UNDERSTANDING LAW ENFORCEMENT ATTITUDES AND BELIEFS ABOUT TRAFFIC SAFETY

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FEDERAL HIGHWAY ADMINISTRATION

May 2019

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RESEARCH PROGRAMS

MDT★

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16. Abstract

The goal of this project was to understand how the culture within law enforcement agencies impacts engagement in traffic safety enforcement. The four objectives were to understand: (1) how law enforcement leaders and officers prioritize traffic safety relative to other public safety issues; (2) self-reported attitudes, beliefs, and behaviors about traffic safety enforcement activities; (3) law enforcement's perceptions of how traffic safety enforcement behaviors have changed in recent years; and (4) how prioritization of traffic safety attitudes, beliefs, enforcement behaviors, and perceptions of change vary between leaders and officers, agency types, and urban and rural settings. A survey was developed, pilot tested, and completed by a total of 568 officers in 19 agencies (four statewide, six sheriff's offices, and nine municipal agencies) in four states (Connecticut, Idaho, Illinois, and Montana). The survey results were augmented by 10 interviews with law enforcement leaders. On average, officers indicated traffic safety and enforcement were relatively high priorities with statewide agencies rating it higher than sheriff's offices or municipal agencies. An individual officer's prioritization was strongly correlated with their perception of how others prioritized traffic safety and enforcement – especially their perceptions of other officers in their agency and their immediate supervisor. On average, officers reported positive attitudes about traffic safety enforcement and shared supportive beliefs. However, some had beliefs that were not supportive of enforcement behaviors including perceiving a lack of support for traffic safety enforcement from local prosecutors and judges and a lack of recognition by their agency and supervisor for regularly engaging in traffic safety enforcement. The most significant barriers to regular enforcement were lack of time and lack of follow through by prosecutors and judges. While many officers indicated they knew where locations with traffic safety concerns were located, far fewer indicated they were well briefed on crash data and enforcement activities in their jurisdiction. Officers who participated in four or more training activities (related to traffic safety enforcement) in the past three years were two times more likely to engage in frequent traffic safety enforcement compared to officers who indicated participating in two or fewer training activities. About one-quarter of officers (24%) reported decreases in three or more enforcement areas (i.e., not wearing a seat belt, speeding/aggressive, impaired, and distracted driving). A similar portion (28%) reported increases in three or more enforcement areas. Recommendations for growing engagement in traffic safety enforcement are included.

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Table of Contents

List of Figures

List of Tables

1 INTRODUCTION

Traffic safety is a critical public health issue. More than 37,000 people die annually on U.S. roadways (NHTSA 2015). "Car crashes rank among the leading causes of death in the United States" (Tefft 2012, p.1). Traffic safety enforcement is one approach to improving roadway safety that can reduce crash fatalities and serious injuries.

A variety of studies have established the effectiveness of traffic safety enforcement. When budget cuts significantly reduced the size of the Oregon State Police in 2003, researchers measured a significant increase in injuries and fatalities on the roads (even after controlling for a variety of other factors) (DeAngelo and Hansen 2014, pp. 231-257). Stanojevic, Jovanovic, and Lajunen (2013, pp. 29-38) found in a comparison of two regions, one with traffic enforcement and one without, the absence of traffic enforcement affected a variety of driving behaviors including speeding more frequently, using seat belts less often, driving more aggressively, driving after exceeding the legal limit for alcohol more often, and engaging more frequently in aggressive and ordinary driving violations. Traffic enforcement efforts have been shown to be effective in reducing cell phone use while driving (Nikolaev, Robbins, and Jacobson 2010, pp. 182-193), speeding (Ryeng 2012, pp. 446-454), and not wearing a seat belt (Nichols and Ledingham 2008, pp. 1-68). One study documented that convicting a driver of a traffic offense reduced the relative risk of a fatal crash in the month after receiving a traffic conviction by about 35% (Redelmeier, Tibshirani, and Evans 2003, p. 2177). It is important to note that some of these studies were conducted in other countries, and while they can offer insight, there are inherent limitations in making comparisons with the United States. This study is not about determining if traffic safety enforcement is an effective strategy; thus, exploring how policing of traffic safety relates to traffic fatalities or to effectiveness in general is outside the scope of this project.

Various research studies have shown that many citizens support traffic safety enforcement efforts. A survey of California drivers showed that, despite the state's heavy seat belt enforcement efforts, more than half of the respondents supported "very strict" enforcement (Insurance Institute for Highway Safety, Highway Loss Data Institute 2003). In another study, public opinion data collected from two experimental target areas and one comparison area suggested that citizens strongly supported aggressive traffic enforcement practices and that the implementation of such strategies did not reduce their support (Chermak, McGarrell, and Weiss 2001, pp. 365-391). The Center for Health and Safety Culture has conducted several surveys of adults and found support for traffic safety enforcement as well (Linkenbach et al. 2012, pp. 1-118).

Despite the positive benefits resulting from traffic enforcement efforts and community support, there is a perception that fewer resources are being allocated to traffic safety enforcement and there is some evidence of a declining trend in traffic safety enforcement (Dahl and Thompson 2017, pp. 1-48; Wiliszowski et al. 2001). Political, financial, and cultural factors may affect the level of engagement in traffic safety enforcement by these agencies. For example, leaders of such agencies that are appointed or elected may feel political pressure not to enforce laws that are perceived to be unpopular amongst voters, or changes in the workforce like a reduction in staff through budget cuts or retirement may result in changes in the level of engagement with traffic safety. Traffic safety enforcement may be viewed as a lower priority than criminal enforcement. In some

communities with close social affiliations, officers may be reluctant to enforce laws because they anticipate being socially ostracized.

While existing research has examined a variety of factors impacting enforcement activities, less research has been conducted exploring how law enforcement officers feel about traffic safety enforcement. One study in Western Australia sought to determine how law enforcement agencies understand their own impact on traffic safety and how this understanding impacts their enforcement activities and effectiveness (Community Development and Justice Standing Committee 2015). This study found that law enforcement did not fully understand the effectiveness of the strategies they were employing to increase roadway safety and therefore were unable to adequately measure their own impacts. However, the study does emphasize that law enforcement officials are "key players in instituting the behavior change that is critical to improving safety on our roads" (Community Development and Justice Standing Committee 2015, p.10). In 2013, Florida's Department of Transportation (FDOT) conducted a survey of 46 law enforcement officers. Perceived effectiveness of enforcement of different violations correlated with the officers' sense of the seriousness of the violations as well as with their sense of the frequency of violations (Haleem et al. 2014, pp. 83-99). However, neither study measured attitudes or beliefs about enforcement. Law enforcement's attitudes and beliefs about traffic safety may contribute to intention and use of strategies that directly impact roadway safety.

By understanding the shared beliefs and attitudes that influence law enforcement engagement in traffic safety, transportation and public health leaders can take appropriate steps to bolster engagement. Questions remain among traffic safety stakeholders and researchers about how to grow traffic safety enforcement to reach the goal of zero deaths on our nation's roadways.

The goal of this project is to understand how the culture within law enforcement agencies impacts the extent and effectiveness of their law enforcement efforts. Traffic safety culture is defined as "the values and beliefs shared among groups of road users and stakeholders that influence their decisions to behave or act in ways that affect traffic safety" (Ward, Otto, and Herbel 2016, p. 11). The project seeks to answer several critical questions:

- What self-reported values, attitudes, and beliefs predict prioritization of traffic safety enforcement behaviors of agency leaders and officers?
- How do law enforcement leaders and officers within the agencies selected prioritize traffic safety relative to other public safety issues?

