for modification. Once that process has been completed, the new policy/procedure will be incorporated into the Manual and the index will be updated.

Due to time constraints and the large number of resolutions under consideration, the Committee did not provide a specific recommendation concerning the existing policies/procedures/rules during the mid-year meeting. Staff suggested that this be considered at the annual meeting and agreed to present a draft for consideration.

The Committee expressed great concern over the proposal to merge the Highway Safety Policies for Police Executives and A Manual of Police Traffic Services Policies, Procedures and Rules into a single document. Since both documents contain the word "policies" in their titles there was considerable confusion as to the true purpose of each separate document.

The Committee recommended that the two separate documents be retained, and that the title of the document containing the resolutions (Highway Safety Policies for Police Executives) be changed to end the confusion and more accurately reflect its true purpose. For example, a more appropriate title would be "IACP Highway Safety Resolutions."

The Committee feels that continued publication of the highway safety resolutions is essential to accomplish their work and to provide a viable mechanism to express the official IACP position on highway safety issues. The continued maintenance of this master file of highway safety resolutions will benefit not only the IACP and the Committee, but will also prove to be valuable to NHTSA by providing documented support for its research and demonstration activities.

The Committee directed staff to seek appropriate funds to continue publication of the resolutions manual, develop an appropriate title, continue the present numbering system or an appropriate substitute, and arrange for the printing and distribution of a reduced number of manuals. In view of the high costs associated with this type of publication, it was agreed that manuals should be pro-

vided for only the chief executive of each department and Committee members. This reduced list would require approximately 3000 copies.

The Committee acted upon 59 items dealing with highway safety issues at this meeting. The following provides a summary of Committee actions on the resolutions:

Tabled	6
Withdrawn	2
No Action	3
Defeated	10
Approved	31

Four resolutions were recommended for inclusion in the policy manual.

The resolutions approved and those tabled until the annual meeting were scheduled for reconsideration by the Committee during its annual meeting in September 1980.

The annual meeting of the Highway Safety Committee was held in conjunction with the IACP 87th Annual Conference in St. Louis, MO during the week of September 13 - 18, 1980. The Committee met on September 15 to review the resolutions approved at the mid-year meeting, and to further consider those that were tabled. The Committee also reviewed the draft policies/procedures/rules.

Policies/Procedures/Rules. As a result of directions from the Committee project staff completed an in-depth review of the existing Policies/Procedures/Rules manuals. A presentation of staff recommendations was made at the annual meeting. The review revealed several instances where policies were not accompanied by appropriate procedures and procedures which lacked appropriate policy guidance. In some cases, there were existing policies which duplicated (or at least dealt with a closely related subject) the policy statement derived from the resolution manual. Both policies were presented to the Committee so they could give proper direction.

Project staff proposed to merge the Policy manual with the Procedure manual and to revise some of the contents. Project staff recommended only minor revision of the Rules manual to eliminate duplication in the introductory materials. The existing three manuals were developed separately and thus a decision was made at that time to include some duplicate materials to insure clarity of purpose.

The Committee was asked to review the new proposal and submit their comments no later than September 30, 1980.

Resolutions. A total of 31 resolutions were forwarded to the IACP Resolutions Committee for their approval. The Resolutions Committee recommended approval of 26 of the 31. The full membership of IACP concurred with the Resolutions Committee recommendations and voted to approve all 26 resolutions.

The Division of State and Provincial Police also submitted six resolutions dealing with highway safety issues. The Resolutions Committee recommended approval of all six and the full membership concurred.

A total of 32 resolutions dealing with highway safety issues were approved at the Annual Conference. A copy of each adopted resolution is contained in

Appendix E. These resolutions identify and address the problems and needs relating to and affecting the efficiency and effectiveness of the delivery of police traffic services as required by the contract.

Upon completion of the Annual Conference, project staff submitted a comprehensive report detailing the activities of the Committee and identifying, in priority order, the problems and/or needs to be addressed in NHTSA sponsored research/demonstration projects (see Recommendations).

As a result of Committee review and input, project staff determined that some of the work efforts required were beyond the scope of the existing contract. Upon direction from the Committee, project staff prepared a concept paper for submission to NHTSA to accomplish the following:

- Continue funding Highway Safety Committee activities
- Continue publication of the Committee resolutions and restructure and retitle the Highway Safety Policies for Police Executives manual (black book)
- Include publication of 1979 and 1980 resolutions in the new book
- Develop a procedure for annual update of new manual and appropriate distribution
- Continue funding for further revision of Model Polices, Procedures and Rules manual based on preliminary work done in 1979/80. This would include development of new policies and procedures where required and would develop a close tie between the Model Polices and Procedures and the accreditation standards being developed under a separate contract.
- Wherever possible, make Policy/Procedure revision consistent with Police Traffic Responsibilities - Highway Safety Management Series text.

In November and December 1980, project staff solicited input from the IACP membership to identify current problems and/or needs affecting the delivery of police traffic services. This was again accomplished via the IACP Newsletter and a special memorandum to members of the Division of State and Provincial Police.

In January 1981, project staff completed work on two draft manuals, A Manual of Model Police Traffic Services Policies and Procedures and A Manual of Police Traffic Services Rules. The draft Manuals were presented to the agenda screening subcommittee meeting in February. The revised drafts:

- incorporated policies from Highway Safety Policies for Police Executives as directed
- merged the separate policy and procedure manuals into one comprehensive document
- revised individual policies and/or procedures where appropriate

- revised the rules manual to eliminate unnecessary duplication of introductory materials

The agenda screening subcommittee met in Phoenix, AZ on February 10, 1981 to consider the results of the November-December solicitation and to review the draft Manuals. A total of 69 items were reviewed and 30 were approved for consideration at the 1981 mid-year meeting. Several items were referred to other IACP Committees for consideration.

The subcommittee recommended revisions to be made in the draft manuals prior to submission to NHTSA.

Project staff prepared the final draft Manuals based on the review and input of the agenda screening subcommittee.

CONCLUSIONS

The objectives of this project have been met through the conduct of four workshops which provided a forum to facilitate the exchange of information concerning problems encountered and solutions developed relating to the delivery of police traffic services. Members of the IACP Highway Safety Committee, and the permanent staff of IACP and the subcontractor, The Traffic Institute, Northwestern University, have identified police traffic services problems and/or needs that have a high degree of commonality among law enforcement agencies and which could appropriately be included in the multi-year research plan of NHTSA. The final product resulting from this portion of the project is the resolutions developed by the IACP Highway Safety Committee and the Division of State and Provincial Police and endorsed by the membership of IACP (see Appendix C). The resolutions were forwarded to NHTSA and other governmental and private groups concerned with highway safety and police traffic services issues.

In addition, a formal dialogue has been established between law enforcement executives representing state and local agencies and NHTSA. This formal arrangement enhances NHTSA's ability to consult recognized experts in the delivery of police traffic services and to solicit their advice on the conduct of NHTSA research and demonstration projects.

The final objective, development of model directives reflecting the "best" and most current thinking and practices and procedures in use, has only partially been met. The initial delay in project implementation previously described seriously hampered Committee efforts to develop a comprehensive model directives system. The review, merger and updating of the model directives (A Manual of Police Traffic Services Policies, Procedures and Rules) resulted in a conclusion by the Committee that the Manuals require additional revisions beyond the scope of this contract.

Therefore, with the approval of the NHTSA CTM, the revised Manuals developed under this contract will not be distributed at this point, but will undergo continued revision. The work effort will concentrate on the following tasks:

- Development of a new format to integrate policies, procedures and rules, e.g.:
-policy, background/discussion, authority, exemptions, definitions

general provisions, procedures and/or rules.

-purpose, background/discussion, authority, exemptions, policy, procedure and/or rules.

- Development of a new pagination system that will facilitate future revisions and/or supplements.
- Changing title on each page from "Highway Safety Policy" to "Police Traffic Services Policy," etc.
- Development of new policies, procedures and rules as appropriate:
 - incorporating recommendations of the Committee.
 - incorporating requirements of the Accreditation Commission.
 - ensuring consistency with Highway Safety Management Series wherever possible.
- Continue revision and update of existing policies, procedures and rules.

RECOMMENDATIONS

The following recommendations list in priority order the problems and needs which should be addressed by NHTSA sponsored research and demonstration activities:

1. Continuation of funding of IACP Highway Safety Committee activities to:
 - facilitate the exchange of problems encountered and solutions developed relating to the delivery of police traffic services, including special programs such as alcohol, 55 mph speed limit compliance, and other programs of current interest to NHTSA.
 - identify problems/needs which have a high degree of commonality among the participants that could appropriately be included in the multi-year research plan of NHTSA.
 - consult and advise NHTSA in solution/product development.
 - provide the law enforcement community with the "best" and most current thinking and practices and procedures in use.
2. Continuation and/or expansion of federal funding allocations to support the states efforts to enforce the 55 mph speed limit.
3. Continued research to determine the states capabilities to achieve the mandated 55 mph compliance levels and to determine a realistic method to account for speedometer variability and the general public's perception that speeds between 56-60 mph are actually in compliance with the 55 mph speed limit.

4. The development of a comprehensive research effort to assess the impact of high speed driving by police and other emergency vehicles on highway safety. Such research should:
 - Differentiate between high speed response to emergencies and pursuit of suspected violators.
 - Address the issue of civil liability.
 - Include the development of countermeasures to assist the police in terminating pursuits.
5. Continuation and/or expansion of federal funding allocations to support the states efforts to combat the drinking driver problem. Included in this effort would be research to enhance police efforts to combat the problem of driving under the influence of drugs. NHTSA should conduct demonstration projects to encourage state legislation to provide realistic penalties for DWI violations and to permit use of proven DWI countermeasures.
6. Determine the effects of continued pressure to enforce the 55 mph speed limit on selective enforcement programs designed to impact high accident locations or other critical highway safety problems. Such research should address the problem of enforcement on state, county and municipal roads, including those secondary roads with speed limits less than 55 mph.

The end result should be a program that addresses the total highway safety spectrum and which does not place special emphasis on one element to the detriment of others.
7. Determine the feasibility of developing a special use vehicle for law enforcement agencies which is responsive to their needs.

APPENDIX A



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COMMITTEE OBJECTIVES

This committee shall study, consider and evaluate all matters pertaining to policies, practices, standards and rates of state and municipal police organizations relating to traffic accident investigation, traffic records, traffic patrol, traffic law enforcement, organization and administration, and other highway safety functions which may be responsibilities of the membership of the Association; report to this Association for dissemination to its members and interested agencies, information and recommendations for the improvement of police traffic management and the promotion of highway safety; make recommendations to the Traffic Institute of Northwestern University relating to its police training programs; make recommendations to the Association and other interested organizations and agencies of needed research projects essential to optimum highway safety programs by police agencies.



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APPENDIX B

RESOLUTION

CHILD RESTRAINT USAGE

1979

WHEREAS, This is the International Year of the Child; and

WHEREAS, The leading cause of death to children under 14 years of age is automobile accidents; and

WHEREAS, Car safety seats can substantially reduce death and injury suffered by infants and children; and

WHEREAS, 10 (Ten) Regional Workshops have been conducted throughout the nation during 1979, and professional and civic leaders - especially from the medical community - were in attendance and have initiated pre-natal and post-natal seat belt usage programs in many communities; and

WHEREAS, The police officers, by virtue of their close proximity to the results of car crashes, are well aware of the need for child protection in automobiles; and

WHEREAS, The police officer in the conduct of his regular police service, can upon noticing an unrestrained child in the car, inform the driver of potential hazards; and

WHEREAS, Such action by the police officer would be a contribution to the safety of the community; and

WHEREAS, The National Highway Traffic Safety Administration has available and will supply Child Restraint brochure negatives free, upon which the name of the individual police agency or its department logo can be printed; therefore be it

RESOLVED, That the International Association of Chiefs of Police urges law enforcement administrators to implement, where appropriate, a program to encourage the use of child restraints by all motorists operating a vehicle in his jurisdiction; and be it

FURTHER RESOLVED, That there be published in the Police Chief Magazine and other law enforcement publications, an order form that can be used by all law enforcement agencies to obtain from the National Highway Traffic Safety Administration the free negative to produce the Child Restraint brochure.

RESOLUTION

NATIONAL COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES

1979

WHEREAS, The Federal Highway Administration has unilaterally dissolved the National Advisory Committee on Uniform Traffic Control Devices; and

WHEREAS, The need for National uniformity in traffic control devices will continue; and

WHEREAS, The jurisdictions to be served by advice relating to uniform traffic control devices consist of those who are responsible for utilizing such devices to promote swift and safe highway transportation conditions, the state, county and municipal authorities; and

WHEREAS, Without the existence of a deliberating body consisting of representatives of these jurisdictions, their needs will not be adequately considered or served; and

WHEREAS, Representatives of these jurisdictions have acted together to form an independent National Committee on Uniform Traffic Control Devices; and

WHEREAS, The state, county and municipal police of the United States have a vital interest in participating in the deliberations of the newly formed National Committee on Uniform Traffic Control Devices; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police support and participate in the formation of the National Committee on Uniform Traffic Control Devices; and be it

FURTHER RESOLVED, That the police representation on the National Committee on Uniform Traffic Control Devices should consist of three members selected to represent the three types of law enforcement jurisdictions they serve: State, law enforcement, county law enforcement and municipal law enforcement; and be it

FURTHER RESOLVED, That copies of this resolution be sent to the Federal Highway Administration, the American Association of State Highway and Transportation Officials, the National Committee on Uniform Traffic Laws and Ordinances and the Institute of Transportation Engineers.

RESOLUTION

USE OF NATURAL BARRIERS TO PROMOTE HIGHWAY SAFETY

1979

WHEREAS, Notwithstanding emphasis in recent years to eliminate or minimize the hazards of roadside obstacles, existing highway conditions lack median barriers to provide force arrest or to baffle headlight glare and the roadside barriers to minimize collision impact or traffic interference of drifting snow, sleet or strong cross winds; and

WHEREAS, The American Association of State Highway and Transportation Officials has recommended since 1961 the use of natural barriers, e.g. hawthorne, osage orange or conifer hedges which also promote wildlife and the environment as a fringe benefit; and

WHEREAS, The use of such barriers would be a relatively inexpensive and highly cost beneficial approach (the use of Job Corps and Federal Grant public employees) to prevent or reduce the severity of accidents resulting from roadside conditions, weather or headlight glare. Headlight glare prevention at critical roadway locations should promote better utilization of high beam vehicle lighting in support of the National Highway Traffic Safety Administration project to improve vehicle lighting; therefore be it

RESOLVED, That the International Association of Chiefs of Police encourage continued emphasis on the elimination or neutralization of roadside obstacles; but with modification of that effort to use adequate natural barriers to reduce the adverse impact of weather and headlight glare on all trafficway users; and be it

FURTHER RESOLVED, That a copy of this resolution be sent to the American Association of State Highway and Transportation officials.