A simplified behavioral model can demonstrate how understanding the cultural factors of law enforcement leaders and officers about traffic safety can increase engagement of traffic safety enforcement behaviors and thereby improve traffic safety. As shown in Figure 1, values associated with traffic safety enforcement will impact attitudes and beliefs that will predict engagement in traffic safety enforcement behaviors. Measuring and understanding how these cultural factors interact and predict traffic safety enforcement behaviors are critical to growing a positive traffic culture.
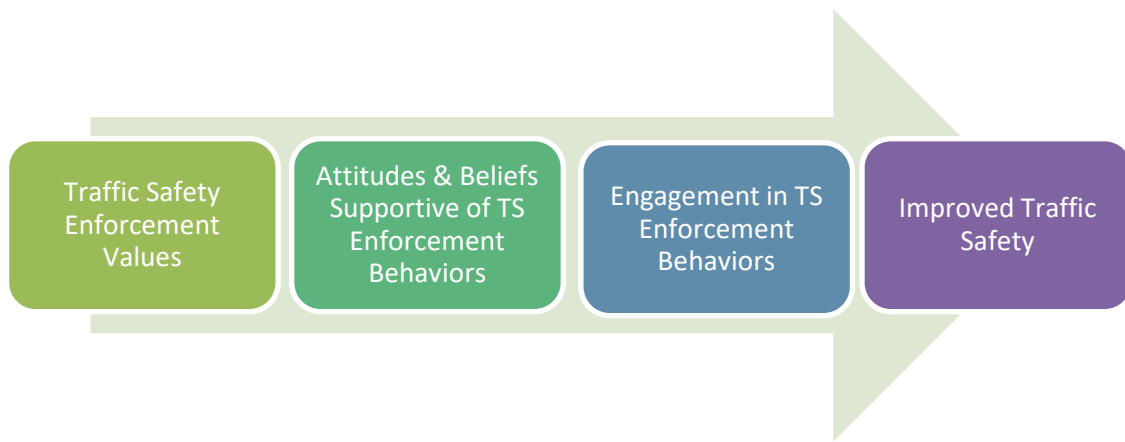
Figure 1. Model of Traffic Safety Enforcement

2 BACKGROUND

2.1 Factors Influencing Traffic Safety Enforcement Behaviors

Researchers have investigated different ecological factors influencing police behaviors (Hassell 2007, pp. 257-276; Johnson and Billings 2010, pp. 305-323). Factors influencing police practices can be categorized into individual factors, situational factors, the organizational context in which officers work, and community level factors. Insight into these ecological factors and how they influence behaviors provided a better understanding of the police culture influencing traffic safety enforcement and informed the development of the survey.

2.1.1   Individual Factors

Two prominent individual factors influencing police behaviors studied in the literature include officers' attitudes about traffic safety enforcement and beliefs about their role orientation. Role orientation refers to "officers' conception of the proper and legitimate scope of police business" (Worden 1989, p. 687).

2.1.1.1   Attitudes

Various attitudinal dimensions of police culture have been studied with results showing inconsistent relationships between officers' attitudes and subsequent behaviors. For example, one study found when traffic enforcement was held as a personal priority for police officers, they were more likely to issue citations (Johnson 2011, p. 300). Similarly, when officers believed that traffic enforcement was rewarded by their department, they were more likely to issue citations (Johnson 2011, p. 300). Officer attitudes in this study did significantly influence officer behavior in relation to issuing traffic citations (Johnson 2011, p. 302).

Another study suggested variation in cultural alignment (the degree to which an officer's attitudes aligned or did not align with the traditional police culture) accounted for differences in search behaviors during proactive traffic stops (Paoline and Terrill 2005, pp. 455-472). In this study, officers were grouped based on their cultural views. Officers in the "pro-culture" group were identified as positively oriented toward the traditional views of police culture. Traditional police culture was defined as ascribing to tenets such as "distrust and suspiciousness of citizens, the need to 'maintain the edge' during interactions with citizens, a lay-low/cover your ass approach to police work to minimize procedural errors, a strong endorsement of the crime fighting mandate of the police, a 'we-versus-they' sentiment toward citizens, and a strong loyalty to fellow officers" (Paoline and Terrill 2005, pp. 456-457). Those categorized as negatively aligning with the traditional police culture were in the "con-culture" group, and those categorized as "mid-culture" were in the middle range on this continuum.

Results suggested that officers in the pro-culture and mid-culture groups were "significantly more likely to search suspects and their surroundings when compared to con-culture officers" (Paoline and Terrill 2005, p. 467). Paoline and Terrill's (2005, p. 468) research demonstrated a "cultural attitude and behavior link."

Other studies have found officer attitudes to have small or not statistically significant effects on behavior (Worden 1989, pp. 667-711; Engel and Worden 2003, pp. 131-166). In an analysis of multiple studies regarding police behavior, Riksheim and Chermak (1993, p. 360) concluded that

the "influence of officer attitudes remains in question." In one study, two attitudes (officers who believed that citizens were respectful and officers who believed that police were supported by the courts and by prosecutors) were statistically significantly associated with enforcement, but neither had strong explanatory power (Worden 1989, p. 691). While not specific to traffic enforcement, Engel and Worden (2003, p. 154) found officer attitudes were not statistically significant when looking at how they allocated their time (time spent on problem solving), but "officers' perceptions of their supervisor's priorities mediate the effect of officers' own priorities on their behavior." When officers' perceptions of their supervisors' priorities for problem solving were omitted from the model, officers' own priorities for problem solving had a statistically significant effect on the time they spent on problem-solving activities (Engel and Worden 2003, p. 155).

2.1.1.2   Role Orientation

The traditional role orientation in policing literature is one of an aggressive crime-fighting orientation where the primary focus of officers is dealing with criminal behaviors (Paoline and Terrill 2005, pp. 455-472). A broadened view of officer role orientation including traffic safety enforcement behaviors such as speeding, driving distracted, and wearing seat belts may influence their engagement in traffic enforcement behaviors.

A merge that occurred in New Zealand between two different agencies (the New Zealand Police and the Traffic Safety Service) offered insights into how role orientation influences attitudes among officers regarding enforcement aimed at specific criminal behaviors and traffic policing (Griffiths nd, pp. 1-10). The merge between these two agencies made traffic safety enforcement a responsibility of one agency. Prior to this merge, New Zealand Police officers were not accustomed to issuing citations for traffic violations. They had focused on criminal activities and criminal offenders. Some perceptions held by officers about road policing duties included: "traffic duties weren't real policing" and that issuing tickets for traffic safety was regarded as "punishment" versus a way to modify behaviors (Griffiths nd, p. 1). This transition required police officers to expand their role orientation to include focusing their duties not just on criminal acts, but also the general public who were offending on the road. Prior to the merge, the general public rarely had encounters with the police (Griffith nd, pp. 1-10).

Table 1 includes examples of questions from previous research to measure police officer attitudes about traffic safety enforcement and their role orientation toward police work.

Table 1. Examples of Questions from Previous Research to Measure Traffic Safety Enforcement Attitudes and Behaviors

Questions	Source
Officer Attitudes	
I generally have enough time in my shift to conduct traffic enforcement. I generally have enough equipment to conduct traffic enforcement. I believe that traffic enforcement is rewarded in my department. I believe that traffic enforcement is a priority for me. I believe that traffic enforcement is a priority for my immediate supervisor.	Johnson 2011, pp. 293-306
Role Orientation	
Do you think police should help to quiet family disputes that get out of hand? Do you think the police here should handle cases involving public nuisances such as barking dogs and burning rubbish? Police should not have handle calls that involve social or personal problems where no crime is involved.	Worden 1989 pp. 667-711
Enforcing the law is by far a patrol officer's most important responsibility. How often do they think that patrol officers should be expected to do something about neighbor disputes? How often do they think that patrol officers should be expected to do something about family disputes? How often do they think that patrol officers should be expected to do something about public nuisances? How often do they think that patrol officers should be expected to do something about nuisance businesses? How often do they think that patrol officers should be expected to do something about parents who don't control their kids? How often do they think that patrol officers should be expected to do something about litter and trash?	Paoline 2004, p. 233
Attitudes Towards Citizens	
Officers have reason to be distrustful of most citizens. Most people respect the police. The relation between police and people here is good.	Cordner 2017, pp. 11-25
Most people in this community respect police officers. The likelihood of a police officer being abused by citizens in this community is high. Police officers have reason to be distrustful of most citizens.	Worden 1989, pp. 706-707
How many of the citizens in your beat would call the police if they saw something suspicious? How many of the citizens in your beat would provide information about a crime if they knew something and were asked about it by police? How many citizens in your beat are willing to work with the police to try to solve neighborhood problems?	Engel and Worden 2003, pp. 146

2.1.2 Situational Factors

Situational factors that influence police behavior include the "structural characteristics of the immediate situation: the nature of the problem, the attributes and actions of the citizens, and contextual variables" (Worden 1989, p. 668). It has been suggested that "situational factors are the most common factors used by researchers to assess police decision-making" (Sun, Payne, and Wu

2008, p. 23). Worden (1989, p. 668) found that situational factors significantly influenced officers' decisions to make arrests but had a smaller effect on their choices among informal courses of action. A study assessing coercive and noncoercive behaviors of police was done by Sun, Payne, and Wu (2008, p. 27). In this study, coercive behaviors included such things as arrest, interrogation, search, and restraint. Noncoercive behaviors included activities such as providing physical assistance and information requests by citizens, filing an incident report, and acting on citizens' behalf (Sun, Payne, and Wu 2008, p. 25). In this study, it was found that a citizen's gender, wealth, demeanor, and emotional state were significant situational factors associated with both coercive and noncoercive police behavior but had "stronger explanatory power in predicting police coercive behavior than noncoercive behavior." (2008, p. 27).

One specific situational factor of interest among researchers has been the effects of demeanor on police behavior in traffic encounters. One study found citizen demeanor interacted with "several variables in predicting various forms of police behavior" (Engel, Sobol, and Worden 2000, p. 255). Another study identified that a driver's demeanor was important in determining the outcome of a traffic encounter (Schafer and Mastrofski 2005, pp. 225-238). It was found that while "a citizen's demeanor would not increase the likelihood that they would receive a ticket; it could, however, decrease the likelihood of such an occurrence" (Schafer and Mastrofski 2005, p. 231). It was also noted in officer interviews and in-field observations of this study that citizens' willingness to accept responsibility for the violation and to act civilly could influence an officer's enforcement decisions regarding sanctions (Schafer and Mastrofski 2005, p. 231).

2.1.3   Organizational Context

Officers' behaviors are influenced by the organizational context in which they operate (Lundman 1979, pp. 159-171; Schafer and Mastrofski 2005, pp. 225-238; Cordner 2017, pp. 11-25; Johnson 2011, pp. 293-306). Understanding the nuances of working in a particular police department and the influences of the organizational culture can offer insight into traffic safety enforcement behaviors and the prioritization of police efforts. Researchers have studied the police culture at various organizational sublevels including the state level (Johnson and Billings 2010, pp. 305-323), precinct level (Hassell 2007, pp. 257-276), and at the level of workgroups (Ingram, Paoline, and Terrill 2013, pp. 365-397). It has been suggested that "variable structural arrangements within an organization produce variable cultures" (Hassell 2007, p. 258).

Some of the influencing organizational factors studied in the literature include: supervisory influence, organizational logistics, informal work rules, and social norms of the police environment.

2.1.3.1   Supervisory Influence

Research suggests supervisory influence plays a role in police behavior (Johnson and Billings 2010, pp. 305-323; Johnson 2011, pp. 293-306; Engel and Worden 2003, pp. 131-166). In a study to understand individual and supervisory influences on the variation of officers issuing traffic citations, Johnson (2011, pp. 293-306) found supervisory influence was significantly related to the degree to which officers issued traffic citations. Specifically, "perception by the officers that their supervisors rewarded traffic enforcement and the modeling by supervisors in their own issuing of citations both increased the issuing of citations by patrol officers" (Johnson 2011, p. 303). In this study, supervisors' demographics were also correlated with patrol officers' issuing of traffic

citation rates. Specifically, supervisors with a college degree were more likely to supervise patrol officers with higher traffic citation rates than supervisors without a college degree (Johnson 2011, p. 301).

Another study regarding supervisory expectations on officers' decision making found that officers' perceptions of their supervisors' priorities significantly influenced officer behavior; however, it was found that officers often had misperceptions about the actual attitudes and priorities of their supervisors (Engel and Worden 2003, pp. 131-166). A survey by the Center for Health and Safety Culture (2016, pp. 1-12) of law enforcement officers in rural Utah revealed that perceived support for enforcement among supervisors as well as the perceived norm of enforcement behavior within the agency were found to be important predictors of enforcement behavior.

Traffic enforcement is a police activity often subject to administrative control because expectations for the number of citations and stops an officer is expected to make can be established (Schafer and Mastrofski 2005, pp. 225-238). Johnson and Billings (2010, p. 316) found that span of control (i.e., the number of troopers per supervisor) was significantly (negatively) correlated to vehicle stops; specifically, the more troopers per supervisor resulted in fewer vehicle stops per trooper. Further, the reverse was found for criminal arrests per trooper, and the authors speculated that "when closely supervised they are more likely to comply with the agency traffic enforcement goal (which they may not personally share) and neglect this duty in favor of more criminal enforcement when not supervised as closely" (Johnson and Billings 2010, p. 320). In a study of DUI enforcement, "discretionary behavior increased with the size and complexity of the organization studied" (Mastrofski, Ritti, and Hoffmaster 1987, p. 399). In smaller organizations, the discretionary behaviors of officers were more closely aligned with administrative priorities (Mastrofski, Ritti, and Hoffmaster 1987, pp. 387-402).

While research suggests supervisors influence their subordinates regarding traffic safety enforcement, the style of supervision may not matter (Engel, Sobol, and Worden 2000, 262-293). Engel, Sobol, and Worden (2000, pp. 262-293) explored the relationship between different styles of supervision and their influence on officer decision making, and results showed the supervisory styles of sergeants were not significant predictors of their patrol officers' behaviors to issue traffic citations. Table 2 provides examples of questions from previous research to measure supervisor attitudes toward traffic safety enforcement.

Table 2. Examples of Questions from Previous Research to Measure Police Supervisor Attitudes Toward Traffic Safety Enforcement

Questions	Source
Supervisor Attitudes Toward Traffic Enforcement	
I believe that traffic enforcement is rewarded in my department.	Johnson 2011, p. 299
I believe that traffic enforcement is a priority.	

2.1.3.2 Organizational Logistics

It has been suggested that "police culture is substantially organizational" (Cordner 2017, p. 22). Organizational logistics studied in the literature include: officer workload, procedural issues, work rules, and the informal working environment including the social norms of the group.

In a statewide assessment of law enforcement agencies to better understand involvement in high visibility enforcement patrols, agency priorities, and issues regarding traffic enforcement, Dahl and Thompson (2017, pp. 1-48) found a variety of factors influencing the level of participation in proactive traffic enforcement. Some of those organizational factors identified included inadequate staffing, low prioritization of traffic enforcement, and a high volume of calls of service resulting in minimal time spent on proactive traffic enforcement (Dahl and Thompson 2017, pp. 1-48). Johnson and Billings (2010, pp. 305-323) found that trooper workload was a significant predictor of trooper proactivity regarding vehicle stops per trooper. Districts with higher numbers of incidents per trooper had significantly fewer vehicle stops per trooper, but the reverse was true when looking at criminal arrests and citizen services per trooper (Johnson and Billings 2010, pp. 305-323). Similarly, Phillips and Sobol (2012, p. 559) suggested "workload dimensions may shape police decision making in traffic stop incidents." Another study revealed the only variable that had a statistically significant effect on the decision to engage in traffic-related activities was the total amount of uncommitted time available to beat officers (Smith et al. 2005; p. 337). Another study found that discretionary time had the largest effect on the number of traffic stops that were made (Worden 1989, p. 691). In contrast, Johnson (2011, p. 300) found that "whether or not the officer perceived enough time or equipment to conduct traffic enforcement was insignificant" in predicting officer citation rates.

The organizational procedures created to guide officer actions may also have an influence on traffic safety enforcement behavior. A study about enforcement of driving while impaired in Canada revealed that while many officers wanted to enforce DWI laws, procedural and legal barriers often reduced enforcement actions (Jonah et al. 1999, pp. 421-443). Research in New Zealand also found that procedural and legal barriers resulted in reduced enforcement actions (Hurst 1980, pp. 259-266). This research indicated that law enforcement's perceived beliefs and attitudes about enforcement directly affected their likelihood to engage in these actions.