RESOLUTION

TRANSPORTATION USER SAFETY AND SECURITY

1979

WHEREAS, The number of people killed and injured and the amount of property damage resulting from traffic accidents on our Nation's highways exceeds the toll from any other accidental cause; and

WHEREAS, There are limited transportation resources and increased competition for the resources which are available; and

WHEREAS, Demands are being made for the greater use of available resources for transportation control measures to achieve national objectives such as air quality improvement and energy conservation; and

WHEREAS, Adequate concern is not present for providing for the safety and security of persons and property at new transportation staging facilities or in the operation of new transportation systems; and

WHEREAS, Under the conditions of limited resources and greater demand to meet objectives other than the primary goal of providing fast, safe, efficient and convenient transportation, the issue of user safety and security is generally not considered; therefore be it

RESOLVED, That the International Association of Chiefs of Police urges the U.S. Department of Transportation to give recognition to the magnitude of the transportation accident problem by requiring that user safety and security be given detailed and explicit consideration as a national objective in the development of all transportation plans, programs and projects; and be it

FURTHER RESOLVED, That copies of this resolution be transmitted to the Secretary of the Department of Transportation, Administrator of the Federal Highway Administration, Administrator of the National Highway Traffic Safety Administration and the Governors of all the United States and the American Association of Planners.

RESOLUTION

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ENFORCEMENT

1979

WHEREAS, The U. S. Department of Transportation is promoting the application of Transportation Systems Management (TSM) strategies to improve the safety and efficiency of the movement of people and goods on existing highways; and

WHEREAS, In response to the U. S. Department of Transportation promotion, greater priority is being given to TSM projects, with emphasis in urban areas on those projects designed to encourage higher vehicle occupancy rates and incentives for increased bus ridership; and

WHEREAS, Some of these TSM improvements, such as preferential lanes for car pools and buses and meter bypass lanes for high occupancy vehicles, are dependent on law enforcement for their operational success; and

WHEREAS, The design configuration of these TSM facilities has a direct bearing on the amount of enforcement effort required to achieve acceptable compliance rates; and

WHEREAS, The involvement of traffic law enforcement agencies in the planning and design of TSM projects can help to significantly minimize the extent of the demand for additional law enforcement effort and continued operational cost; therefore be it

RESOLVED, That the International Association of Chiefs of Police urges the U. S. Department of Transportation to give recognition to the role of police traffic service agencies in ensuring the operational success of highway improvements by requiring their direct involvement in the development of federal state and local transportation plans and projects; and be it

FURTHER RESOLVED, That copies of this resolution be transmitted to the Secretary of the Department of Transportation, Administrator of the Federal Highway Administration, Administrator of the National Highway Traffic Safety Administration, Administrator of the Environmental Protection Agency and the Governors of the United States.

RESOLUTION

ENDORSE AND ENCOURAGE MULTIPLE-ROLE HELICOPTER PROGRAMS

1979

WHEREAS, Motor vehicle accidents are the primary cause of accidental deaths in the United States; and

WHEREAS, The traditional methods which have focused primarily on the pre-accident problem have failed to reduce the actual number of persons killed and injured annually; and

WHEREAS, Evidence accumulated indicates that helicopters can be instrumental in saving the lives and reducing the injury severity of traffic and other accident victims through rapid air transport of the injured to medical facilities; and

WHEREAS, Helicopters deployed in a multipurpose, multi-jurisdictional capacity are cost-effective and provide increased benefits to society in terms of lives saved, injury severity reduced, hospitalization time reduced and staff hours saved; therefore be it

RESOLVED, That the International Association of Chiefs of Police endorse and encourage the consideration of multipurpose, multi-jurisdictional helicopter programs as a cost-effective and viable approach to reducing traffic fatalities, and providing for many other lifesaving and timesaving services for law enforcement and other public service agencies which are not now in the foreseeable future able to provide this service for themselves; and be it

FURTHER RESOLVED, That copies of this resolution be transmitted to the Secretary of the the Department of Transportation, Administrator of the National Highway Traffic Safety Administration and Chief Executive Officers of all State Highway Patrol Departments.

RESOLUTION

UNIFORM TRAFFIC CONTROL DEVICES ON PRIVATE PROPERTY

1979

WHEREAS, Uniform traffic control devices as compiled in the Manual on Uniform Traffic Control Devices for Streets and Highways and approved as an American National Standard by the American National Standards Institute should be and are required on public highways throughout the nation; and

WHEREAS, Drivers and pedestrians have become familiar with such uniform traffic control devices and recognize them quickly because of their uniformity; and

WHEREAS, Uniform traffic control devices are not universally required or utilized on privately owned and maintained ways open to the public; and

WHEREAS, Non-uniform traffic control devices cause misunderstanding of their directions or misdirect drivers and pedestrians with consequent lack of safety to motorists and pedestrians; and

WHEREAS, A proportion of the accident experiences of many jurisdictions now occur on privately owned and maintained ways open to the public; now, therefore, be it

RESOLVED, In the interest of safety to drivers and pedestrians, uniform traffic control devices as compiled in the Manual on Uniform Traffic Control Devices should be utilized as soon as practicable by all jurisdictions on all privately owned and maintained ways open to the driving and pedestrian public as business invitees; and be it

FURTHER RESOLVED, That copies of this resolution be transmitted to the International City Managers Association, The Institute of Traffic Engineers, the American Association of State Highway and Transportation Officials, and to the Federal Highway Administration (FHWA) for inclusion in the Manual on Uniform Traffic Control Devices.

RESOLUTION

NATIONAL ACCIDENT SAMPLING SYSTEM (N.A.S.S.)

1979

WHEREAS, The legally constituted law enforcement agencies in this nation are currently investigating and reporting accidents; and

WHEREAS, The police of this nation are well qualified to provide on the scene accident information to the federal government; and

WHEREAS, A large number of special studies concerning accidents and their causes have been and are presently being conducted; and

WHEREAS, In a time of fiscal restraints, police are concerned about duplication of cost and in economizing wherever possible; and

WHEREAS, The International Association of Chiefs of Police has studied this question since 1977 and during the course of this study, has been advised that \$8 million in federal funds has already been expended in this program and that an annual projected expenditure of \$15 million is contemplated; and

WHEREAS, The National Highway Traffic Safety Administration (N.H.T.S.A.) has, through its state and local community programs, expended extensive resources on the upgrading of state traffic record systems, and in improving the investigative capacity of the nation's police delivery systems; and

WHEREAS, Based upon the foregoing, the International Association of Chiefs of Police (I.A.C.P.) feels that this program, as constituted, involves unnecessary federal expense; therefore be it

RESOLVED, That the I.A.C.P. urge N.H.T.S.A. to continue its focus on providing in-depth accident data for upgrading traffic accident countermeasures; and be it

FURTHER RESOLVED, That N.A.S.S. objectives be reexamined to consider the benefits secured from the N.H.T.S.A. investments already made to strengthen existing state and local highway safety system components; and be it

FURTHER RESOLVED, That public officials, when approached to participate in N.A.S.S.-like projects be encouraged to cooperate in these in-depth studies through contractual arrangements when appropriate.

RESOLUTION

DELETE HIGHWAY SAFETY STANDARDS FROM HUD REGULATORY AUTHORITY

1979

WHEREAS, We consider vehicle equipment requirements related to the transportation of mobile homes on a highway outside the scope of the Federal Department of Housing and Urban Development (HUD), and that all responsibilities for highway safety should be assigned to state and federal agencies with resources necessary to perform the task correctly; and

WHEREAS, Several mobile home transportation regulations adopted by HUD are vague and inadequate to assure mobile homes will not create an extraordinary hazard on highways, and have been developed consistent with current building practices rather than in consideration of established highway safety standards; and

WHEREAS, The National Mobile Home Construction and Safety Standards Act of 1974 (42 USE 5401 ET SE9) provides that regulations adopted by HUD preempt other state and federal requirements for the same components and aspects of performance. In addition, state agencies, the NHTSA and BMCS have been effectively eliminated from participating in the regulation of several areas critical to on-highway safety; and

WHEREAS, A condition exists which allows mobile homes to be transported on highways with tires loaded to 150 percent of their designed capacity, with dangerously inadequate braking systems, and with numerous other equipment standards of questionable value; therefore be it

RESOLVED, That the International Association of Chiefs of Police urges the Congress of the United States and the Department of HUD to:

1. Define a mobile home while being transported on highways as a trailer coach which is in excess of eight feet in width or in excess of 40 feet in length except when carried as a load on another vehicle.
2. Delete all HUD regulations related to vehicle on-highway safety standards.
3. Provide regulatory authority to the State government and when applicable, the NHTSA; and be it

FURTHER RESOLVED, That copies of this resolution be transmitted to the President of the United States, Secretaries of the Departments of Transportation and Housing and Urban Development, and the Administrator of the National Highway Traffic Safety Administration.

RESOLUTION

BALANCED PROGRAM OF PEDESTRIAN SAFETY

1979

WHEREAS, Hundreds of thousands of pedestrian accidents occurred in 1977 and more than 8,700 of these accidents were fatalities; and

WHEREAS, About 85% of all pedestrian accidents and 66% of the pedestrian fatalities occur in urban areas; and

WHEREAS, Recently completed research studies funded by N.H.T.S.A. have resulted in a new system for classification of pedestrian accident data; and

WHEREAS, The same research findings have resulted in a number of tested counter measures which provide a comprehensive and systematic approach to pedestrian accident reduction; and

WHEREAS, In each community the police, transportation engineers, municipal court representatives and volunteer agencies share an interest in reducing pedestrian injuries and deaths; and

WHEREAS, A N.H.T.S.A. Highway Safety manual supplement on Pedestrian Safety is available which is based on the best knowledge currently available; therefore be it

RESOLVED, That the International Association of Chiefs of Police encourage its members to take the leadership in their communities to initiate a balanced program of Pedestrian Safety structured upon content of Highway Safety Program Manual, Volume 14 Pedestrian Safety.

RESOLUTION

POLICE USE OF RADAR EQUIPMENT

IN ENFORCEMENT OF VEHICLE SPEED LIMITS

1979

WHEREAS, Speed is a contributing factor in nearly forty percent of all fatal motor vehicle accidents and in more than one-half of all motorcycle rider deaths; and

WHEREAS, The universal connection between vehicle speed, increased deaths and severity of injuries and the police use of radar for speed control must be understood and accepted by drivers and courts; and

WHEREAS, The various state and appellate courts have taken judicial notice that the scientific principle of radar is a sound method of determining the speed of a moving object; and

WHEREAS, The design and quality control of each particular brand of radar instrument must be augmented by operator adherence to a specific procedure to assure acceptable performance by the unit; and

WHEREAS, Training in the operation of a unit and field experience in its use to measure vehicle speed must be a prerequisite for use of a radar instrument in speed enforcement; and

WHEREAS, The I.A.C.P. unequivocally recommends that law enforcement agencies use radar equipment for vehicle speed control; therefore be it

RESOLVED, That the IACP urge all law enforcement agencies to present the strongest possible evidence in radar cases. This should include such factors as the selection of location; understanding those extraneous factors which do not affect the validity of the instrument; how their instruments are checked for accuracy prior to each use; the training and experience of operators; and how an operator corroborates the radar reading by personal observations of the moving vehicle checked.

RESOLUTION

HIGHWAY SAFETY FUNDING

1979

WHEREAS, State legislators have not appropriated funds adequate for State law enforcement administrators to acquire the necessary resources needed to deal with the increased enforcement presence required to achieve the mandated 55 mph compliance criteria and still maintain the level of resources required to impact organized crime, drugs, vice and other demands for police services; and

WHEREAS, The Surface Transportation Act of 1978 passed by the 95th Congress has mandated a compliance criteria that all states must attain on a yearly graduated basis; and

WHEREAS, Failure to meet the compliance criteria in any year beginning with FY-79 will result in financial sanctions against such state; and

WHEREAS, Congress recognized the obligation of the Federal Government to financially assist the states in enforcement of the 55 mph speed limit so as to meet the mandated compliance criteria; and

WHEREAS, Congress authorized to be appropriated \$50 million to be allocated to the states for 55 mph enforcement, and \$17.5 million for incentive grants to those states exceeding their compliance; and

WHEREAS, The 95th Congress adjourned without appropriating the authorized \$50 million or the \$17.5 million; now, therefore be it

RESOLVED, That the members of the International Association of Chiefs of Police do hereby request that the DOT include in its budget request for FY-80, the \$50 million authorized for enforcement of the 55 mph speed limit and the \$17.5 million for incentive grants; and be it

FURTHER RESOLVED, That Congress should be encouraged to appropriate the \$50 million authorized by the 95th Congress for the enforcement of the 55 mph NMSL, and the \$17.5 million for incentive grants; and be it

FURTHER RESOLVED, That copies of this resolution be sent to President of the U.S., Secretary of Transportation, and the Chairman of U.S. House of Representatives Subcommittee on Appropriations for Transportation and the Chairman of the U.S. Senate Subcommittee on Appropriations for Transportation.

RESOLUTION
OVERSIZE AND OVERWEIGHT VEHICLES

1979

WHEREAS, The various states have the legal responsibility to set and enforce vehicle weight and size standards; and

WHEREAS, Both the states and the Federal Government are concerned highway damage caused by overweight vehicles and highway safety problems caused by oversize vehicles; and

WHEREAS, Recently the Federal Government has set quotas for weighing of vehicles of certain classes; and

WHEREAS, It is incumbent upon the states to conduct weight and size inspections in a cost effective manner; therefore be it

RESOLVED, That the International Association of Chiefs of Police recommends that federal inspection standards be revised to eliminate from required inspections those vehicles of:

1. 18,000 lbs. G.V.W. or under
2. empty vehicles
3. obviously legal size

and be it

FURTHER RESOLVED, That copies of this resolution be sent to the Federal Highway Administration, American Association of State Highway and Transportation Officials and the Chiefs of the state law enforcement agencies.

RESOLUTION

REIMBURSEMENT FOR REQUESTED SECRET SERVICE ASSISTANCE

1979

WHEREAS, The United States Secret Service and the U.S. State Department are required by law to provide certain dignitary, presidential and presidential candidate protection; and

WHEREAS, The United States Secret Service and the U.S. State Department frequently request state, county and local law enforcement agencies to provide assistance to them in carrying out their responsibilities; and

WHEREAS, State, county and local law enforcement agencies cannot anticipate the federal demands upon their agencies, the additional required resources must be derived from other existing critical responsibilities; and

WHEREAS, The assistance provided to the United States Secret Service and the U.S. State Department involves special planning, greatly increased demands on manpower and equipment, and results in considerable overtime work by local law enforcement personnel; and

WHEREAS, This effort greatly adds to the expense to municipal and state budgets and which costs by their nature cannot be anticipated in the yearly budget process; and

WHEREAS, Overburdened local taxpayers should not be expected to pay for this special service expenditure of time, resources and money by municipal and state government: therefore be it

RESOLVED, That the International Association of Chiefs of Police requests the United States Congress to enact legislation that will provide reimbursement to state, county and local governments for those costs associated with providing requested law enforcement assistance to the United States Secret Service and the U.S. State Department; and be it

FURTHER RESOLVED,, That copies of this resolution be sent to the United States Secret Service, the President of the United States, and all members of the United States Congress.