In addition to organizational logistics and procedural issues playing a role in influencing traffic safety enforcement behaviors, the informal working environment and social norms of the group have also been studied by researchers (Schafer and Mastrofski 2005, pp. 225-238; Worden 1989, pp. 667-711; Johnson 2011, pp. 293-306). Studying organizational work rules can provide insight into the informal working environment as work rules can be both formal and informal. Klinger (1997, pp. 284-285) suggested that the varied work of police officers makes it impossible for police administration to devise rules for every situation; many of the working rules provided to officers are "broad guidelines about how to handle situations." Klinger (1997, pp. 277-306) also suggested that the informal rules of the organization influence officers' decisions and actions. Police officers socially construct their working norms (i.e. what is expected of officers, how they should conduct themselves in a given situation) and these norms are often sustained by the group (Klinger 1997, p. 286).

Schafer and Mastrofski (2005, pp. 225-238) found that social norms influence the decisions made during traffic enforcement encounters. For example, an officer's perception of the community's expectations about enforcement influenced their decisions (Schafer and Mastrofski 2005, p. 235). Worden (1989, pp. 670-671) suggested that the link between officers' attitudes and behaviors can be made stronger when "situational pressures such as social norms, the norms of reference groups, and the behavior of others" are present.

2.1.4 Community Level Factors

Community level factors influencing police behavior include variables such as the political environment, the community influence, and the social conditions of the community.

2.1.4.1 Political and Community Influences

The work of police is not done in isolation but is done in the public eye, garnering scrutiny and influence from a number of different sources including political and social factors. Mastrofski, Ritti, and Hoffmaster (1987, pp. 387-402) suggested that when studying DUI discretion among officers, the political environment is relevant. The political milieu according to Mastrofski, Ritti, and Hoffmaster "elected officials, interest groups, business, bureaucrats, and the news media, and these entities send messages about what issues deserve attention and what administrative responses are likely to satisfy local demands for accountability" (1987, p. 391). In their study, it was found that officers in larger police organizations used more discretion and were less likely to make DUI arrests than smaller agencies (Mastrofski, Ritti, and Hoffmaster 1987, pp. 387-402). Larger agencies were "preoccupied with other issues and did not find a high DUI arrest rate particularly useful for sustaining community support" (Mastrofski, Ritti, and Hoffmaster 1987, p. 387). Further, it was found that officer discretion in smaller agencies was more closely aligned with administration priorities (Mastrofski, Ritti, and Hoffmaster 1987, pp. 387-402). Other studies about enforcing underage drinking laws found that political factors can influence enforcement – especially among sheriff's departments (Wolfson, Wagenaar, and Hornseth 1995).

Officers in some communities may experience pressure to engage in traffic safety enforcement; whereas officers in other communities may not have similar traffic enforcement expectations (Schafer and Mastrofski 2005, pp. 225-238). The expectations of the community to address traffic safety plays an important role in guiding the actions of police (Schafer and Mastrofski 2005, pp. 225-238). It was found in one traffic enforcement study that officers believed that "although citizens wanted traffic enforcement, they perhaps didn't want full enforcement," which required officers to attempt to find a balanced approach to traffic enforcement action (Schafer and Mastrofski 2005, p. 235). Using citizen complaints to prioritize traffic safety enforcement efforts is another example of the community's influence on police behavior (Haleem et al. 2014, pp. 83-99).

Taking a slightly different approach to understanding how the community impacts proactive police behavior, Jackson and Wade (2005, pp. 49-68) studied the influence of social capital. Social capital in this study was measured with a three-item social capital scale that "focused on the community's ability to solve problems, plan for the future, and economic prospects in the future" (Jackson and Wade 2005, p. 58). Findings from this research suggested that officers' perceptions of social capital within a community influence proactive policing and officers' sense of police responsibility (Jackson and Wade 2005, pp. 49-68). Officers with a more "negative perception of community social capital are more likely to indicate a higher sense of responsibility towards the community" and are "more likely to indicate higher levels of proactive behavior" (Jackson and Wade 2005, pp. 62-63). Further, the authors pointed out that while social capital and police sense of responsibility may be important factors in explaining proactive police behavior, the amount of crime in a community was the most important variable for explaining proactive behavior. A study by the Center for Health and Safety Culture (2016) found that perceived support from the community is associated with engagement in enforcement activities.

2.1.4.2   Social Conditions of the Community

An area of scientific investigation has been to understand how the social conditions of the community itself influence police behavior (Ingram 2007; Klinger 1997; Hassell 2007; Johnson 2011; Johnson and Billings 2010), and findings have varied. Klinger (1997, pp. 277-306) suggested that police officers demonstrate more leniency in communities that have higher levels of social deviance and disorganization than officers patrolling communities with lower crime and deviance. It has been suggested that officers in higher-crime communities respond with less "vigor" (less formal authority) to minor violations (Klinger 1997, p. 279).

Another study examined the impact of place on enforcement behaviors. Traffic citations were more likely issued in neighborhoods with increased violent crime, more social disorganization, and in increased disadvantaged areas, as well as areas with higher concentrations of Hispanic and Black populations (Ingram 2007, pp. 371-393). Hassell (2007, pp. 257-276) suggested that immigration patterns and racial and ethnic segregation in communities have influenced police patrol work. Language barriers and perceptions of racial inequity are two such challenges noted in the literature (Hassell 2007, pp. 257-276). Johnson (2011, p. 302) found that population size was positively correlated with citation rates, and "the higher levels of concentrated disadvantage in the community, the lower the patrol officers' citation rates."

Other studies have found social disorganization to be of less importance. Johnson and Billings (2010, p. 302) found that crime rates had no effect on the rates of vehicle stops suggesting that "social disorganization had no significant influence on explaining proactive trooper activity." Similarly, Johnson (2011, p. 302) found that crime rate was not a statistically significant predictor of patrol officer citation rates.

2.2   Prioritization

With the many competing priorities that police officers and administrators face, how law enforcement agencies prioritize activities (such as traffic enforcement) has gained the attention of researchers. One method of prioritization that has gained momentum is called evidence-based policing. Evidence-based policing is described as "a method of making decisions about 'what works' in policing" (Sherman 2013, p. 377). Evidence-based policing embraces the use of research evidence to guide decision making. Using a strategy termed "triple-T" - targeting, testing, and tracking - police leaders and officers proactively manage police resources based on evidence (Sherman 2013, p. 379). This relatively new method of decision making is quite different from the previous way of doing business where there "was almost no targeting of patterns or predictions of crime or disorder, no testing of what worked best to prevent or solve crimes and problems, or much tracking and managing of what police were doing, where, when, and how, in relation to any specific objectives" (Sherman 2013, p. 378). Three strategic principles are at the foundation of evidence-based policing:

> 1. Police should conduct and apply good research to target scarce resources on predictable concentrations of harm from crime and disorder.

> 2. Once police choose their high-priority targets, they should review or conduct tests of police methods to help choose what works best to reduce harm.

3. Once police agencies use research to target their tested practices, they should generate and use internal evidence to track the daily delivery and effects of those practices, including public perceptions of police legitimacy.

<div align="right">Sherman 2013, pp. 382-383</div>

More information on evidence-based policing as a way of prioritizing police work can be found in Sherman's (2013, pp. 377-451) paper entitled: *Rise of Evidence-Based Policing*. In this paper, a detailed account of how evidence-based policing emerged and the challenges stifling the practice of the triple-T strategy are discussed (Sherman 2013, pp. 377-451).

2.3 Strategies and Interventions to Increase Traffic Safety Enforcement

Researchers have suggested some strategies and interventions to increase traffic safety enforcement. Based on an assessment of traffic law enforcement trends in eleven jurisdictions throughout the United States, Wiliszowski et al. (2001) provided recommendations for increasing traffic enforcement. Those recommendations included:

Garner Command Emphasis. Traffic safety experts and official agencies must stress the importance of traffic law enforcement to those in command of law enforcement agencies who direct the use of available resources and decide on how to fund efforts, perhaps by pointing out other enforcement benefits emanating from traffic stops (e.g., felony arrests, reduced burglaries, etc.). Another argument for increased emphasis on traffic enforcement, particularly with elected law enforcement commanders, is that the voting public considers this a primary concern.

Combat Personnel Shortages by Hiring Non-Sworn Staff Members. As stated above, in most of the jurisdictions studied, enforcement resources have remained stagnant in the face of an increasing population and number of licensed drivers. Generally, with more licensed drivers on roadways driving more miles, there are greater numbers of crashes and the ensuing investigations. These can impact the resources available for other aspects of traffic enforcement. Where feasible, jurisdictions should consider the use of less expensive non-sworn personnel for the investigation of non-injury producing crashes. This could free precious enforcement resources for the direct enforcement of traffic laws.

Value and Promote Officers Working in Traffic Law Enforcement. While many police officers do not consider it to be the most exciting or fulfilling work in their field, traffic law enforcement is essential, and one way in which officers are certain to make a positive impact on public safety. Some agencies which have endorsed the importance of officers handling traffic duties have accomplished this morale boost by: establishing special uniforms or patches designating traffic officers, mandating that all officers and supervisors within an agency perform traffic work from time to time, providing new special enforcement vehicles (unmarked vehicles) and/or equipment (e.g., video cameras) to traffic divisions first, and offering extra time-off for those individuals issuing the most citations.

Garner Public Support. In many areas, public support for traffic law enforcement is there and can be tapped to garner public funds and demand increased enforcement efforts.

Encourage Routine Data Collection Efforts and Use of Those Data. Virtually all law enforcement agencies encountered during this and many other projects are routinely collecting data. However, many are not summarizing and using this data to its fullest potential to identify areas which could be improved and identifying successes. When examining citation rates as a measure of traffic law enforcement effort, considerations should be made as to the categories of citations issued.

Promote grant funding for traffic-related labor, programs and equipment. Grants are an important source of funding for most law enforcement organizations. While some argue about the complexities surrounding the awarding of grant monies, no one disputes the value of the grants. Some also argue for greater flexibility in the use of the funds, claiming that "middle agencies" become involved in dictating how the monies must be spent. Separate from these issues, the authors would mention that data collection of labor hours expended and numbers of citations issued during funded programs, or after purchasing grant-funded equipment, should be compared to the same data collected prior to the granting of the funds to insure obligations have been met. However, overall, consideration should be given to streamlining grant processes wherever practical and directing as many of the resources into enforcement though mechanisms such as overtime, targeted training, or traffic enforcement-related equipment.

Promote accountability. To some extent, law enforcement agencies should be held accountable for public safety on roadways passing through their jurisdictions. While assistance and support from civic, professional and governmental agencies are imperative, law enforcement agencies are the only means of enforcing traffic laws.

<div align="right">Wiliszowski et al. 2001, Section 14</div>

Many of the strategies identified by Wiliszowski and colleagues were also identified in a recent assessment of proactive traffic enforcement in Washington. Dahl and Thompson (2017, pp. 1-48) gathered survey responses about what law enforcement agencies believed worked well and did not work well to support their traffic enforcement efforts. Some of those strategies identified as working well included: overtime for high visibility enforcement (HVE) patrols, current funding level provided for HVE, and performance requirements built into the HVE program (Dahl and Thompson 2017, p. 29). Some of the strategies identified as needing to be changed in the current structure and suggestions to support agencies' traffic enforcement efforts included: adjustments in their current performance measures for traffic stops, adjusting the process for scheduling flex patrols, adjusting schedules and using overtime for backfill for officers interested in HVE, helping agency leaders to be better equipped to train new officers in traffic enforcement, and finding ways to help agencies "adjust their priorities to include more proactive traffic enforcement" (Dahl and Thompson 2017, p. 31).

3   RESEARCH OBJECTIVES

The project used a comparative case study design to better understand law enforcement's attitudes and beliefs about traffic safety. This case study examined the differences between two rural (Idaho and Montana) and two urban (Connecticut and Illinois) states as well as between different kinds of law enforcement agencies (county sheriff's offices, municipal police departments, and statewide agencies like highway patrol).

The objectives of this project are to understand:

1. How law enforcement leaders and officers prioritize traffic safety relative to other public safety issues
2. Self-reported attitudes, beliefs, and behaviors about traffic safety enforcement activities
3. Law enforcement's perceptions of how traffic safety enforcement behaviors have changed in recent years
4. How prioritization of traffic safety attitudes, beliefs, enforcement behaviors, and perceptions of change vary between leaders and officers, agency types, and urban and rural settings

Furthermore, methods of increasing engagement in traffic safety efforts based on the beliefs identified in this study are proposed.

4 SURVEY AND INTERVIEW DESIGN

4.1 Introduction

The project's findings are based on the analyses of self-reported responses to a survey of officers and augmented by interviews of law enforcement leaders. The questions on the survey measured the key constructs represented by a behavioral model based on the theory of reasoned action (Fishbein and Ajzen 2010), the prototype willingness model (Gerrard et al. 2008, pp. 29-61), and the role of values (Spates 1983, pp. 27–49; Oreg and Katz-Gerro 2006, pp. 462–483). The model seeks to predict engagement in traffic safety enforcement behaviors (Figure 2).

This section summarizes the questions used on the survey as well as the results of a pilot test.

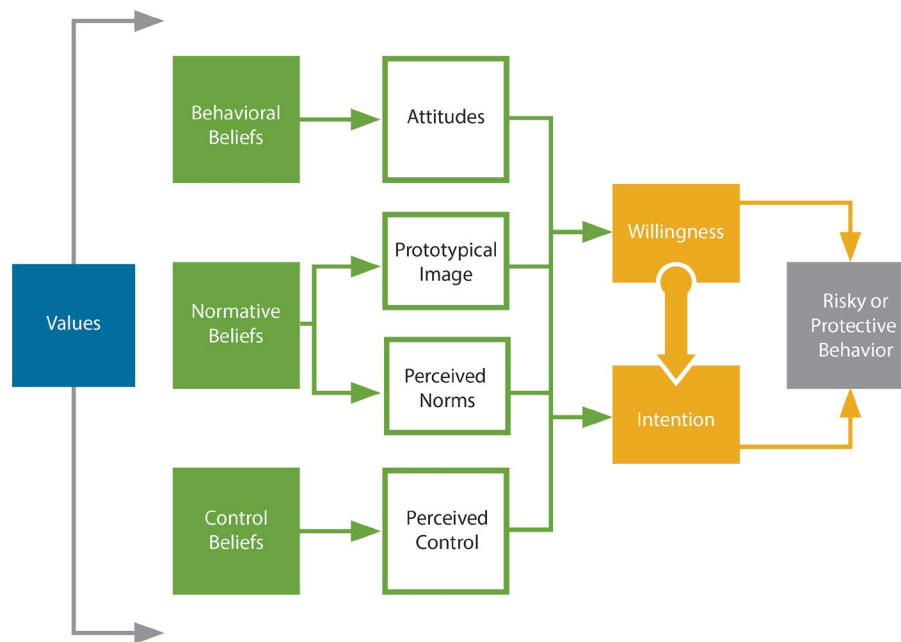
Figure 2. Behavioral Model

4.2 Survey Components

Table 3 summarizes the definitions of the components in the behavioral model. When possible, multiple questions were used to assess each component. A literature review guided the development of these questions. The subsequent sections describe the questions used for each component of the survey (see Appendix A for the complete survey).