RESOLUTION

Traffic Accident Cases in Court

WHEREAS, the enforcement of traffic laws is a vital part of protecting the lives and property of people, and

WHEREAS, even with improved highway design and safer vehicles the enforcement of traffic laws and particularly the rules of the road will continue to be a very important part of traffic safety, and

WHEREAS, it is important to enforce both those offenses observed by the law enforcement officers as well as offenses which cause or contribute to traffic accidents which are usually not observed by an officer at the time they occur, and

WHEREAS, there is a growing trend for prosecutors who present traffic offense cases and for judges who hear traffic offense cases to dismiss charges involved in two vehicle traffic accidents where the other driver does not appear as a witness yet the investigating officer has sufficient circumstantial evidence to convict, and

WHEREAS, circumstantial evidence is legally competent and is sufficient to convict the defendant and there is no legal basis for the prosecutor or judge to dismiss the charges solely because the other driver failed to appear in court as a witness, and

WHEREAS, this practice on the part of traffic prosecutors and judges is destructive to a balanced across the board traffic law enforcement policy; therefore be it

RESOLVED, that the International Association of Chiefs of Police condemns this practice by traffic court judges and other tribunals hearing traffic cases; and be it

FURTHER RESOLVED, that the IACP bring to the attention of judges or other hearing officials the destructive nature of this practice by:

- (1) Sending a copy of this resolution to the Chief Justice and Court Administrator of each state court system.
- (2) Requesting legal articles for publication in journals which are read by judicial, prosecution and law enforcement personnel.
- (3) Sending a copy of this resolution to the Judicial Administration Division of American Bar Association for publication in The Judges Journal.
- (4) Trying in every way to bring this unfortunate practice to the attention of judicial personnel.

RESOLUTION

SUPPORT FOR MOTORCYCLE/MOPED HELMET USE LEGISLATION

1979

WHEREAS, The death rate for motorcycle/moped is three to five times higher than for all motor vehicles; and

WHEREAS, Motorcycle/moped use is increasing rapidly as a result of fuel shortages and price increases; and

WHEREAS, Unhelmeted motorcyclists and moped operators are two times more likely to receive a head injury of any type than are helmet wearers and are three to nine times more likely to receive a fatal head injury; and

WHEREAS, 27 states have repealed or weakened helmet laws since 1976; therefore be it

RESOLVED, That the International Association of Chiefs of Police send a letter to the Governor and the officers of the legislatures in each state, expressing the concern of the I.A.C.P. for the needless loss of life resulting from helmet law repeals and requesting these officials to provide leadership in retaining existing helmet laws or readopting helmet laws in states when the laws have been repealed or weakened; and be it

FURTHER RESOLVED, That copies of the letters be sent to the Presidents of the State Associations of Chiefs of Police, urging that the State Associations support helmet use legislation and that it ask its members to contact their State legislators to build support for retaining or readopting helmet legislation; and be it

FURTHER RESOLVED, That the State Associations shall be requested to report to the I.A.C.P. the results of their efforts and that the I.A.C.P. staff summarize the reports by the State Associations and provide this summary report to the Highway Safety Committee.

RESOLUTION

Obstruction To Driver's View Or Driver's Mechanism

1979

WHEREAS, it has recently been recognized that a number of children suffer needless serious and fatal injuries in motor vehicle accidents when they are crushed between the operator and the steering wheel, and

WHEREAS, this trauma is the result of the child being seated either on the lap of the operator or between the legs of the operator and such a position could be the proximate or contributing cause of a motor vehicle accident and would distract the operator or limit the operator's freedom of movement in responding to road conditions, and

WHEREAS, the Uniform Vehicle Code does not specifically address itself to the problem except by general reference in Section 11-1104 (a) to interference "with the driver's control over the driving mechanism of the vehicle," and

WHEREAS, specific reference in the code would serve to point out the nature of the problem and make operation with a person or animal in that position a violation of law, NOW THEREFORE

BE IT RESOLVED, that the International Association of Chiefs of Police hereby recommends amending Section 11-1104 of the Uniform Vehicle Code to include a new subsection (c) to read:

No person shall drive a vehicle while a child or any other person or an animal is so positioned as to be between the body of the driver and the steering wheel.

BE IT FURTHER RESOLVED, that the Secretary forward a copy of this resolution to the National Committee on Uniform Traffic Laws and Ordinances for consideration.

RESOLUTION

RAILROAD HIGHWAY CROSSING OPERATION LIFESAVER NATIONAL PROGRAM

1979

WHEREAS, Several states and major railroads, with the assistance of the National Safety Council, have implemented railroad highway safety programs titled "Operation Lifesaver", which have resulted in 39 to 63 percent reduction of railroad highway crossing fatalities; and

WHEREAS, In areas where the program was dropped after the first year, fatalities returned to their former levels; and where the program was not fully developed, a significant reduction in fatalities was not achieved; and

WHEREAS, The International Association of Chiefs of Police in 1963, by Resolution, called upon all state, county and local police agencies to continue giving vigorous attention to their enforcement and education efforts relating to traffic laws governing the movement of motor vehicles and trains at railroad highway crossings; and

WHEREAS, The National Safety Council has been identified as the coordinator for the nationwide "Operation Lifesaver" railroad highway crossing program; therefore be it

RESOLVED, That the International Association of Chiefs of Police encourages the National Safety Council to continue in its coordinating role for the nationwide "Operation Lifesaver" program; and be it

FURTHER RESOLVED, That police officials at the state, county and local levels be encouraged to participate in appropriate program activities that complement this very worthwhile traffic accident reduction program.

RESOLUTION
1979

REQUIREMENT FOR STATES TO CHECK WITH THE NATIONAL DRIVER REGISTER BEFORE
ISSUANCE OR RENEWAL OF DRIVERS LICENSE

WHEREAS, House of Representatives Bill 8614 would require states to check the National Driver Register (NDR) before any driver license issuance or renewal; and

WHEREAS, This requirement would necessitate costly electronic communications systems at all state driver license issuance and renewal locations; now, therefore, be it

RESOLVED, That while the International Association of Chiefs of Police supports the concepts of the National Driver Register, the Congress should not impose costly and restrictive mandates upon the states without appropriate assistance in funding the costs incurred; and be it

FINALLY RESOLVED, That copies of this resolution be provided to members of Congress with appropriate committee assignments.

RESOLUTION
1979

PROHIBITION OF RADAR DETECTORS

WHEREAS, The National Maximum Speed Limit has been shown to be a significant safety measure which has saved and is saving thousands of lives and reducing tens of thousands of injuries; and

WHEREAS, The state law enforcement agencies, in order to achieve compliance with federal regulations regarding motorists' speeds, have been forced to expend their resources to the utmost and without federal assistance in order to provide enforcement to attempt to meet these requirements; and

WHEREAS, Radar speed detecting and measuring devices are one of the most effective enforcement tools available to state law enforcement agencies and essential to their National Maximum Speed Limit enforcement efforts; and

WHEREAS, Radar detectors, instruments which warn violators and potential violators of the National Maximum Speed Limit of the presence of operating police radar speed measuring devices, permit violators to disregard the National Maximum Speed Limit by reducing or eliminating their concern that they may be apprehended, thus contributing to rising speeds which increase deaths, injuries and energy consumption; and

WHEREAS, Radar detectors serve no useful function whatsoever except that of aiding actual and potential violators in avoiding the effects of speed enforcement programs throughout our nation; and

WHEREAS, The unrestricted manufacture, distribution in interstate commerce and consequent use of radar detectors has continued to expand and is now deleterious to effective enforcement of the National Maximum Speed Limit by state law enforcement agencies; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police hereby recommend that the United States Congress assist the state law enforcement agencies' National Maximum Speed Limit enforcement efforts by prohibiting radar detectors in interstate commerce.

RESOLUTION
1979

PERIODIC INSPECTION OF MOTOR VEHICLES

WHEREAS, Periodic mandatory safety inspection of motor vehicles has proven to be an effective accident reduction measure; and

WHEREAS, Some states have recently repealed statutes requiring mandatory periodic safety inspection of motor vehicles; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police support the concept of periodic state motor vehicle safety inspection programs and strongly urge all state legislatures to recognize the importance of such programs to highway safety.

RESOLUTION
1979

SUPPORT OF THE IMPLEMENTATION OF THE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
55 NATIONAL MAXIMUM SPEED LIMIT DEMONSTRATION PROJECT

WHEREAS, Enforcement of the 55 MPH speed limit is of increasing importance due to the increased energy problem; and

WHEREAS, Enforcement agencies need more valid information on the impact of increased enforcement presence on compliance with the 55 MPH limit; and

WHEREAS, Federal law now mandates a compliance standard with the 55 MPH limit that all states must attain or face federal aid highway fund sanctions; and

WHEREAS, The collective states have continually faced budget cuts and loss of manpower, which therefore requires a more effective use of existing resources; and

WHEREAS, The National Highway Traffic Safety Administration has requested proposals from the states for a demonstration project that would evaluate the effects of increased enforcement presence on the compliance with the 55 MPH limit; and

WHEREAS, Such a demonstration project would in effect validate the need for increased manpower or a more productive use of existing manpower; and

WHEREAS, Two states have submitted proposals to participate in this demonstration project; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police hereby recommend that the National Highway Traffic Safety Administration proceed with the demonstration project in the two responding states to provide enforcement administrators with valid data regarding the impact of varied levels of increased enforcement presence on compliance with the 55 MPH National Maximum Speed Limit.

SUPPORT OF THE FEDERAL FUNDING FOR THE ENFORCEMENT
OF THE NATIONAL MAXIMUM SPEED LIMIT

WHEREAS, ENFORCEMENT OF THE 55 MPH SPEED LIMIT IS OF INCREASING IMPORTANCE DUE TO AN ESCALATING MOTOR VEHICLE DEATH RATE AND THE SEVERE ENERGY PROBLEM; AND

WHEREAS, THE HIGHWAY SAFETY ACT OF 1978 NOW MANDATES A COMPLIANCE STANDARD WITH THE 55 MPH SPEED LIMIT THAT ALL STATES MUST ATTAIN OR FACE FEDERAL AID HIGHWAY FUND SANCTIONS; AND

WHEREAS, THE COLLECTIVE STATES HAVE CONTINUALLY FACED BUDGET CUTS AND LOSS OF MANPOWER, WHICH IMPACTS ON THEIR ABILITY TO MEET THE COMPLIANCE CRITERIA; NOW, THEREFORE, BE IT

RESOLVED, THAT THE INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE HEREBY URGE THE CONGRESS OF THE UNITED STATES TO APPROPRIATE FIFTY MILLION DOLLARS FOR ENFORCEMENT OF THE 55 MPH NATIONAL MAXIMUM SPEED LIMIT, WHICH WAS PREVIOUSLY AUTHORIZED BY THE HIGHWAY SAFETY ACT OF 1978; AND BE IT

FURTHER RESOLVED, THAT THESE FUNDS BE EARMARKED FOR STATE POLICE AGENCIES AND HIGHWAY PATROL AGENCIES HAVING PRIMARY RESPONSIBILITIES FOR THE ENFORCEMENT OF THE 55 NATIONAL MAXIMUM SPEED LIMIT.

APPENDIX C



**International
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Cable Address IACPOLICE

President
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Immediate Past President
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Rotterdam, NY

First Vice President
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Baton Rouge, LA

Division of State
Associations of
Chiefs of Police
General Chairman
Wayne D. Shepherd
Salt Lake City, UT

Past President and
Parliamentarian
Francis B. Looney
Farmingdale, NY

Norman Darwick
Executive Director

November 14, 1980

MEMORANDUM

TO: Members
Division of State and Provincial Police

FROM: R. H. Sostkowski
Director
Division of State and Provincial Police

SUBJECT: Resolutions on Traffic and Highway Safety for
Consideration by the IACP Highway Safety Committee

Each year at their Annual Conference, IACP members are called upon to decide the official position of the Association on many matters of interest to professional law enforcement by voting on resolutions brought before them. These resolutions, or policy statements, must first pass through IACP committees according to the subjects with which they deal. The IACP Highway Safety Committee is one of these committees; and all items on the subject of highway safety, such as traffic law enforcement, traffic records, accident investigation, highway safety organization and administration, etc., are first considered by this committee. In addition, the committee has been requested to provide recommendations to the National Highway Traffic Safety Administration (NHTSA) on problems and/or needs that should be addressed by NHTSA sponsored research and demonstration activities.

The IACP Highway Safety Committee convenes twice each year, holding a mid-year meeting and an annual meeting at the IACP Annual Conference. At each of these meetings, the major item on the agenda is the consideration of the various suggested resolutions brought before the committee. Items reported out favorably from the mid-year meeting are again reviewed at the annual meeting. Resolutions passed with a favorable recommendation at the annual meeting, after being endorsed by the IACP Resolutions Committee, are brought before the IACP membership for a vote at the Annual Conference. Those resolutions receiving a favorable vote by members become the official positions of the IACP.

Because the IACP Highway Safety Committee has always received more suggested resolutions than any other committee, it is necessary to begin consideration of them early in the year in order to provide lead time sufficient to permit adequate study of the proposals before being voted on by IACP members at the Annual Conference. The procedure developed to handle the large volume of resolutions begins with the

meeting of the Agenda Subcommittee of the Highway Safety Committee. The Agenda Subcommittee reviews all items suggested for the mid-year meeting of the Highway Safety Committee. The Agenda Subcommittee will meet in February 1981.

If you have an item or items you would like the Highway Safety Committee to consider, please:

1. Complete one of the attached Fact Sheets for each item you wish to be considered. Two Fact Sheets are attached, but feel free to submit more than two items by copying sufficient numbers of Fact Sheets to fill your needs.
2. To each Fact Sheet attach a draft resolution which embodies the reasons supporting the item and the desired IACP action. Each paragraph containing supporting statements should begin with "Resolved" (second and subsequent action paragraphs should begin with "Further Resolved"). The IACP publication Highway Safety Policies for Police Executives contains those resolutions already passed by the IACP.
3. Mail the Fact Sheets and attachments to:

Hudson R. Hamm, Secretary
IACP Highway Safety Committee
555 Clark Street, P.O. Box 1409
Evanston, IL 60204

NOTE: MAIL BY JANUARY 6, 1981.

If the Agenda Subcommittee approves your item during its February meeting, Secretary Hamm will so inform you and request additional supporting data if needed. Through your input, the Highway Safety Committee can continue to promulgate policies that will be of benefit to IACP membership, the police profession, and the communities we serve.

The following paragraph contains the purposes and objectives of the IACP Highway Safety Committee:

The Highway Safety Committee shall study, consider and evaluate all matters pertaining to policies, practices, standards and rates of state and municipal police organizations relating to traffic accident investigation, traffic records, traffic patrol, traffic law enforcement, organization and administration and other highway safety functions which may be responsibilities of the membership of the association; report to this association for dissemination to its members and interested agencies, information and recommendations for the improvement of police traffic management and the promotion of highway safety; make recommendations to the Traffic Institute of Northwestern University relating to its police training programs; make recommendations to the association and other interested organizations and agencies of needed research projects essential to optimum highway safety programs by police agencies.



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Levittown, Pa.

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Rotterdam, N.Y.

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Treasurer
Ramon M. Nardini
Vandalia, Ohio

Division of State and
Provincial Police
General Chairman
James C. Crawford
St. Paul, Mn.

Division of State
Associations of
Chiefs of Police
General Chairman
Thomas C. Durrett
Beckley, W.Va.

Glen D. King
Executive Director

November 1, 1979

MEMORANDUM

TO: Members
Division of State and Provincial Police

FROM: R. H. Sostkowski, Acting Director
Division of State and Provincial Police

SUBJECT: Resolutions on Traffic and Highway Safety for
Consideration by the IACP Highway Safety Committee

Each year at their Annual Conference, IACP members are called upon to decide the official position of the Association on many matters of interest to professional law enforcement by voting on resolutions brought before them. These resolutions, or policy statements, must first pass through IACP committees according to the subjects with which they deal. The IACP Highway Safety Committee is one of these committees; and all items on the subject of highway safety, such as traffic law enforcement, traffic records, accident investigation, highway safety organization and administration, etc., are first considered by this committee.