Table 3. Definitions of Components Used in Behavioral Model

Values	Ideals to which we aspire that define the goals for our behavioral choices and direct the formation of our belief systems (e.g., "I must protect my family," "I desire a life without stress").
Behavioral Beliefs	Expectations about the physical and social consequences of a behavior (e.g., "If I speed, I will likely get an expensive fine," "If I drink and drive, my friends will exclude me").
Attitudes	Subjective evaluation of an object or behavior in terms of emotional reaction (e.g., "Speeding is exciting") and perceived utility (e.g., "Seat belts are useless").
Normative Beliefs	Beliefs about what behaviors are most common in a group (e.g., "All my friends speed") and what important people in that group expect (e.g., "My parents expect me to wear a seat belt").
Perceived Norms	The behavior believed to be common and expected in a given context (e.g., wearing a seat belt when driving with parents).
Prototypical Image	The stereotype of people perceived to typically engage (or not engage) in the behavior (e.g., "People who speed are cool").
Control Beliefs	Beliefs about an individual's ability to engage or not engage in the behavior based on factors that are either internal or external to oneself (e.g., "Crashes are determined by fate," "I am comfortable not speeding even if everyone around me is").
Perceived Control	Perception of our ability to determine our own behaviors (e.g., "I can choose my own speed in traffic").
Intention	The deliberate decision to commit a behavior in an anticipated situation (e.g., "I intend to wear my seat belt every time I am in a vehicle").
Willingness	The predisposition to commit a behavior if an unexpected situation arises (e.g., "I am more willing to speed if everyone else around me is speeding").

4.2.1 Traffic Safety Enforcement Behaviors

Engagement in traffic safety enforcement behaviors was measured using five questions: one asked about general traffic safety enforcement, and four asked about specific enforcement related to four safety areas (seat belt use, speeding / aggressive driving, impaired driving, and distracted driving). The specific question asked: "Thinking back over the past 12 months, how often have you engaged in the following traffic safety enforcement activities?" with the following choices: never, once or twice, 3 to 6 times, 7 to 11 times, monthly, weekly, and daily.

To assess changes in enforcement behaviors, the survey asked: "Has your current engagement in each of the following traffic safety enforcement activities decreased, stayed the same, or increased relative to 5 years ago?" with the following choices: significantly decreased, moderately decreased, somewhat decreased, stayed the same, somewhat increased, moderately increased, significantly increased, and I was not an officer 5 years ago. This question asked about general traffic safety enforcement as well as the four specific areas.

In addition, based on research indicating that officers' engagement in traffic safety enforcement can be associated with their perceptions of driver behaviors (Haleem et al. 2014, pp. 83-99), we asked: "In your opinion, how have the following behaviors among drivers in your state changed in the past 5 years?" with the following choices: significantly decreased, moderately decreased,

somewhat decreased, stayed the same, somewhat increased, moderately increased, significantly increased, and I don't know. The driver behaviors were: seat belt use, speeding/aggressive driving, impaired driving, and distracted driving.

4.2.2 Willingness and Intention

Willingness was measured using four questions that examine different hypothetical situations that may increase the willingness of an officer to engage in enforcement activities: "How willing would you be to engage in traffic safety enforcement activities in the following situations?" with the following choices: not at all willing (1), (2), (3), moderately willing (4), (5), (6), and extremely willing (7). The four situations were: (1) under current conditions at your office or agency; (2) if overtime pay was available; (3) if our agency got more equipment as a result of engaging in more traffic safety enforcement activities; and (4) if traffic safety enforcement activities were a more significant component of individual performance evaluations.

Intention was measured using five questions following similar language as was used in asking about behaviors: "How often do you intend to engage in the following traffic safety enforcement activities over the next 12 months?" with the following choices: never, once or twice, 3 to 6 times, 7 to 11 times, monthly, weekly, and daily. The question asked about the same five enforcement behaviors: general traffic safety enforcement, seat belt enforcement, speeding / aggressive driving enforcement, impaired driving enforcement, and distracted driving enforcement.

4.2.3 Attitudes

Attitudes were measured with semantic differentials using 10 pairs of words. The respondent was asked to indicate how they feel about engaging in traffic safety enforcement activities using these 10 pairs of words. The word pairs addressed both affective and instrumental feelings (Fishbein and Ajzen 2010, pp. 82-85): useful vs. useless; dangerous vs. safe; foolish vs. quick thinking / smart; pleasant vs. unpleasant; efficient vs. wasteful; exciting vs. boring; harmful vs. beneficial; stressful vs. calming; important vs. not important; and effective vs. ineffective.

4.2.4 Behavioral Beliefs

Potential behavioral beliefs relevant to traffic safety enforcement behaviors were based on a review of literature (Johnson 2011, p. 300; Paoline and Terrill 2005, pp. 455-472; Worden 1989, p. 691; Engel and Worden 2003, p. 154; Griffiths nd, pp. 1-10).

Behavioral beliefs about traffic enforcement were measured by assessing the level of agreement or disagreement with 16 statements using the following question: "How much do you agree or disagree with the following statements?" with the following choices: strongly disagree, moderately disagree, somewhat disagree, neither agree nor disagree, somewhat agree, moderately agree, and strongly agree.

Eight statements explored beliefs about general traffic safety enforcement:

1. Traffic warnings and citations are an effective way to change driver behaviors.
2. When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws.
3. Traffic safety enforcement efforts are a waste of time because prosecutors and judges will not follow through.

4. Writing tickets is an important source of revenue.
5. Enforcing traffic safety laws is not real police work.
6. Traffic safety enforcement efforts should occur <u>only</u> during special enforcement campaigns when overtime pay is available.
7. Traffic crashes are a leading cause of death and injury in our jurisdiction.
8. Our agency is responsible for the traffic safety of the public in our jurisdiction.

Five statements explored positive expectancies that an officer may believe as a consequence of engaging in traffic safety enforcement:
1. I will be positively recognized by my agency for regularly engaging in traffic safety enforcement activities.
2. Regularly engaging in traffic safety enforcement efforts will improve the safety of the community(ies) I serve.
3. Engaging in traffic safety enforcement efforts identifies criminals.
4. I know my supervisor will think positively of me if I regularly engage in traffic safety enforcement activities.
5. Officers who regularly engage in traffic safety enforcement activities receive special recognition in our office or agency.

Four statements explored negative expectancies that an officer may believe as a consequence of engaging in traffic safety enforcement:
1. There is too much paperwork involved to make traffic safety enforcement activities a good use of my time.
2. Local prosecutors and judges do not seem to support our traffic safety enforcement efforts.
3. This community gets upset with our agency if we engage in traffic safety enforcement activities.
4. Community leaders get upset with our agency if we engage in traffic safety enforcement activities.

4.2.5 Prototypical Image

Prototypical image was measured by asking the respondent to rate how well each word described the typical officer who regularly (i.e., weekly) engages in traffic safety enforcement. Sixteen words (or short phrases) were used: good, bad, strong, weak, dishonest, honest, responsible, irresponsible, ambitious, not ambitious, hardworking, lazy, foolish, quick-thinking / smart, successful, and unsuccessful. The words were listed in a random order. The words were selected based on the review of literature.

4.2.6 Perceived Norms

Officers' behaviors are influenced by the organizational context in which they operate (Lundman 1979, pp. 159-171; Schafer and Mastrofski 2005, pp. 225-238; Cordner 2017, 11-25; Johnson 2011, pp. 293-306; Mastrofski, Ritti, and Hoffmaster 1987, pp. 387-402). Their context includes expectations of engaging in traffic safety enforcement behaviors as established by others (i.e., perceived injunctive norms) as well as what officers believe is common or typical behavior (i.e., perceived descriptive norms).

Both perceived injunctive norms and perceived descriptive norms were assessed. Perceived injunctive norms were measured using three questions: (1) How much do you agree or disagree

with the following statement: "Most people who are important to me think I should regularly (i.e., weekly) engage in traffic safety enforcement activities." (2) Do most people who are important to you oppose or support you regularly (i.e., weekly) engaging in traffic safety enforcement activities? (3) Do most people who are important to you believe it is appropriate or inappropriate for you to regularly (i.e., weekly) engage in traffic safety enforcement activities? Seven choices were provided for each question.

Perceived descriptive norms were assessed using five questions which mirrored the questions used to assess behaviors: "In your opinion, how often did MOST OFFICERS in your office engage in the following enforcement activities during the past 12 months?" with the following choices: never, once or twice, 3 to 6 times, 7 to 11 times, monthly, weekly, and daily. The same five activities were used: general traffic enforcement; seat belt enforcement, speeding / aggressive driving enforcement; impaired driving enforcement; and distracted driving enforcement.

4.2.7 Normative Beliefs

Only injunctive normative beliefs were assessed (due to space limitations, other descriptive normative beliefs were excluded). Injunctive normative beliefs were measured using two questions. The first question asked for the respondent's level of agreement or disagreement with the statement: "Law enforcement officers in this agency should regularly (i.e., weekly) engage in traffic safety enforcement activities" with the following choices: strongly disagree, moderately disagree, somewhat disagree, neither agree nor disagree, somewhat agree, moderately agree, and strongly agree. The question asked about eight referent groups: you; most officers in your office; your immediate supervisor; the highest commanding officer in your office; most elected officials in your community; most prosecutors in your jurisdiction; most judges in your jurisdiction; and most adults in your community.

The second question asked specifically about expectations established by the officer's immediate supervisor: "How clearly has your immediate supervisor established expectations regarding your traffic safety enforcement activities?" with the following choices: not at all clearly (1), (2), (3), moderately clearly (4), (5), (6), and extremely clearly (7).

4.2.8 Perceived Control

Perceived control was measured using three questions. The first question measured the respondent's perceived control specifically about engaging in the five traffic safety behaviors assessed above by asking: "How much control do you have about whether you engage or not in the following traffic safety enforcement activities?" with the following choices: no control at all (1), (2), (3), moderate control (4), (5), (6), and total control (7).

The second question asked generally about traffic safety enforcement activities: "Regularly engaging in traffic safety enforcement activities is…" with the following choices: not at all up to me (1), (2), (3), moderately up to me (4), (5), (6), and completely up to me (7).

The third question asked for the respondent's level of agreement or disagreement with the statement: "If I really wanted to, I could regularly engage in traffic safety enforcement activities" with the following choices: strongly disagree, moderately disagree, somewhat disagree, neither agree nor disagree, somewhat agree, moderately agree, and strongly agree.

4.2.9 Control Beliefs

Control beliefs included potential barriers to regularly engaging in traffic safety enforcement activities as well as knowledge about traffic safety. Potential barriers were identified from the literature (Johnson 2011, pp. 293-306; Engel and Worden 2003, pp.131-166; Jonah et al. 1999, pp. 421-443).

Control beliefs asked about specific barriers to regularly engaging in traffic safety enforcement activities. The question asked: "To what degree is each of the following a barrier for you to regularly (i.e., weekly) engage in traffic safety enforcement activities?" with the following choices: not at all a barrier (1), (2), (3), moderate barrier (4), (5), (6), and extreme barrier (7). Six barriers were explored: lack of time during my shift to engage in traffic safety enforcement; lack of equipment needed for traffic safety enforcement; lack of support for traffic safety enforcement from my immediate supervisor; lack of support for traffic safety enforcement from the highest commanding officer in your office; lack of follow through by prosecutors and judges on traffic violations; and lack of training for officers.

Research has explored a relationship between how officers understand what works in policing and their engagement in enforcement activities (Sherman 2013, pp. 377-451). Four questions were used to explore knowledge about traffic safety. The first explored the respondent's self-reported knowledge of locations of traffic safety concerns by asking: "How well do you know the locations with traffic safety concerns in your jurisdiction?" with the following choices: not well at all (1), (2), (3), moderately well (4), (5), (6), and extremely well (7). The next two questions asked about access to briefings about traffic safety: "How well are you briefed about crash data for your jurisdiction? This may include reviewing crash maps showing where crashes have occurred historically and causes for crashes or other similar information." And: "How well are you briefed about traffic safety enforcement activities for your jurisdiction? This may include summaries of citations, reviews of special enforcement efforts, or other information." Both used the same response choices as the first question.

The fourth question asked about participation in specific enforcement-related training: "Have you completed the following training in the past three years?" with the following choices: yes, no, and I don't know. The eight trainings asked about were: Standard Field Sobriety Test Training, Traffic Safety Resource Prosecutor (TSRP) Impaired Driving Training, Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE) training, distracted driving, speed management (radar, laser, etc.), seat belt and child occupancy protection use and laws training, and "Below 100" (a national effort to reduce the number of on-the-job officer fatalities to below 100 per year by promoting five tenets including always wearing a seat belt and avoiding excessive speed).

4.2.10 Values

Values included concern for traffic safety and relative prioritization of traffic safety among other issues and activities.

Concern regarding traffic safety was measured using three questions. The first asked: "How concerned are you about safety on roads and highways?" with the following choices: not at all concerned (1), (2), (3), moderately concerned (4), (5), (6), and extremely concerned (7). The next two questions asked about the respondent's level of agreement or disagreement with two

statements: "I believe the only acceptable number of deaths and serious injuries on our roadways should be zero" and "I believe the only acceptable number of deaths and serious injuries among my family and friends on our roadways should be zero." The level of agreement was assessed using the following choices: strongly disagree, moderately disagree, somewhat disagree, neither agree nor disagree, somewhat agree, moderately agree, and strongly agree.

Separate questions were used to assess prioritization of traffic safety (as an issue) and traffic safety enforcement as a duty. Additionally, questions explored how the respondent prioritized each as well as their perception of how others prioritize each.

The prioritization of traffic safety as an issue was assessed using the question: "Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety?" with the following choices: lowest priority (1), (2), (3), in the middle (4), (5), (6), and highest priority (7). It asked the respondent to indicate how eight different groups prioritized traffic safety: you; most officers in your office; your immediate supervisor; the highest commanding officer in your office; most elected officials in your community; most prosecutors in your jurisdiction; most judges in your jurisdiction; and most adults in your community.

The prioritization of traffic safety enforcement as a duty was assessed using the question: "Relative to all your duties, how would the following people prioritize traffic safety enforcement?" with the following choices: lowest priority (1), (2), (3), in the middle (4), (5), (6), and highest priority (7). It asked the respondent to indicate how eight different groups prioritized traffic safety: you; most officers in your office; your immediate supervisor; the highest commanding officer in your office; most elected officials in your community; most prosecutors in your jurisdiction; most judges in your jurisdiction; and most adults in your community.

4.2.11 Officer Characteristics

Several questions were used to understand who completed the survey including whether they supervised or managed other officers, their sex, age, years as a law enforcement officer, and years with the agency.

4.3 Results of Pilot Test

A law enforcement agency in one of the participating states was recruited to complete an initial draft of the survey. Eleven officers completed the survey (all were male; they varied in ages from 21 to 54; they had a wide range of experience; and four supervised or managed other officers). Montana State University's Institutional Review Board reviewed and approved the survey prior to the pilot test.

The time to complete the survey varied between 9 minutes and 49 minutes with an average of 22 minutes. If two completion times were removed (49 minutes and 47 minutes), the average time was reduced to 17 minutes.

Table 4 summarizes the internal reliability, the average, and standard deviation of the scales. Overall, the internal reliability was strong. Furthermore, there were no concerns regarding "floor" or "ceiling" effects (i.e., respondents did not all answer at one end of the response choices). Additional analyses showed statistically significant correlations between the various scales.

To reduce the length of the survey, the questions measuring the prototypical image for an officer who never engages in traffic safety enforcement activities were removed (the questions measuring the prototypical image of an officer who regularly engages in traffic safety enforcement activities were retained).

Table 4. Summary of Scales from Pilot Test (n=11)

Scale	Number of Items	Internal Reliability (Cronbach's alpha)	Mean[1]	Standard Deviation
Enforcement behavior	5	0.909	4.8	1.82
Change in enforcement behavior	5	0.988	5.2	1.80
Change in traffic safety behaviors	4	0.773	5.3	1.34
Willingness	4	0.854	5.3	1.59
Intention	5	0.922	5.3	1.75
Attitude	10	0.928	4.8	1.25
Prototypical image	8	0.955	5.8	1.07
Perceived injunctive norms	3	0.896	5.2	1.68
Perceived descriptive norms	5	0.905	5.3	1.42
Perceived control	3	0.653	5.2	1.60
Values - "you" - others about traffic safety - others about traffic safety enforcement	2 7 7	0.954 0.856 0.853	4.7 4.6 4.6	1.81 1.27 1.22
Concern for traffic safety	3	0.896	5.5	1.63

1. All scales range from 1 to 7.

4.4 Interview Design

The CHSC proposed to interview 16 law enforcement leaders (four from each state). The interviews were used to provide additional understanding of the core research questions. The interviews were designed to take place over the phone.