The IACP Highway Safety Committee convenes twice each year, holding a mid-year meeting at Evanston, Illinois, and an annual meeting at the IACP Annual Conference. At each of these meetings, the major item on the agenda is the consideration of the various suggested resolutions brought before the committee. Items reported out favorably from the mid-year meeting are again reviewed at the annual meeting. Resolutions passed with a favorable recommendation at the annual meeting, after being endorsed by the IACP Resolutions Committee, are brought before the IACP membership for a vote at the Annual Conference. Those resolutions receiving a favorable vote by members become the official positions of the IACP.

Because the IACP Highway Safety Committee has always received more suggested resolutions than any other committee, it is necessary to begin consideration of them early in the year in order to provide lead time sufficient to permit adequate study of the proposals before being voted on by IACP members at the Annual Conference. The procedure developed to handle the large volume of resolutions begins with the meeting of the Agenda Subcommittee of the Highway Safety Committee. The Agenda Subcommittee reviews all items suggested for the 1979 mid-year meeting of the Highway Safety Committee, and the Agenda Subcommittee will meet in February, 1980.

If you have an item or items you would like the Highway Safety Committee to consider, please:

1. Complete one of the attached Fact Sheets for each item you wish to be considered. Two Fact Sheets are attached, but feel free to submit more than two items by copying the Fact Sheets in sufficient numbers to fill your needs.
2. To each Fact Sheet attach a draft resolution which embodies the reasons supporting the item and the desired IACP action. Each paragraph containing supporting statements should begin with "Resolved" (second and subsequent action paragraphs should begin with "Further Resolved"). The IACP publication Highway Safety Policies for Police Executives contains those resolutions already passed by the IACP.
3. Mail the Fact Sheets and attachments to:

Hudson R. Hamm, Secretary
IACP Highway Safety Committee
555 Church Street
Evanston, Illinois 60204

NOTE: MAIL BY DECEMBER 1, 1979

If the Agenda Subcommittee approves your item during its February meeting, Secretary Hamm will so inform you and request additional supporting data if needed. Through your input, the Highway Safety Committee can continue to promulgate policies that will be of benefit to IACP membership, the police profession, and the communities we serve.

The following paragraph contains the purposes and objectives of the IACP Highway Safety Committee:

The Highway Safety Committee shall study, consider and evaluate all matters pertaining to policies, practices, standards and rates of state and municipal police organizations relating to traffic accident investigation, traffic records, traffic patrol, traffic law enforcement, organization and administration and other highway safety functions which may be responsibilities of the membership of the association; report to this association for dissemination to its members and interested agencies, information and recommendations for the improvement of police traffic management and the promotion of highway safety; make recommendations to the Traffic Institute of Northwestern University relating to its police training programs; make recommendations to the association and other interested organizations and agencies of needed research projects essential to optimum highway safety programs by police agencies.

SUMMARY OF IACP ACTIVITIES

DIVISION OF STATE AND PROVINCIAL POLICE

Accreditation Program for Law Enforcement Agencies. A supplemental contract has been awarded to the Division by LEAA to develop standards relative to police traffic services and responsibilities. Funding for this portion of the accreditation program, originating at the U.S. Department of Transportation, was transferred to the LEAA for contract award by means of an intergovernmental agreement. Research is currently underway on the state-of-the-art of police traffic services standards.

Motorcycle Safety Campaign. The Division, in concert with the Motorcycle Safety Foundation, has been involved with the mass distribution of posters/brochures promoting the voluntary use of motorcycle helmets to the 32 states not having comprehensive mandatory helmet laws. As part of this effort, funding will be made available to one or more states to develop a "state fact sheet" on the use of helmets in the particular state, stressing the importance, in terms of safety, of wearing a helmet when riding. Determination of recipients of this funding will be based on demonstrated funding need, status of helmet legislation (in current legislative session), etc.

Highway Safety Committee Input Requested. The IACP Highway Safety Committee (HSC) and the Division of State and Provincial Police are involved in a project to update the Highway Safety Policies for Police Executives and the Police Traffic Services Policies, Procedures and Rules. To assure that the end product fulfills the needs of the police community, the HSC and IACP staff request members to provide input describing problems and suggested solutions in the fields of police traffic services, solutions in the fields of police traffic services, highway safety, traffic engineering, traffic laws, motor vehicle administration, traffic records, etc.

In addition, the HSC has been requested to make recommendations to the National Highway Traffic Safety Administration (NHTSA) on problems and/or needs that should be addressed by NHTSA sponsored research and demonstration activities.

Members' suggestions will be compiled and written in the form of resolutions to be presented to the HSC and members at the Annual Conference, or otherwise incorpo-

rated into the writings of the IACP and the ongoing updating project.

Members should fill out one of the Fact Sheets (sample enclosed) for each problem and solution they wish considered. In filling out the form, a brief title indicative of the contents of the suggestion should be entered. The elements of the problem should be concisely stated. Under "Suggested Committee Action" the Member's solution to the problem should be indicated, such as vehicle code amendments, actions requested of Congress or the Administration, enforcement activities to be pursued or changed, etc.

The form supplied should be machine copied for multiple suggestions, but its format may be followed by individually typing each recommended action.

Completed suggestion forms should be mailed to arrive on or before January 15, 1981 to:

IACP Highway Safety Committee
11 Firstfield Road
Gaithersburg, MD 20760

RESEARCH DIVISION

Shooting, Classroom and Range Instruction Training Program. Firearms policies, procedures, curriculum, and proper training methods will be stressed at the 1981 IACP Shooting, Classroom and Range Instruction Training Programs in Santa Fe, New Mexico, March 30 to April 1, 1981; Dover, Delaware, May 4-6, 1981; Fargo, North Dakota, "Heart of the Lakes", July 27-29, 1981; and Wilmington, North Carolina, on October 6-8, 1981.

In this type of training program, enrollment is strictly limited. Persons interested should enroll at an early date. Call 800-638-4085 (Joan Mindte) for details.

FBI Symposium on Crime Laboratory Development. James P. Damos, First Vice President of IACP, Norman Darwick, Executive Director, and Joseph L. Gormley, Research Division, recently attended the FBI's Eighth Annual Symposium on Crime Laboratory Development held at the FBI Academy. The IACP representatives attended this meeting at the invitation of the FBI Laboratory and the American Society of Crime Laboratory Directors (ASCLD) to discuss ASCLD's interest in formal affiliation with IACP. Representatives from 150 local, state, and federal crime laboratories attended the five-day conference to discuss problems of mutual interest in providing laboratory services to the law enforcement community.

IACP HIGHWAY SAFETY COMMITTEE

FACT SHEET

Title of Item:

Elements: (Reasons why item is submitted)

Suggested Committee Action:

(Names of Submitter)

(Street or P.O. Box Address)

(City, State, Zip)

APPENDIX D



**International
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Robert W. Landon
Olympia, WA

Division of State
Associations of
Chiefs of Police
General Chairman
Willie Bauer
Beaumont, TX

Past President and
Parliamentarian
Francis B. Looney
Farmingdale, NY

Norman Darwick
Executive Director

June 20, 1980

MEMORANDUM

TO: IACP Highway Safety Committee

FROM: R.H. Sostkowski, Director
Division of State and Provincial Police

SUBJECT: Restructuring Model Police Traffic Services
Directives for Police Executives

Background

In 1979 the U.S. Department of Transportation entered into a contract with the IACP to merge and restructure two publications¹ into model police traffic services directives manuals suitable for adoption and use by an enforcement agency having police traffic responsibilities. Under the terms of the contract, this effort is to be completed with the Assistance of the IACP Highway Safety Committee, which is to review draft materials and recommend problems/needs to be addressed by NHTSA-sponsored research/demonstration projects relating to the efficiency and effectiveness of the delivery of police traffic services.

The overall project objectives are:

- To facilitate the exchange of problems encountered and solutions developed relating to the delivery of police traffic services, including special programs such as alcohol, 55 mph speed limit compliance, and other programs of current interest to the NHTSA.

¹A Manual of Police Traffic Services Policies/Procedures/Rules, and Highway Safety Policies for Law Enforcement Executives

- To identify problems/needs that have a high degree of commonality among the participants that could appropriately be included in the multi-year research plan of NHTSA.
- To consult and advise NHTSA in solution/product development.
- To provide the law enforcement community with the "best" and most current thinking, and practices and procedures in use.

These objectives are to be met through the conduct of the Highway Safety Committee meetings and through the model police traffic services directives, to be developed by the IACP in conjunction with the Highway Safety Committee.

Model Directives

In light of the above, model directives have been drafted by IACP staff in accordance with the goals and objectives of the project, and are enclosed for your review. These directives have been developed as a result of a review of the policies contained in the Highway Safety Policies for Law Enforcement Executives (hereinafter referred to as "Highway Safety Policies"), with an eye toward those policies which are applicable to a wide range of law enforcement agencies, and which will not become out-dated in the near future. In addition, project staff reviewed the Manual for Police Traffic Services Policies/Procedures/Rules in light of both form and content, again in regard to timeliness and adaptability of the directives to an enforcement agency having police traffic responsibilities.

As a result of the project work thus far, several issues have arisen which call for comment and recommendations by the Highway Safety Committee. First, the issue of format must be addressed. Currently, there are three methods of classification under consideration for the new directives manuals. Attachment 1 exemplifies the breakdown of policies currently utilized in the Manual for Police Traffic Policies. A second method of classification (Attachment 2), was obtained from the police traffic functions as defined in Police Traffic Responsibilities (IACP, 1976). The third alternative presently under consideration (Attachment 3) is a result of a review of the "highway Safety Policies" by students of the Northwestern University Traffic Institute, and their recommendations for indexing same. I would appreciate it if you would review each of these formats in light of your own experience, and provide comments and recommendations as to the most appropriate format for the model directives manuals. If you decide a combination of any of the alternatives would be more appropriate, or if you believe an altogether different approach should be utilized, please so indicate in your recommendations.

Highway Safety Committee
June 20, 1980
Page Three.

In addition to the format, the content of the directives must be reviewed for timeliness and universality. Again, the draft policies enclosed have been derived from the "Highway Safety Policies." Please review the policies, noting any changes, additions, deletions, you deem appropriate.

Highway Safety Committee Meeting

As you know, the mid-year meeting of the Highway Safety Committee is scheduled for July 22-25, 1980, at the Maryland Inn, Annapolis, Maryland. Please have your comments and recommendations concerning the directives prepared for this meeting. Because of our lengthy agenda we may not have ample time to discuss all recommendations during the meeting, so I would appreciate receiving a copy of your written comments at the meeting. These will be extremely helpful to the project staff as they continue their work effort.

For your ease of reference, all materials contained herein should be placed behind "Tab 1" in your agenda notebook. Your cooperation in this work effort is appreciated. I am certain your input will be an invaluable contribution to the success of the model directives manuals. Again, thank you, and I look forward to seeing you in Annapolis.

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ATTACHMENT 1

(Taken from A Manual of Police Traffic Services Policies)

1. Traffic Law Enforcement
2. Accident Investigation
3. Motorist Services
4. Administrative Regulations

ATTACHMENT 2

(Taken from Police Traffic Responsibilities)

1. Traffic Control and Direction
 - a. Intersection Control
 - b. Parking Control
 - c. Pedestrian Control
 - d. Traffic Management
 - e. Public Contact
 - f. Escort
 - g. Event Control
 - h. Hazard Control
 - i. Temporary Device Control
2. Accident Management
 - a. Initial Investigation
 - b. Follow-up
 - c. Traffic Control
 - d. Injury Control
 - e. Enforcement
 - f. Records/Reports
 - g. Notification
3. Law Enforcement
 - a. Line Patrol
 - b. Area Patrol
 - c. Selective Location Patrol
 - d. Records/Logistics
 - e. Maintenance
4. Ancillary Services
 - a. Giving Information
 - b. Aiding Disabled Motorists
 - c. Emergency Services
 - d. Hazard Removal
 - e. Inspection
 - f. Auto Theft Control
 - g. Abandoned Car Control
5. Support
 - a. Administration
 - b. Planning/Budgeting
 - c. Office Management
 - d. Personnel Management
 - e. Research/Analysis
 - f. Public Information
 - g. Training
 - h. Communication
 - i. Transportation
 - j. Records/Identification
 - k. Facilities
 - l. Property Control
 - m. Supply Equipment
 - n. Laboratory
 - o. Other Technical
6. Interaction
 - a. Court Duties
 - b. Serving Notices
 - c. Criminal Control
 - d. Detention Activities
 - e. Transportation
7. Regulatory Activities
 - a. Driver Licensing
 - b. Vehicle Registration
 - c. Vehicle Inspection
 - d. Weight Control
 - e. Carrier Regulation
 - f. Commercial Regulation

ATTACHMENT 3

(Taken from NUTI Student Report)

Accidents
Aircraft
Alcohol
Arrest
Auto Theft

Bicycle

Citations
Communications
Compacts

Drag Strips
Drivers License
Drugs

Education
Emergency Vehicle
Enforcement
Engineering
Equipment
Escorts

Funding

Hazardous Materials
Highway Safety

Interstate Commerce Commission

Mo-Peds
Motorcycles
Motor Vehicles

National Driver Registry

Parking
Pedestrians
Personnel
Pursuit

Registration
Reports
Roadblocks
Rules of the Road

Speed

Tax
Toll Roads
Traffic
Training
Transportation

Vehicle Identification Number

Warrants

Attachment 4

POLICIES

1. Uniform Enforcement of Traffic Laws
2. Accident Report Form Availability
3. Roadblocks
4. Reduced Visibility Accident Countermeasures
5. Vehicular Pursuits
6. Use of Civilian Personnel for Traffic Direction
7. Use of Civilian Personnel for Parking Enforcement
8. Safety Meetings
9. Use of Seat Belts
10. Ticket Fixing
11. Public Support
12. Removing Vehicles From the Roadway
13. Mandatory Court Appearance
14. Alcohol Countermeasures
15. Accident Reports - Opinion Statements
16. Police Traffic Activity - Definitions
17. Uniform Enforcement Policy
18. Zero Preventable Accidents Program

UNIFORM ENFORCEMENT OF TRAFFIC LAWS

I. Purpose

To establish a policy on uniform enforcement of traffic laws.

II. Background

Laws are enacted for the safe and expeditious movement of traffic, and enforcement agencies are established for the purpose of giving effect to those laws, and the effectiveness of the enforcement effort is dependent upon the uniform application of the law.

There is recognition of the need for cities and states to maintain a climate of hospitality to visitors but that such nicety should not subordinate principles of traffic safety.

There is a tendency upon the part of non-local motorists and pedestrians to evidence an indifference to traffic laws which obtain locally and thus prejudice the safety of themselves and others.

III. Method

It is therefore the Department's policy that action be taken against those motorists found committing definite, clear-cut traffic violations without regard to their place of residence.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

ACCIDENT REPORT FORM AVAILABILITY

I. Purpose

To establish a policy on availability of accident report forms.

II. Background

The law establishes police reports to be public information.

One of the services provided by a police department is to assist those involved in motor vehicle accidents in establishing and protecting their interests. However, the furnishing of accident report information to entitled parties involves cost to the department in employee search and reproduction time, expenditure of materials and depreciation of equipment. In addition, information having a bearing on pending criminal prosecution should be protected until the criminal action is completed, especially since the investigating officer is encouraged to include his personal opinion in order to obtain as much information as possible as to the cause of the accident.

III. Method

It is, therefore, the Department's policy that:

1. Copies of motor vehicle accident reports made by police should be made available to parties involved and their legal representatives.
2. A fee will be charged for this service which will cover the reasonable cost of providing the information.
3. Copies of statements of witnesses and officer's personal opinion as to the cause of the accident will be withheld until the criminal action, if any, has been terminated.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

ROADBLOCKS

I. Purpose

To establish a policy on the use of roadblocks in emergency situations.

II. Background

The stoppage of vehicular and pedestrian movement on certain streets and highways at certain times and places must be done to apprehend fleeing felons and to protect the life and property of other persons.

There has been misunderstanding regarding the use of roadblocks yet several courts have held the authority of peace officers to block public roads for law enforcement purposes must be governed by (1) well established laws pertaining to arrest or (2) special provisions in traffic codes.

III. Method

It is, therefore, the Department's policy to use roadblocks as a necessary and acceptable police tactic to be utilized as a control measure in emergency situations.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

REDUCED VISIBILITY ACCIDENT COUNTERMEASURES

I. Purpose

To establish a policy on reduced visibility accident countermeasures.

II. Background

Conditions of reduced highway visibility, which include fog, rain, snow, smoke, smog, blowing sand and others are known to contribute substantially to our annual highway death and injury rate, and the probability for serious multiple vehicle accidents is greatly increased by these conditions.

Most states report periodically recurring incidents of these conditions that constitute a hazard to traffic.

Present basic speed rules statutes do not provide motorists or law enforcement officials with sufficient criteria for determining a common and appropriate speed for operating a motor vehicle under these conditions. However, certain pre-planned programs, implemented by highway and law enforcement agencies seem to have had a positive effect on the reduction of reduced visibility accidents.

III. Method

It is, therefore, the Department's policy to cooperate in the development of mutual assistance policies, procedures and programs to cope with limited visibility conditions that necessitate highway closings.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

VEHICULAR PURSUITS

I. Purpose

To establish a policy on vehicular pursuits by police officers.

II. Background

Persons attempting to evade arrest are often the subject of high speed vehicle pursuits during the course of which numerous traffic laws are violated.

Each pursuit results in a continuing condition of extreme hazard to persons involved in the pursuit and others with the hazards increasing immeasurably when the speeds of the involved vehicles increase and the duration of the pursuit lengthens.

One of the most difficult problems confronting the pursuing officers is how to stop the fleeing suspects.

The hazards are, in many instances, amplified by officers firing shots at the fleeing vehicles.

III. Method

The following is established as the Department's policy on pursuit:

I. When to Initiate a Vehicular Pursuit

Pursuits should only be initiated when a law violator clearly exhibits the intention of avoiding arrest.

Officers intending to make stops shall endeavor to be in close proximity to the violator's vehicle before activating emergency equipment thus eliminating the violator's temptation to attempt evasion.

II. Pursuit Procedures

The emergency equipment (red lights and siren) must be activated not only to warn the pursued but also to protect the officers and others.

A. Number of Police Units Participating

The pursuit shall be limited to the initial unit

and a secondary unit. All other units shall stay clear of the pursuit.

EXCEPTION: If the pursuit is initiated by a two wheel motorcycle officer he shall abandon the pursuit when a four wheel unit joins the pursuit. The motor officer shall proceed to the termination point of the pursuit if the suspect is apprehended.

The senior officer of the unit initiating the pursuit may request additional units to join the pursuit if he deems it necessary.

B. Control of the Pursuit Unit Initiating the Pursuit

The first responsibility of the unit initiating (primary unit) the pursuit is the apprehension of the suspects without unnecessary danger to themselves or other persons. Unless relieved by a supervisor, the senior officer in the primary unit shall be responsible for the broadcasting of the progress of the pursuit, controlling the pursuit tactics and deciding if the pursuit should be abandoned. If the primary unit is unable to continue the pursuit the secondary unit shall become the primary unit.

Secondary Unit

Officers in the secondary unit shall make the necessary notifications to assure that no additional units join the pursuit.

C. Pursuit Driving Tactics

1. There shall be no paralleling of the pursuit route, unless the pursuit passes through a unit's assigned area. The paralleling unit shall not be operated under emergency conditions (red lights and siren).
2. The primary and secondary units shall be the only units operating under emergency conditions (red lights and siren) unless other units are assigned to the pursuit.

3. There shall be no caravanning of units paralleling the pursuit or attempting to join the pursuit.
4. Officers involved in a pursuit, or paralleling a pursuit shall not attempt to pass other units unless requested to do so by the primary unit.

D. Helicopter Assistance

If the law enforcement agency involved has a helicopter, the following shall apply:

1. When feasible the helicopter shall join the pursuit.
2. The helicopter shall advise the pursuing unit that the helicopter has joined the pursuit.
3. The ground unit shall relay all necessary information to assist the helicopter unit.
4. The helicopter, when practicable, shall advise the ground unit of upcoming traffic congestion, road hazards, and other factors which might endanger the safety of the pursuing unit or others.
5. When the pursued vehicle is lost or the pursuit terminates and the suspect flees on foot, the helicopter unit shall broadcast information which may assist the ground unit.

E. Communications

After a broadcast has been given as to the location and other information indicating the vehicle has been lost or the vehicular pursuit terminated, the units which have been involved shall take the steps necessary to coordinate the search for the pursued vehicle or suspects fleeing on foot.

F. Loss of Pursued Vehicle

When the pursued vehicle is lost, the primary unit shall broadcast necessary information to assist other units in locating suspects or returning to normal duty. The primary unit shall be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

G. Termination of the Pursuit

Officers of the primary unit are responsible for the arrest of the suspect when the suspect voluntarily terminates the pursuit, or becomes involved in a traffic accident. The secondary unit shall be responsible for backing up the primary unit and making the necessary broadcast to terminate the vehicular pursuit. If the officers of the primary unit become involved in a foot pursuit the senior officer of the secondary unit or the responding supervisor shall be responsible for coordinating any further activity.

H. Discontinuing the Pursuit

1. Officers involved in a pursuit must continually question whether the seriousness of the violation reasonably warrants continuation of the pursuit.
2. A pursuit shall be discontinued when there is a clear danger to the pursuing officers or the public.

Example: When the speeds dangerously exceed normal traffic flow or when pedestrians or vehicular traffic necessitates unsafe maneuvering of the vehicle.

The pursuing officers must consider present danger, seriousness of the crime, length of pursuit and the possibility of identifying the suspect at a later time when determining whether or not to continue the pursuit.

3. When a helicopter is available and has visual contact with the pursued vehicle the primary unit should consider discontinuing emergency operation (red lights and siren) and allow the helicopter to continue surveillance of the suspect and assume the responsibility of directing the ground units so as to apprehend the suspect without the dangers involved in a pursuit.
4. All officers involved in vehicular pursuits will be held accountable for the continuation of a pursuit when circumstances indicate the pursuit should be discontinued. Since the driver officer is primarily concerned with the safe operation of the police vehicle, the passenger officer is particularly responsible for advising the driver officer when he feels the pursuit is exceeding reasonable limits.

III. Supervisor's Responsibility

A field supervisor, if available, shall respond immediately to the termination point and assume responsibility for police action at the scene. The supervisor shall critique the concerned pursuit regarding adherence to policy.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

USE OF CIVILIAN PERSONNEL FOR TRAFFIC DIRECTION

I. Purpose

To establish a policy on the use of civilian personnel for traffic direction.

II. Background

The police service is faced with increasing problems in critical manpower shortages and the necessity for maintaining a high degree of quality in recruiting.

It has been evidenced that civilian personnel could adequately perform the duties required in traffic direction.

III. Method

It is, therefore, the Department's policy that utilization of civilian personnel for duties in traffic direction under the control of the Department would be beneficial to the police service, and would be an effective measure for combatting serious manpower shortages facing the police service.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

USE OF CIVILIAN PERSONNEL FOR PARKING ENFORCEMENT

I. Purpose

To establish a policy for the use of civilian personnel for enforcement of parking regulations.

II. Background

Police service is faced with increasing problems of certified manpower shortages, along with the necessity for maintaining a high degree of quality in recruiting.

It has been evidenced that civilian personnel could adequately perform the duties relating to the enforcement of parking regulations.

III. Method

It is, therefore, the Department's policy that utilization of civilian personnel for duties relating to the enforcement of parking regulations would not be detrimental to the police service, and would be an effective measure for combatting serious manpower shortages facing the police service.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

SAFETY MEETINGS

I. Purpose

To establish a policy to encourage safety meetings.

II. Background

The police are charged with the prevention of traffic accidents but are not the sole factor in this field, since engineering and education each play important roles. Even optimum traffic law enforcement cannot, by itself, accomplish the desirable objective of eliminating traffic accidents.

Periodic meetings of all concerned groups on a state or local level could objectively, intelligently and analytically mount a concerted approach to the growing traffic accident problem from a stand-point of education, engineering, and enforcement.

III. Method

It is, therefore, the Department's policy to endorse and encourage frequent meetings of all law enforcement, highway engineering and traffic safety groups in a state or local level to determine the crucial factors, set the objectives for remedial action, and then join in a united effort to combat the traffic accident problem for maximum effect.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

USE OF SEAT BELTS

I. Purpose

To establish a policy in support of the use of seat belts in automobiles.

II. Background

The results of the Cornell University Auto Crash Injury Research have clearly shown that properly designed and installed seat belts will help to decrease the severity of injury or prevent injury when traffic accidents occur, and test results further indicate that injuries can be reduced more than half and fatalities can be reduced as much as 25 percent by use of seat belts.

The American Medical Association, U.S. Public Health Service, and National Safety Council, among others, have recommended the use of seat belts in all passenger cars in an effort to reduce injuries and fatalities from traffic accidents.

III. Method

This Department strongly supports and will participate in intelligent efforts to reduce injuries and deaths in traffic accidents and will:

- (a) Set an example by use of seat belts in our official cars
- (b) Encourage our personnel to use seat belts in private cars
- (c) Express our official support of the use of seat belts in contact with the public and public information media

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

TICKET FIXING

I. Purpose

To establish a policy condemning the fixing of traffic tickets.

II. Background

The police of this nation, and all other agencies working for the prevention of automobile accidents, are agreed that "fixing" of arrest tickets or citations is a very harmful practice, breaking down the morale of enforcement officers, and encouraging the flouting of the law by the citizens.

III. Method

It is, therefore, the Department's policy condemning all forms of ticket fixing.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

PUBLIC SUPPORT

I. Purpose

To establish a policy on improved public support.

II. Background

The Department recognizes the urgent need for affirmative and effective public support of traffic accident prevention programs and activities.

There is a lack of public recognition of the increasing seriousness of the traffic accident problem.

All agencies interested in and responsible for safety and efficiency on our highway transportation system must provide leadership to obtain adequate public support for needed program improvement.

It is increasingly important that unlawful death, injury, and loss of property be looked upon by the public as completely unacceptable regardless of the cause of such results.

The promises made to our citizens by the Constitution of this nation are being seriously eroded by the increase in death, injury, and loss of property through traffic accidents.

III. Method

That the members of this Department seek the full cooperation and support of all forms of news media to increase the public's awareness of the worsening traffic accident and congestion problem to obtain improved public support for both official and unofficial traffic accident prevention programs; and further, the members of this Department shall cooperate with the news media, local or nationwide, in order that the traffic problem -- its elements and the need for increased public support for traffic accident prevention programs, and particularly police traffic supervision programs, can be obtained.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

REMOVING VEHICLES FROM THE ROADWAY

I. Purpose

To establish a policy for removing vehicles involved in property damage accidents from the roadway.

II. Background

Many motorists involved in collisions involving only property damage are failing to remove their vehicles from the traffic lanes on freeways, the Interstate System and other limited access highways, because of the misconception that they are required by law to leave the vehicle in place or that the accident cannot be properly investigated by the police. As a result, these actions contribute to many additional serious collisions on freeways, the Interstate System and other limited access highways and create heavy congestion.

III. Method

It is, therefore, the Department's policy to recommend, through various driver training and driver licensing programs, the education of the public to immediately move their vehicles, when involved in property damage accidents, out from the traffic lanes on freeways, the Interstate System and other limited access highways when the vehicle is capable of being moved under its own power.

In addition, it is the recommendation of this Department that this information be included in the driver handbook of the state.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

MANDATORY COURT APPEARANCE

I. Purpose

To establish a policy on mandatory court appearance and administrative adjudication of traffic violations.

II. Background

Model traffic court systems and a federal standard on traffic courts recommend that all persons arrested or cited for moving hazardous traffic violations are required to appear in court. This recommendation, if implemented, would require that considerable unnecessary police man-hours be expended in the court system.

This situation deprives the public of optimum police field service and reasonable convenience; however, modification of this recommendation would result in greater benefit to the police, the highway user and the public they service.

Administrative hearing by carefully selected and qualified individuals selected by the court or otherwise provided by law and which protect and preserve the legal rights of the defendant for court appearance, hearing and/or appeal should serve the objectives. Further, an effective and efficient police-court-driver license system would produce positive results greater than a mandatory appearance for all hazardous moving traffic violations.

III. Method

It is, therefore, the Department's policy that mandatory court appearance be only for the nine violations defined and recommended by the National Conference of Commissioners of Uniform State Laws and recommended by the ABA's Traffic Court Program and incorporated in the National Highway Traffic Safety Administration's Traffic Courts Manual as the minimal number of violations requiring court appearance. In addition, this Department supports the concept of administrative adjudication herein described as an alternative to mandatory court appearance for all moving hazardous traffic violations.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

ALCOHOL COUNTERMEASURES

I. Purpose

To establish a policy on alcohol countermeasures.

II. Background

Numerous studies have shown that alcohol is involved in a major portion of fatal crashes on our streets and highways.

Existing programs to counter driving under the influence of alcohol and fatal and personal injury accidents resulting therefrom are less than satisfactory.

Experience with strong alcohol countermeasure programs in certain foreign countries and some locations in the United States has demonstrated considerable success in lessening alcohol-related highway crashes.

III. Method

It is, therefore, the Department's policy to support a comprehensive, cooperative program of alcohol countermeasures for highway safety, so as to reduce deaths, injuries and property damage on our streets and highways, as part of the total highway safety effort.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

ACCIDENT REPORTS - OPINION STATEMENTS

I. Purpose

To establish a policy on the reporting of opinions of police on accident reports.

II. Background

More sophisticated and detailed information as to accident causes is needed for preparing accident prevention and traffic enforcement information.

Statements of opinion supported by facts, when properly made, help to establish why accidents occur as opposed to mere records of what occurred.

Statements of opinion, when clearly classified as opinions, are not repugnant to factual reporting.

III. Method

It is, therefore, the Department's policy that officers investigating accidents are encouraged to use statements of opinion supported by fact in accident reporting.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

POLICE TRAFFIC ACTIVITY - DEFINITIONS

I. Purpose

To establish a policy for police traffic activity definitions.

II. Background

The International Association of Chiefs of Police, the Traffic Institute, the National Safety Council and other national organizations have used certain definitions relating to police traffic activities; and various State, county and municipal law enforcement agencies have approved and used these definitions.

III. Method

This Department adopts the following definitions of certain facets of police traffic activity.

HIGHWAYS AND TRAFFIC

Highway or Street Traffic Supervision. Keeping order on streets and highways within existing regulations, to make their use safe and expeditious. Traffic supervision is essentially the traffic work of police agencies. It has three main direct functions which require police powers:

1. Police Traffic Accident Investigation
2. Police Traffic Direction
3. Police Traffic Law Enforcement

Highway Traffic Regulation. The extreme form of highway traffic restriction, usually temporary, which involves definite planning in the selection of routes for and use by highway traffic to make the route most effective in meeting certain transportation requirements. Regulation usually involves scheduling of some or all movements and requires a high degree of traffic direction and other supervision. Regulation implies full control both as to priorities of use and the scheduled movement of traffic in time and space.

Highway Traffic Restriction. Any prohibition of free or unlimited use of a route by some or all highway traffic. Restriction ordinarily takes one or two forms:

1. Reservation for classes of traffic is the simplest and most common form.
2. Regulation of all movement is the extreme form.

Highway Traffic Reservation. A form of highway traffic restriction which prohibits the use, permanently or temporarily, by all traffic except that for which it is specifically set aside. Reservation may be in the form of prohibiting use of certain types of vehicles.

Regulated Route. A route on which highway traffic is regulated.

Reserved Route. A route is reserved or set aside for specified highway traffic or from which certain kinds of traffic are barred.

Restricted Route. A route on which highway traffic is restricted.

Time Distance. A marked or unmarked distance measured accurately along a roadway over which the travel time of a vehicle may be measured to determine its speed.

ACCIDENT INVESTIGATION

Police Traffic Accident Investigation. The part of street or highway traffic supervision performed by police in connection with traffic accidents. This activity includes but is not necessarily limited to accident reporting by police; on the scene accident investigation; follow-up accident investigation; police traffic law enforcement arising from the accident; police traffic direction and other emergency services to prevent additional injury, damage or loss; and preparing, in addition to routine traffic accident report, a traffic citation or special traffic accident investigation report stating conclusions about how and why the accident occurred.

On-the-Scene Accident Investigation. All police traffic accident investigation at the first visit to the scene after the accident for the purpose of gathering information and handling the emergency.

Follow-up Investigation. All police traffic accident investigation except on-the-scene accident investigation, completion of the official traffic accident report and appearance in court in connection with the accident.

Traffic Accident Reporting. Collecting information for, preparing, and submitting to a designated agency an official report of a traffic accident by some person involved in or connected with the accident or by police who learn about it.

Hit-and-Run Accident. A motor-vehicle traffic accident in which driver evades some responsibility laid upon him by law for revealing his identity or giving aid.

Known Hit-and-Run Accident. An accident which upon investigation is found to be a hit-and-run accident.

Cleared Hit-and-Run Accident. A hit-and-run accident in which the evading driver has been identified and:

1. Cited or arrested and charged with hit-and-run,
2. Cited or arrested and other charge filed,
3. Identified but not cited or arrested because of
 - a. Lack of territorial jurisdiction, or
 - b. Lack of jurisdiction over the person because of
 - 1) Institutionalization,
 - 2) Diplomatic immunity,
 - 3) Death - mental incompetence.
 - c. Refusal of uncooperative witnesses to testify.

TRAFFIC LAW ENFORCEMENT

Traffic Law Enforcement. Law enforcement as it applies to statutes, ordinances, and legally authorized regulations relating to use of streets and highways and ownership and operation of motor vehicles. In general, two functions are involved:

1. Police Traffic Law Enforcement
2. Court Traffic Law Enforcement

Police Traffic Law Enforcement. The part of traffic law enforcement, performed by police or other agencies with police power: this includes, in addition to police traffic enforcement action, the deterrent to law violations created by the presence of uniformed police officers and their special equipment; and assistance to courts and prosecutors.

Court Traffic Law Enforcement. That part of traffic law enforcement performed by the court by adjudication and penalization.

Adjudication. The final judicial determination of a legal issue, for example: the guilt or innocence of an accused.

Penalization. Assessment of fines or imprisonment against the violator or taking other corrective action if found guilty.

Police Traffic Enforcement Action. The part of police traffic law enforcement involving arrest, citation, or warning of any person alleged to have violated a law, ordinance or regulation

Police Traffic Enforcement Action (Cont.)

pertaining to the use of trafficways when the person has knowledge of this action and when it is to: 1) prevent such violation from endangering persons or property or inconveniencing other users of the trafficway; 2) prevent continued violation, or 3) discourage future repetition.

Traffic Arrest. Any traffic enforcement action that contemplates trial adjudication or disposition to determine the guilt or innocence of the person charged for a violation when the accused is informed of such action by a written notice to appear.

Traffic Warning. Any traffic enforcement action, which may or may not contemplate possible assessment of penalty by the court or otherwise as a result of the warning alone.

Written Traffic Warning. A traffic warning in which the violator is given a written record of the action at the time the warning is given which he may be required to acknowledge by his signature.

Recorded Traffic Warning. Any written traffic warning of which an individual record is kept either by the police or some other official agency for future reference. The record may or may not be acknowledged by a signature of the violator.

Unrecorded Traffic Warning. Any written traffic warning of which no record, formal or informal, is kept.

Oral Traffic Warning. A traffic warning given orally without any written record.

Visual Traffic Warning. A traffic warning given by gesture or signal with or without audible signal but without verbal communication or written record.

Hazardous Traffic Law Violations. Violations of any law, ordinance or regulation affecting the use or protection of streets or highway enacted primarily to regulate safe movement of vehicles and pedestrians. There are two general kinds of these:

1. Unsafe behavior: An action or omission in traffic which is hazardous even when vehicles, streets or highways, and people involved are in legal condition.
2. Unsafe Condition: Causing or permitting an illegal and possibly hazardous condition of:
 - a. A driver or pedestrian in traffic,
 - b. Streets or highways used by traffic,
 - c. Vehicle used in traffic.

Other Traffic Law Violations. Violation of any law, ordinance or regulation affecting the use of protection of streets or highways but not enacted primarily to regulate safe movement of vehicles and pedestrians.

Police Traffic Patrol. The part of police traffic supervision which consists of driving or walking within an area or a roadway for the purpose of providing protection, security and service to the public.

Area Traffic Patrol. Traffic patrol or stationary observation in an area or beat which includes a number of streets, roads or sections of highway.

Line Traffic Patrol. Moving patrol or stationary observation on a specified route between two points, usually on one city street or a section of a highway.

Supervised Route. A street or highway on which traffic is supervised to some considerable degree.

Stationary Traffic Observation. Traffic observation at a selected place, usually one with unfavorable accident experience or traffic flow problem for traffic law enforcement purposes especially to detect violations and deter possible violators.

Conspicuous Traffic Observation. Stationary observation in which the observer tries to attract attention by keeping in full view of traffic.

Visible Traffic Observation. Stationary observation in which the observer is in full view but so located, for example, on a side street, as to require effort on the part of traffic to discover the observer.

Concealed Traffic Observation. Stationary observation in which the observer is not visible to persons using ordinary powers of observation from the roadway being observed.

TRAFFIC DIRECTION

Police Traffic Direction. The part of police traffic supervision that involves telling drivers and pedestrians how and where they may or may not move or stand at a particular place, especially during periods of congestion or in emergencies, generally all police activities necessary to insure smooth and orderly flow of traffic.

Point Traffic Control. That part of police traffic direction which is concerned with the control of vehicular and pedestrian movement at a particular place on a road such as an intersection.

Police Traffic Escort. The part of police traffic direction that involves mobile supervision of movement of one or more traffic units from one point to another. May include directing movement of surrounding vehicles and pedestrians by means of audible and visible signals in such a manner as to permit free and safe movement of the vehicle or vehicles being escorted.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

UNIFORM ENFORCEMENT POLICY

I. Purpose

To establish an enforcement policy.

II. Background

Uniformity in the enforcement process is a critical element of an effective highway safety program. The public will support an enforcement policy which is fairly, impartially, and reasonably administered.

The major objective of providing a written traffic law enforcement policy is uniformity of application of laws which regulate the use of motor vehicles. There is no intention to destroy or distort the intent of the law by the application of enforcement latitudes, tolerance or discretion; however, a standard must be established in order to obtain a high degree of uniformity.

III. Method

This Department has adopted written traffic law enforcement policy guides to provide a method of assuring fair, impartial and reasonable enforcement of traffic laws and ordinances.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

ZERO PREVENTABLE ACCIDENTS PROGRAM

I. Purpose

To establish a policy for the implementation of "zero preventable accidents" program.

II. Background

The usage of motor vehicles in police work continues to expand, and police officers are required to be professional drivers responsible for the control of a vehicle under unique potentially hazardous conditions.

Police enforcement functions require a driving skill far above that of the average vehicle driver; but, the average police officer driver does not have the training necessary to acquire the requisite skill or mental attitude of the professional driver. These lacks result in traffic collisions which are costly in human suffering, dollars, the depletion of available manpower, fleet vehicles and service to the public.

The experience and research of public and private agencies have clearly established that collisions are caused occurrences and can be prevented or substantially reduced by using the principles of defensive driving.

III. Method

It is, therefore, the Department's policy that we have a fleet safety program with the objective of zero preventable accidents; that the safety programs embrace:

- o The principles and techniques of defensive driving;
- o The procedures necessary to provide, uniformly, all factual information respecting employee-involved accidents;
- o Total involvement of concerned supervisors; and
- o Both positive and negative approaches to discipline.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures and regulations.

APPENDIX E

SPEED ENFORCEMENT CERTIFICATION
1980

WHEREAS, The states have for many years had the primary responsibility of enforcing the speed laws and other traffic laws; and

WHEREAS, The states have historically conducted speed compliance surveys and used other accepted and definite methods of determining the effectiveness of their law enforcement programs; and

WHEREAS, Each state is better able to determine the best methods, times, dates and locations to collect high quality data; and

WHEREAS, The current Federal Register, 23 CFR Part 659 requires each state to make certification of that states' speed enforcement program; and

WHEREAS, This same Federal Rule establishes uniform certification criteria for all states; and

WHEREAS, CFR Sections 659.17 and 659.19 use the following ambiguous language "if the secretary determines" and, "if it appears ... that a state is not adequately enforcing" ...; and

WHEREAS, These terms, "determines" and "appears" are ambiguous, non-specific and discretionary in nature; and

WHEREAS, These terms grant discretionary authority that could result in non-definitive judgments by the secretary or administrator; and

WHEREAS, These judgments based on the determination or what appears in the opinion of the secretary or administrator to be non-enforcement could result in sanction and loss of Federal Funds; now, therefore be it

RESOLVED, That the sections of the Federal Register, 659.17 and 659.19 be amended to read. "based upon the Certification submitted from the State, the Secretary determines" and not, "based upon the Certification submitted from the State, it appears to the administrator. . ."; and be it

FURTHER RESOLVED, That copies of this resolution be forwarded to the Secretary of Transportation and the Administrators of the Federal Highway Administration and National Highway Traffic Safety Administration in Washington, D.C.

55 M.P.H. SPEED LIMIT
1980

WHEREAS, We consider Section 114 of 23 U.S.C. 154 (Public Law 93-643) limits the speed on all highways in the United States of America to a maximum of 55 miles per hour; and

WHEREAS, The International Association of Chiefs of Police encourages and supports both from a safety standpoint and a conservation measure; and

WHEREAS, There are many states, in an effort to comply with Federal regulations for Federal aid for highways, have extended their patrols and enforcement efforts to control speed on their respective highways within the 55 miles per hour national maximum speed limit; therefore be it

RESOLVED, That the International Association of Chiefs of Police encourages and supports legislation that would increase Federal Appropriations for 55 miles per hour enforcement from the windfall profits tax from oil companies; and be it

FURTHER RESOLVED, That a copy of this resolution be sent to the legislative bodies.

OPPOSITION TO USURPATION OF STATE AND LOCAL AUTHORITY
BY HIGHWAY SAFETY REPRESENTATIVES
1980

WHEREAS, The attempts made by the Governor's Highway Safety Representatives and the National Highway Traffic Safety Administration to promote legislation which would undermine state and local administrators' authority by giving highway safety agencies the unilateral authority to coordinate the highway safety programs of state and local agencies regardless of funding sources; and

WHEREAS, In addition to its abuse of sound management methods, such a rule would probably be unconstitutional; and

WHEREAS, This movement could well deleteriously affect all state and local police authorities; and

WHEREAS, The International Association of Chiefs of Police does not believe this encroachment of federal control into state and local affairs would in any manner contribute to traffic accident reduction or 55 mile per hour National Maximum Speed Limit compliance; and

WHEREAS, The National Highway Traffic Safety Administration, in cooperation with the National Association of Governor's Highway Safety Representatives, has twice attempted to amend a Federal Rule for the purpose of accomplishing this encroachment; therefore be it

RESOLVED, That the International Association of Chiefs of Police calls upon its staff and members to monitor any future movements toward amendment of the Highway Safety Act of 1966, Title 23 CFR, Part 1251 -- State Highway Safety Agency; and be it further

RESOLVED, That if members become aware of such movements, they actively oppose them by making the International Association of Chiefs of Police membership aware of the threat, by communicating in writing to the agency or person responsible for the proposed change, and by contacting their respective Congressional delegations requesting their intervention in the proposal; and be it further

RESOLVED, That a copy of this Resolution be sent to the United States Secretary of Transportation.

UNIFORM DATA ON ALL DRIVERS LICENSES
1980

WHEREAS, The International Association of Chiefs of Police considers uniform data on all driver licenses to be an important issue which would enhance the police traffic services function by police officers nationwide, there currently exists, across the nation, driver licenses that have various data contained on the face of the license; and

WHEREAS, There are benefits to be derived from the use of uniform data on the face of the license by elimination of confusion caused by some states requiring data about fees paid, code number of camera, code number of machine which validated license, allergic reaction to drugs, and a variety of other data that is not readily understood in all areas; therefore be it

RESOLVED, That the International Association of Chiefs of Police encourage the American Association of Motor Vehicle Administrators to look into the feasibility of producing a driver's license with the minimum data required on the face that would satisfy the identification and restriction needs of the law enforcement community; and be it further

RESOLVED, That the International Association of Chiefs of Police forward copies of this resolution to the American Association of Motor Vehicle Administrators and to the National Highway Traffic Safety Administration to receive support from that group towards achieving uniformity in this area.

PHOTOGRAPH ON ALL DRIVER LICENSES NATIONWIDE
1980

WHEREAS, The International Association of Chiefs of Police considers that the requirement of a color photo of the individual on all driver licenses would enhance law enforcement and would insure the identification of the driver; and

WHEREAS, The International Association of Chiefs of Police realizes the problems associated with attempts to identify incapacitated or deceased drivers and the many hours spent in order to render assistance or to notify the next of kin; and

WHEREAS, There are forty-three (43) states that currently have a photo on their driver licenses and that the American Association of Motor Vehicle Administrators in their report, "Driver License Applicant Identification and Licensing System Security" recommends that all driver licenses have a color photo of the licensee and that the Department of Justice report, "Criminal Use of False ID" recommends a color photo of the driver on the driver's license; therefore be it

RESOLVED, That the International Association of Chiefs of Police encourages the driver licensing authorities to implement a program which would provide for color photographs of drivers on all drivers licenses; and be it further

RESOLVED, That the International Association of Chiefs of Police forward copies of this resolution to the driving licensing authorities of each state and to the American Association of Motor Vehicle Administrators to indicate support for the photo requirement.

STATE PARTICIPATION WITH NATIONAL DRIVER REGISTER
1980

WHEREAS, It is essential that driver license authorities check driver records prior to license issuance, to assure the effectiveness of the driver licensing process toward achieving the objective of safe and efficient use of the highway transportation system; and

WHEREAS, The National Driver Register (NDR) is an index to problem drivers as identified by the states, and as such it provides an essential service to all user jurisdictions; and

WHEREAS, The several states, individually and through the professional association of police officials, the International Association of Chiefs of Police, have previously gone on record supporting the NDR and the purposes it is designed to address; and

WHEREAS, The value to state licensing agencies of information channeled by the states through the NDR increases in direct proportion to the level of participation by the state members; therefore be it

RESOLVED, That the International Association of Chiefs of Police reiterates its previously established policy supporting an on-line NDR service; and be it further

RESOLVED, That the telecommunication costs, including hardware and software between the NDR and a central computer in each state, should be borne by the federal government; and be it further

RESOLVED, That although state participation in the NDR system should remain voluntary, each state should participate to the greatest extent possible in this service to identify and deal with problem drivers; and the International Association of Chiefs of Police requests and encourages each of its member states to participate in an on-line NDR to the fullest extent possible under the guidelines and recommendations being developed by the American Association of Motor Vehicle Administrators Ad Hoc Technical Panel and Policy Committee.

NON-RESIDENT VIOLATOR COMPACT - 1977
1980

WHEREAS, The International Association of Chiefs of Police recommends the nationwide expansion of the Non-Resident Violator Compact Agreement, which will enhance law enforcement and eliminate non-productive time expended by law enforcement personnel, caused by the taking of an individual to post collateral and the inconvenience of taking the citizen into custody to perform this task in routine cases; and

WHEREAS, The International Association of Chiefs of Police endorses the Violator Compact Agreement as being beneficial to both citizens and the law enforcement community; and

WHEREAS, There are twenty states and the District of Columbia already participating in Non-Resident Violator Compacts; therefore be it

RESOLVED, That the International Association of Chiefs of Police encourages the administrators of all state motor vehicle administrations to evaluate the benefits of such compact agreements and to participate in such agreements if the agreements would be of value to the citizens and governmental agencies of these states; and be it further;

RESOLVED, That the International Association of Chiefs of Police forward copies of this resolution to the State Associations of Chiefs of Police, the state law enforcement administrators, and the state motor vehicle administrators of the states not participating in said compact, and to the National Governor's Association, the National Conference of State Legislators, and the American Association of Motor Vehicle Administrators.

THE ONE LICENSE/ONE RECORD CONCEPT AND
THE DRIVER LICENSE COMPACT
1980

WHEREAS, Data indicates that individuals are able to secure driver licenses from several states at the same time and divide their records among those jurisdictions; and

WHEREAS, Individuals who so divide their driver records among several licensing jurisdictions are able to circumvent the driver improvement functions of the states and provinces; and

WHEREAS, Dividing the driving record in this manner violates the principles expressed in the Driver License Compact, the Uniform Vehicle Code, and the Policy and Position Statements of the American Association of Motor Vehicle Administrators; and

WHEREAS, The "One License/One Record Concept" is designed to overcome the described weakness, and its universal adoption by the states and provinces would immeasurably improve the licensing functions in the United States and Canada; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police recommends that each licensing jurisdiction support the principles of the "One License/One Record Concept", in that each individual should hold only one license, issued by his or her state of residence; that one driving record should be maintained on each driver and it should be housed in the driver's state of residence; that the driving record should reflect the driver's precise identification, current address, and driving history regardless of the number of types or classes of vehicles the individual has been authorized to drive; and that the International Association of Chiefs of Police reaffirm its past position in support of Chapter 6 of the Uniform Vehicle Code; and be it further

RESOLVED, That the International Association of Chiefs of Police urges the updating of the Driver License Compact to meet the present day needs of each licensing jurisdiction.

CLASSIFICATION OF DRIVER LICENSES
1980

WHEREAS, The outdated dichotomy of dividing drivers into two disparate groups based upon whether or not they are compensated for the act of driving a motor vehicle (i.e., "operators" and "chauffeurs") has long been recognized as failing to conform to highway safety and licensing needs; and

WHEREAS, A more modern and effective system of licensing drivers known as "classified" licensing has been developed and presently is used in approximately 30 licensing jurisdictions in the United States and Canada; and

WHEREAS, A model state classified licensing program has been developed by the American Association of Motor Vehicle Administrators, published by the National Highway Traffic Safety Administration, and distributed as a guide to all state and provincial licensing jurisdictions; and

WHEREAS, The recommended classified licensing system provides for improved knowledge tests and driving skill tests in the type or "classification" of vehicle to be driven, assures that only one license certificate will be issued to each driver, and in other ways meets the needs of modern driver licensing programs; therefore be it

RESOLVED, That the International Association of Chiefs of Police recommends that each driver licensing jurisdiction use a licensing system based upon types of classifications of motor vehicles, and that driver knowledge and driving skill tests be designed for the specific classifications to be used, with no driver being licensed unless his or her driving skill is tested in a vehicle of the same or higher classification of vehicle than that for which the license is to be issued; and be it further

RESOLVED, That this resolution amends and replaces the 1978 resolution entitled, "Problem Driver Identification and Model State Classified Licensing Program", and in so doing endorses the model classified licensing system developed and promulgated by the American Association of Motor Vehicle Administrators and endorsed by the National Highway Traffic Safety Administration.

NEED FOR A WELL-BALANCED TRAFFIC PROGRAM
1980

WHEREAS, There are definite and positive results from the enforcement and the emphasis placed on the 55 mile per hour program on state, county and municipal roads; and

WHEREAS, There needs to be equal emphasis on secondary roadways with speeds less than 55 miles per hour; and

WHEREAS, There needs to be equal emphasis on secondary road systems to provide a well-rounded and consistent enforcement program; and

WHEREAS, There are few funds associated with enforcement on secondary road systems and additional funding is necessary to bring about an equal and effective program providing consistent emphasis on all factors and programs to reduce loss of life and injury in vehicle traffic accidents; therefore be it

RESOLVED, That the International Association of Chiefs of Police go on record requesting additional funds and a total program emphasizing the reduction of loss of life and traffic accidents through a national thrust rewarding effective and efficient programs with positive results and providing funds to state, local and municipal law enforcement agencies where grants or programs geared to meet the needs of a specific jurisdiction in which the program is housed.

TRANSPORTATION SYSTEMS MANAGEMENT - ENFORCEMENT SUPPORT
1980

WHEREAS, Increasing emphasis is being placed on the more efficient use of existing transportation facilities, which is called Transportation Systems Management (TSM); and

WHEREAS, Many TSM strategies, particularly those involving preferential treatment of carpools and buses using high occupancy vehicle (HOV) lanes, are dependent for their success on extraordinary law enforcement support; and

WHEREAS, The need for this support creates increasing demand on law enforcement resources which are already being overextended to meet routine operational requirements; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police calls upon the Federal Highway Administration to set aside sufficient funds for traffic law enforcement agencies to permit the enforcement of HOV provisions necessary to assure the success of TSM strategies.

POLICE TRAFFIC FUNCTION IN URBAN AREAS
1980

WHEREAS, Motor vehicle traffic accidents and congestion are an increasing threat to the existence and quality of life in urban areas;

WHEREAS, The related cost of motor vehicle accidents and congestion have and continue to increase the financial burden of urban citizens through property damage, business loss, and tax increases; and

WHEREAS, Urban police agencies have generally placed a lower priority on the traffic function, often relegating the traffic function to an incidental activity rather than a principal goal; and

WHEREAS, In the past five years budget constraints and reorganizations of urban police agencies have resulted in even further deemphasis of, and reduction of resources committed to, the traffic problem; therefore be it

RESOLVED, That the International Association of Chiefs of Police conduct, or urge and support the conducting of a study to determine:

1. The extent to which the importance of the traffic function has been reduced in urban police departments,
2. The effect, if any, that the deemphasizing of the traffic function has had on the traffic problem in urban areas, and
3. To make recommendations for police action to cope with the increasing traffic problem in urban areas.

TOWING OF VEHICLES BY LAW ENFORCEMENT AGENCIES
1980

WHEREAS, Many law enforcement agencies tow vehicles from public streets and highways for various legitimate governmental purposes such as blocking traffic, abandoned, stolen and other similar reasons where the owner or driver is not present at the scene; and

WHEREAS, A number of Federal Courts have held that under such circumstances, the owner or driver has a right under the due process clause of the U.S. Constitution to be provided with a notice of the tow and an opportunity for a hearing to challenge the legality of the tow, and if the vehicle has not been legally towed, then the owner or driver cannot be required to pay the costs of the towing and storage; and

WHEREAS, the general rule from these Federal Court Decisions does not require a notice prior to the tow and such a requirement would severely hamper the effective control of a very serious problem in many areas; and

WHEREAS, The National Committee on Uniform Traffic Laws and Ordinances has before it a proposal to make changes in the Uniform Vehicle Code to carry out the requirements of these Federal Court decisions; therefore be it

RESOLVED, That the International Association of Chiefs of Police urges the National Committee on Uniform Traffic Laws and Ordinances and other legislative bodies which are adopting such provisions to follow the following recommendations:

1. The notice requirement should be required only after the tow.
2. If the hearing cannot be conveniently held soon after the tow, provision should be made for the release of the vehicle upon the owner providing security sufficient to pay the costs of the violation charged, and the towing and storage charges which have accrued pending the conclusion of the hearing.

ENCOURAGE PROSECUTION OF DWI CASES
AT LOWER BAC LEVELS
1980

WHEREAS, The International Association of Chiefs of Police advocates the diligent prosecution of Driving While Intoxicated; and

WHEREAS, Several resolutions have been adopted by the International Association of Chiefs of Police to reduce traffic crashes involving drinking drivers; and

WHEREAS, The International Association of Chiefs of Police has previously endorsed the findings of an International Symposium on Alcohol and Road Traffic which stated, "as a result of the material presented at this symposium, it is the opinion of this committee that a blood alcohol concentration of 0.05 percent will definitely impair the driving ability of some individuals; and as the blood alcohol concentrations increases, a progressively higher proportion of such individuals are so affected until, at a blood alcohol concentration of 0.10 percent, all individuals are definitely impaired"; and

WHEREAS, There are a substantial number of individuals with a blood alcohol concentration of .05 percent or greater whose ability to safely operate a motor vehicle is definitely impaired; and

WHEREAS, There is a reluctance on the part of prosecuting attorneys to prosecute driving while under the influence of alcohol cases, unless the defendant has submitted to a chemical test of blood alcohol concentration and the results of such tests are at least 0.10 percent; and

WHEREAS, Because of this reluctance of prosecution, many local police agencies rely solely on the chemical tests indicating at least 0.10 percent to charge drivers with the offense of driving while under the influence of alcohol; therefore be it

RESOLVED, That the International Association of Chiefs of Police strongly urges that there be vigorous prosecution of driving under the influence cases when there is sufficient evidence through other than chemical test that a person charged with driving while under the influence of alcohol or similar statute is in fact impaired; and be it further

RESOLVED, That each officer making an arrest for driving under the influence of alcohol or similar statute be urged to gather evidence sufficient for successful prosecution of that case irrespective of the results of a chemical test indicating the blood alcohol concentration; and be it further

RESOLVED, That this resolution be forwarded to the National District Attorney's Association.

EXPAND THE IMPLIED CONSENT LAW TO
DRIVING UNDER THE INFLUENCE OF DRUGS
1980

WHEREAS, The driving of motor vehicles while under the influence of alcohol and/or drugs has increased dramatically from year to year; and

WHEREAS, The National Committee on Uniform Traffic Laws and Ordinances, in recognition of the problem, has long recommended extending the Implied Consent Law to include driving under the influence of drugs; and

WHEREAS, Motorists while under the influence of drugs have consistently caused death, injury and property damage traffic accidents throughout the country; and

WHEREAS, The International Association of Chiefs of Police believes that there is a need for such provisions in the law to combat the driving-under-the-influence driver; therefore be it

RESOLVED, That the International Association of Chiefs of Police urges its membership and all states to propose legislation which will apply implied consent provisions to both DUI alcohol and DUI drugs; and be it further

RESOLVED, That all states be urged to evaluate existing DUI implied consent laws, and if needed enact legislation to expand those laws to include DUI drugs as provided in Section 6-205.1 of the Uniform Vehicle Code.

DRIVING UNDER THE INFLUENCE, ILLEGAL PER SE
1980

WHEREAS, The Uniform Vehicle Code has contained an Illegal Per Se law (§11-902(a)1) since 1971; and

WHEREAS, An Illegal Per Se law is one of the most important statutes which can be implemented to support any DUI countermeasures program, but only a minority of jurisdictions have enacted this measure; and

WHEREAS, Research into the influence of alcohol on the ability of drivers to operate a motor vehicle safely has definitely established that a 0.10 percent blood alcohol content (BAC) significantly affects all drivers; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police supports UVC §11-902(a)1, that "A person shall not drive or be in actual physical control of any vehicle while there is a 0.10 percent or more by weight of alcohol in his blood"; and be it further

RESOLVED, That the International Association of Chiefs of Police urges all legislatures and governors in jurisdictions without an Illegal Per Se DUI Statute to enact the provisions contained in §11-902(a).

HIGH SPEED DRIVING - TRAINING
1980

WHEREAS, High speed driving by law enforcement officers has, for many years, been the subject of criticism and debate as to its effectiveness versus its threat to highway safety; and

WHEREAS, The issue resurfaces when a high speed driving incident results in a "newsworthy" accident with its attendant injuries and/or deaths; and

WHEREAS, The International Association of Chiefs of Police (IACP) in Resolution B-19 passed in 1974, stated there was a need for preparatory training in the special area of high speed driving in emergency or pursuit situations and resolved that the IACP develop such a training program and explore sources for funding the development of such a curriculum for recruit and in-service training for law enforcement officers; and

WHEREAS, In recent testimony to the U.S. House of Representatives Committee on Appropriations, the Administrator of the National Highway Traffic Safety Administration declared that: "Action must be taken to encourage the establishment and improvement of police in high speed driving"; and

WHEREAS, The National Highway Traffic Safety Administration has developed a training program for operation of emergency vehicles, consisting of a course guide, trainee study guide, instructors lesson plans and a unit on pursuit driving for law enforcement officers; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police recommends and urges every police chief/administrator having police personnel driving emergency vehicles that have not received training in high speed driving arrange for such training as soon as practicable, and that the training be either that recommended and developed by the National Highway Traffic Safety Administration for the operation of emergency vehicles, or its equivalent.

SEAT BELT USE BY POLICE OFFICERS
1980

WHEREAS, A recent study reports that more than 60 percent of State Police/Highway Patrol fatalities nationwide were the result of traffic crashes; and

WHEREAS, This study, although limited to State Police/Highway Patrol fatalities, is indicative of the magnitude of the problem; and

WHEREAS, There is available evidence indicating that use of seat belts can have a significant effect in reducing the number of deaths and the severity of injuries resulting from traffic crashes; and

WHEREAS, The International Association of Chiefs of Police (IACP) in Resolution A-3 adopted in 1960, supported the use of seat belts in automobiles; and

WHEREAS, The IACP in Resolution A-3 did adopt an expression of policy that law enforcement agencies set an example by use of seat belts in their official cars; and

WHEREAS, The IACP in 1972 adopted a Resolution E-56, going on record as supporting test legislation of a mandatory seat belt law; therefore be it

RESOLVED, That the International Association of Chiefs of Police does hereby reaffirm that all law enforcement agencies shall urge voluntary use of seat belts by their personnel; and be it further

RESOLVED, That all law enforcement agencies continue to urge the use of seat belts in every contact with the motoring public.

POLICE TRAFFIC RADAR EQUIPMENT
OPERATOR TRAINING/CERTIFICATION
1980

WHEREAS, It is essential that each state develop a comprehensive radar speed enforcement program which as a minimum, embraces equipment standards, operator training, operator certification and policy/procedural guidance; and

WHEREAS, The police community believes that police traffic radar is an effective tool for speed control and its role in traffic safety and speed limit compliance is of critical importance, especially in view of the congressionally mandated 55 mph compliance legislation; and

WHEREAS, At the present time there are no minimum standards for radar operator training and/or certification; and

WHEREAS, Modern police traffic radar devices are complex and have inherent limitation as well as being subject to external interference and internal automobile interference; and

WHEREAS, The effective use of radar and its judicial acceptance is dependent upon the operator's understanding of the specific limitations of radar devices, his training and certification/recertification as an operator of radar speed measuring devices; therefore be it

RESOLVED, That implementation of minimal measures is necessary to establish a sound legal foundation for radar speed evidence and to maintain public and judicial confidence in radar reliability when used in speed enforcement programs; and be it further

RESOLVED, That the International Association of Chiefs of Police endorses the National Highway Traffic Safety Administration radar operator training program or its equivalent as the statewide minimum training standard; that they adopt a comprehensive state-level radar operator certification program and provide for periodic recertification (every 1-3 years); that they endorse police radar workshops and seminars for traffic adjudication personnel; and support state-level policy/procedural guidelines to ensure proper use of police traffic radar in meeting traffic safety and energy conservation goals and objectives.

UNIFORM PENALTIES FOR OVERLOAD VIOLATIONS
1980

WHEREAS, Studies have found that heavily laden commercial vehicles cause a disproportionately high number of serious personal injury and fatal accidents; and

WHEREAS, The Department of Transportation has conducted studies which clearly show that the excessive weight of vehicle loads is the primary cause of highway destruction; and

WHEREAS, The intent of the overweight statutes is to cause the trucking industry to load their vehicles to reasonable maximum limits and, therefore, the penalties issued for the violation of the statutes must be designed to cause adherence to the maximum limits; and

WHEREAS, The penalties permitted by the statutes of the several states are greatly varied and often do not act to deter the trucking industry from violating the overweight statutes; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police urges the states, in cooperation with the American Association of State Highway Transportation Officials to seek the development and enactment of a uniform set of penalties for overload violations and further encourage the adoption of such uniform penalties by each of the states.

HEAVY DUTY VEHICLE INSPECTION CRITERIA
1980

WHEREAS, The Federal Bureau of Motor Carrier Safety is conducting a funded demonstration program for heavy duty vehicle inspection by individual states; and

WHEREAS, That program would require many states to significantly alter existing commercial vehicle inspection programs even though such programs have clearly demonstrated their effectiveness; and

WHEREAS, Several states have identified critical items for inspection which have subsequently increased the percentage of vehicles inspected while reducing mechanical factors present in accident; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police (IACP) petition the Federal Highway Administration (FHWA) of the United States Department of Transportation to develop criteria for state participation in federally funded heavy vehicle inspection programs which:

1. Focus on inspection to determine the adequacy of the safety equipment items most critical to the safe operation of heavy duty vehicles, but which does not necessarily include all safety items and which allows the states to be the most effective in reducing inspection time and to permit the inspection of the greatest number of vehicles possible.
2. Adopt standards which require that the vehicle be taken out of service which are realistic in terms of safety items critical to continued operation of vehicles inspected and which do not necessarily delay the operation of the heavy duty vehicles on our nation's highways.

REFLECTIVE MATERIAL - RAILROAD CARS
1980

WHEREAS, Rural railroad grade crossing are seldom illuminated by artificial lighting; and

WHEREAS, Rural railroad grade crossings are seldom controlled by electrical warning devices; and

WHEREAS, Railroad cars, particularly non-loaded flat cars, frequently traverse or stop on such grade crossings; and

WHEREAS, Railroad cars are usually dark in color and difficult to see at nighttime; and

WHEREAS, Motorists approaching such grade crossings at legal speeds during darkness or inclement weather often times do not see these dark obstructions in time to safely stop; and

WHEREAS, These conditions are hazardous to motorists; now therefore, be it

RESOLVED, That the International Association of Chiefs of Police supports efforts to remedy these unsafe conditions; and be it further

RESOLVED, That the International Association of Chiefs of Police make every effort to encourage the nation's railroads to affix either lighting equipment or reflective materials on the sides of all railroad cars; and be it further

RESOLVED, That copies of this resolution be transmitted to the National Railroad Association and the Federal Railroad Administration.

TEMPORARY PAVEMENT MARKINGS AT
CONSTRUCTION AND MAINTENANCE SITES
1980

WHEREAS, The International Association of Chiefs of Police is on record in support of effective traffic controls at construction and maintenance worksites; and

WHEREAS, The present use among the states of non-uniform pavement marking patterns at construction and maintenance worksites can have an adverse effect on motorists safety; and

WHEREAS, The full standard markings as provided per Part III of the manual on Uniform Traffic Control Devices which are considered necessary for normal unrestricted traffic conditions, can be provided, and are being provided at construction and maintenance worksites in some states; and

WHEREAS, The Federal Highway Administration in acknowledging the problem of less than formal markings at construction and maintenance worksites is seeking guidance in developing standards; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police assembled at its 87th annual conference in St. Louis, Missouri on 9/18/80, supports the use of temporary or permanent pavement markings at construction and maintenance worksites that are in full compliance to Part III of the Manual on Uniform Traffic Control Devices for normal unrestricted conditions; and be it further

RESOLVED, That a copy of this resolution be forwarded to the Federal Highway Administration and the National Committee on Uniform Traffic Control Devices.

REQUIRED ADDITIONAL LIGHTING ON MOTOR VEHICLES
1980

WHEREAS, Since the 1968 new car model year all new vehicles sold in this country have been equipped with front and rear side marker lights; and

WHEREAS, The purpose and effectiveness of these lights in enhancing the after-dark visibility of vehicles from the side is obvious; and

WHEREAS, Individuals owning or driving vehicles equipped with such lights are under no statutory obligation to keep them operational; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police recommends to the National Committee on Uniform Laws and Ordinances that Section 12-221 of the Uniform Vehicle Code be amended to require all vehicles originally equipped with front and rear side marker lights to be operated at the times that head and tail lights are required.

SOLICITING CONTRIBUTIONS FROM THE ROADWAY
1980

WHEREAS, Community and civic non-profit organizations solicit contributions from the public to support their various activities; and

WHEREAS, Solicitation efforts are frequently conducted in the roadway and/or on medians at intersections; and

WHEREAS, Solicitations are made of the drivers and occupants of vehicles stopped at an intersection for an official traffic control device; and

WHEREAS, Solicitors pose a traffic hazard while walking in the roadway between vehicles; and

WHEREAS, The Uniform Vehicle Code, Section 11-507, urges the prohibition of such activities; now therefore be it

RESOLVED, That the International Association of Chiefs of Police urges any state that has not adopted the provision of Section 11-507 of the Uniform Vehicle Code to do so; and be it further

RESOLVED, That the International Association of Chiefs of Police membership urge their individual local jurisdictions to enact legislation similar to Section 11-507 (UVC) prohibiting such solicitation in the roadway; and be it further

RESOLVED, That the International Association of Chiefs of Police urges all its members to strictly enforce all legislation in their jurisdictions prohibiting such solicitation.

GENUINE POLICE SERVICE EFFORT FOR
REDUCTION OF FUEL CONSUMPTION
1980

WHEREAS, The energy crisis resulting in fuel shortage and increased fuel costs have combined to increase substantially the cost of providing police services; and

WHEREAS, Reduction of police cruiser weights by eliminating non-essential auxiliary equipment has reduced fuel consumption; and

WHEREAS, Revision of personnel assignments and adoption of innovative fuel conservation procedures, has reduced patrol costs; and

WHEREAS, The image of police service would be enhanced by adopting a leadership role in fuel conservation; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police strongly urge its membership (collectively and independently) to take the lead in adopting realistic fuel conservation practices; and be it further

RESOLVED, That the International Association of Chiefs of Police monitor such practices, and initiate a procedure for informing its membership of successful and innovative fuel conservation programs.

RESCINDING OF 1978 RESOLUTION H-24
1980

WHEREAS, All jurisdictions that receive federal funds for construction of roads and highways must conform to the Manual on Uniform Traffic Control Devices; and

WHEREAS, This requirement has achieved almost universal standardization of traffic signs and signals; therefore be it

RESOLVED, That resolution H-24, passed in 1978 and entitled, "Traffic Signal Indicators for Turns," be rescinded.

COMPLIANCE CRITERIA AND 55 MPH NMSL
1980

WHEREAS, The various states have diligently enforced the 55 mph National Maximum Speed Limit; and

WHEREAS, The state enforcement agencies are attempting to comply with the federally imposed compliance criteria; and

WHEREAS, Compliance levels are determined by monitoring the speeds of traffic upon the highways; and

WHEREAS, It is well known that vehicle speedometers provide an approximate indication of speed and do not reflect precise speeds of motor vehicles and are subject to errors of 3 - 5 mph; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police does hereby request that the Secretary of the U.S. Department of Transportation require that under federal rules all vehicles traveling under 60 mph shall be considered to be in compliance with the 55 mph National Maximum Speed Limit, for the purpose of certifying compliance.

DRINKING DRIVER
1980

WHEREAS, The drinking driver is a menace on the nation's highways; and

WHEREAS, The International Association of Chiefs of Police realizes that more than one-half of all fatal accidents involve drivers who have been drinking; and

WHEREAS, More stringent penalties should be imposed on drinking drivers convicted of homicide by a motor vehicle in an attempt to eliminate them from using the highways; now, therefore be it

RESOLVED, That the International Association of Chiefs of Police encourages state legislatures to incorporate into their traffic laws a statute for the mandatory revocation of the driving license of any drinking driver convicted of homicide by motor vehicle; and be it further

RESOLVED, That the International Association of Chiefs of Police forward copies of this resolution to all of the State Attorney Generals.

SPECIAL LAW ENFORCEMENT VEHICLES
1980

WHEREAS, Current trends in passenger vehicle design are dictated by fuel conservation issues; and

WHEREAS, This has mandated the manufacture of smaller compact vehicles of lesser performance; and

WHEREAS, Law enforcement agencies perceive that this trend most probably will result in the unavailability of a vehicle that will meet the minimum requirements for a police patrol vehicle as to safety, efficiency, economy, and high performance necessary to accomplish their objective; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police does hereby request the National Highway Traffic Safety Administration to support a research effort to determine the feasibility of developing a special use vehicle for law enforcement agencies which is responsive to their needs.

HIGH SPEED DRIVING - RESEARCH
1980

WHEREAS, There is increasing concern in the law enforcement community over the growing tendency to find police civilly liable in accidents resulting from high speed driving in response to emergencies or from high speed pursuit of suspected law violators; and

WHEREAS, In Resolution F-32 passed in 1966 the IACP noted that the apprehension of the law violator at time calls for high speed pursuit driving and reaffirmed its conviction that such pursuit is justified if required to accomplish the legitimate objectives of law enforcement; and

WHEREAS, There is a need for an in-depth study of this entire issue to determine its magnitude, what if any legislation is necessary and the written policies necessary to protect and guide the law enforcement officer when operating an emergency vehicle at high speed under emergency or pursuit circumstances; and

WHEREAS, In recent testimony to the U.S. House of Representatives Committee on Appropriations, the Administrator of NHTSA declared that: "Action must be taken to determine the degree, severity and possible countermeasures to the problems associated with the operation of police vehicles at high speeds"; and

WHEREAS, The IACP by resolution F-43 passed in 1969 communicated its concern with this sensitive issue and urged the Association's cooperation in any research conducted by the National Highway Safety Bureau (now NHTSA) in this highly sensitive field; now, therefore be it

RESOLVED, That the IACP again communicate to NHTSA its increasing concern regarding the lack of available data or research in this sensitive field of high speed driving by police and assure NHTSA of IACP's complete cooperation and participation in any research program conducted by or for NHTSA to resolve this national issue involving all levels of law enforcement; and be it further

RESOLVED, That the research include the development of countermeasures to assist the police in terminating pursuits; and be it further

RESOLVED, That due to the high degree of sensitivity in the law enforcement community regarding the issue, the IACP recommends to NHTSA that any research program be conducted by the IACP so as to insure complete cooperation of the law enforcement community in releasing such sensitive information and to insure the creditability of the findings and their implementation by the great majority of the law enforcement community.

FEDERAL SUPPORT FOR 55 MPH NMSL
AND
REPEAL OF SANCTIONS FOR FAILURE TO MEET COMPLIANCE STANDARDS
1980

WHEREAS, Despite extraordinary efforts by state traffic law enforcement agencies, voluntary compliance with the 55 mph speed limit is eroding; and

WHEREAS, It is beyond the operational capacity of the individual states, particularly their traffic law enforcement agencies, to change the attitudes of the driving population; and

WHEREAS, The imposition of federal sanctions for failure to achieve compliance serves only to undermine the cooperation between the federal government and the states to bring about compliance with the National Maximum Speed Limit; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police calls upon the United States Congress to repeal those provisions of the Surface Transportation Act of 1978 which mandate the imposition of sanctions against states failing to meet the compliance criteria set forth in said Act; and be it further

RESOLVED, That the International Association of Chiefs of Police urges the President of the United States and the Department of Transportation to adopt a more positive approach in the form of strong and highly visible continuing support of states' efforts to achieve voluntary compliance with the 55 mph speed limit.

SUPPORT FOR CONTINUED FUNDING FOR 55 MPH NMSL
1980

WHEREAS, The adoption and enforcement of the 55 mph speed limit has been proven to be of great benefit to the people of this nation; and

WHEREAS, Thousands of lives have been saved by strict adherence to the 55 mph speed limit; and

WHEREAS, The motoring public of our nation has saved countless dollars by the strict obedience to the 55 mph speed limit; and

WHEREAS, The various states would not be able thus far, nor will they be able to continue the strict enforcement of the 55 mph speed limit if it were not for the federal grants received by and through the National Highway Traffic Safety Administration in the enforcement of the National Maximum Speed Limit; and

WHEREAS, The various states will not be as effective in their enforcement without future federal funding because of the nationwide inflation and the rising cost of fuel; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police is firmly supporting the continued allocations of federal funds to all the states for the specific purpose of enforcing the 55 NMSL and they so indicate their intentions for the benefit and safety of the motoring public.