The following interview questions were developed based on the research questions:

- To get us started, in one or two sentences, how do you speak to stakeholders, including the general public, about traffic safety enforcement in your jurisdiction?

- How do you prioritize traffic safety in your jurisdiction relative to other public health issues?
  - Has your prioritization of traffic safety changed in the past five years? How? Why?

- How do you prioritize traffic safety enforcement in your jurisdiction relative to other law enforcement duties?
  - Has your prioritization of traffic safety enforcement changed in the past five years? How? Why?

- In your opinion thinking about your jurisdiction, does traffic safety enforcement improve traffic safety? Why or why not?

- To what degree do you feel supported in traffic safety enforcement by:
  - your officers?
  - elected officials in your community?
  - local community Legislative representative?
  - prosecutors and judges?
  - your state's department of transportation?
  - general members of the public?

- What tools or resource would be helpful to increase support for traffic safety enforcement activities?

- What information do you use to keep informed about crashes in your jurisdiction?
  - What information would help inform you and your officers about crashes?

5   SURVEY IMPLEMENTATION

5.1   Introduction

This section summarizes the survey methods including initial analyses to assess the quality of responses, summarizes the interview process, and provides results. First, general results are presented followed by more detailed results of each component of the behavioral model.

5.2   Survey Implementation

Leaders in each of the agencies were provided example emails they could use to recruit participation in the survey (see Appendix B). Each agency was provided a unique link to the online survey. CHSC staff provided regular updates as to how many surveys had been completed.

Table 5 summarizes the number of completed surveys by state and agency type. The time to complete the survey varied between 2 minutes and 168 hours with an average of 117 minutes (standard deviation of 648 minutes). If completion times over one hour were removed (64 respondents), the average time was reduced to 18 minutes (standard deviation of 10.5 minutes). Participants were mostly male (89%), varied in ages from 21 to 64, and had a wide range of experience (10% had three years or less of experience while 38% had 16 or more years of experience), 30% supervised or managed other officers.

Table 5. Summary of Number of Respondents

State	Number of Respondents (Number of Agencies)			
	Statewide	Sheriff's Office	Municipal Police Department	Total
Connecticut	7 (1)	0	71 (3)	78 (4)
Idaho	40 (1)	120 (4)	28 (4)	188 (9)
Illinois	64 (1)	20 (1)	29 (1)	113 (3)
Montana	169 (1)	7 (1)	13 (1)	189 (3)
Total	280 (4)	147 (6)	141 (9)	568 (19)

Table 6 summarizes the internal reliability, the average, and standard deviation of the scales. Overall, the internal reliability was strong. Most of the means were at least one standard deviation from the limit of the response choices thus reducing concerns about "ceiling" or "floor" effects from the response choices.

Table 6. Summary of Scales

Scale	Number of Items	Internal Reliability (Cronbach's alpha)	Number of Respondents	Mean[*]	Standard Deviation
Enforcement behavior	5	0.938	529	5.2	1.77
Change in enforcement behavior	5	0.975	526	4.6	1.93
Change in traffic safety behaviors	4	0.773	529	5.2	1.17
Willingness	4	0.799	502	5.5	1.26
Intention	5	0.951	500	5.6	1.62
Attitude	10	0.847	491	5.2	0.85
Prototypical image	16	0.916	468	5.8	0.80
Perceived injunctive norms	3	0.759	466	5.4	1.15
Perceived descriptive norms	5	0.947	528	5.8	1.36
Perceived control	3	0.824	459	5.7	1.29
Prioritization	2	0.861	565	5.7	1.17
Concern for traffic safety	3	0.674	563	6.0	1.21
Knowledge	3	0.772	459	4.5	1.45
Training	8	0.697	456	2.9	1.99

*All scales range from 1 to 7 except for Training which ranges from 0 to 8.

5.3 Interviews

The CHSC interviewed 10 law enforcement leaders (2 from Connecticut, 4 from Idaho, 2 from Illinois, and 2 from Montana). The interviews provided additional understanding of the core research questions. The interviews were conducted over the phone by two CHSC research staff (one led the interview; the other took notes). The notes were summarized and shared back to each individual interviewed for clarification or correction. Findings from the interviews are included along with the findings from the surveys in the subsequent sections. A summary of the interviews is included in Appendix C.

5.4 Results

This section presents the results of the analyses of the responses. In the first section, the general results are presented including the correlation coefficients between components of the behavioral model and the basic linear regression models. These general results help establish that the survey captured meaningful data by showing that statistically significant relationships exist between the various scales as predicted by the behavioral model.

Subsequent sections review the results for each component of the model and provide key observations based on the analyses. These observations form the basis of the recommendations presented in the last section.

5.4.1 General Results

Appendix D includes the relative frequencies of responses for all questions on the survey separated by agency type. Table 7 summarizes the Spearman correlation coefficients between all the scales

of the model. Many of the scales were statistically significantly correlated (p<0.01). These correlation coefficients reveal the relationships between the components of the model. The relative frequency responses and correlations between scales informed the observations shared below for each topic area on the survey.

Linear regression models were created to better understand the relationship between components of the model. As predicted by the behavioral model (see Figure 1), results of the linear regression indicated that intention alone predicted 76% of the variance of enforcement behaviors ($F_{(2,490)}$= 771.45, p<0.001, R^2= 0.76). Results of a model predicting intention indicated a collective significant effect between the perceived injunctive norm (standardized beta= 0.22, p<0.001), the perceived descriptive norm (standardized beta= 0.35, p<0.001), perceived control (standardized beta= 0.19, p<0.001), an individual's prioritization of traffic safety and enforcement (standardized beta= 0.16, p=0.002), training (standardized beta= 0.17, p<0.001), and intention ($F_{(9,378)}$= 26.870, p<0.001, R^2= 0.39). These analyses revealed that the beliefs measured on the survey were salient to self-reported enforcement behavior and consistent with the behavioral model proposed. Such a finding bolsters the validity of the results. Furthermore, the associations between beliefs and self-reported behaviors revealed by the analysis informed the more detailed discussion presented below.

Table 7. Spearman Correlation Coefficients between Core Components of the Model

Scales	E	W	I	A	PI	IN	DN	PC	P	C	K	T
Enforcement (E)	1.00	.37**	.87**	.11*	.15**	.32**	.47**	.17**	.43**	.16**	.31**	.37**
Willingness (W)		1.00	.39**	.35**	.27**	.36**	.14**	.18**	.39**	.26**	.29**	.21**
Intention (I)			1.00	.16**	.14**	.37**	.49**	.21**	.39**	.14**	.28**	.33**
Attitude (A)				1.00	.40**	.38**	.15**	.17**	.33**	.28**	.17**	0.09
Prototypical image (PI)					1.00	.36**	.23**	.20**	.21**	.17**	.17**	0.09
Perceived injunctive norms (IN)						1.00	.18**	.16**	.41**	.28**	.27**	.23**
Perceived descriptive norms (DN)							1.00	.09*	.35**	.16**	.27**	.19**
Perceived control (PC)								1.00	0.07	0.01	0.06	0.02
Prioritization (P)									1.00	.42**	.36**	.25**
Concern for traffic safety (C)										1.00	.22**	.09*
Knowledge (K)											1.00	.31**
Training (T)												1.00

*Correlation is significant at the 0.05 level (2-tailed). **Correlation is significant at the 0.01 level (2-tailed).

T-Tests of means were used to compare the scales for urban (Connecticut and Illinois) and rural (Idaho and Montana) states as well as between different types of agencies (i.e., statewide, sheriff's office, or municipal agency). There were very few statistically significant differences found between agencies of the same type in urban versus rural states. Thus, based on this sample, we did not find meaningful differences between traffic safety enforcement behaviors and related beliefs between urban and rural states.

However, there were statistically significant differences found between statewide agencies and sheriff's offices and municipal agencies. These differences make sense as often the primary role of statewide enforcement agencies is traffic safety and traffic safety enforcement while sheriff's offices and municipal agencies must address additional issues (i.e., serving warrants, managing the local jail, etc.). There were few statistically significant differences found between sheriff's offices and municipal agencies. Appendix E contains a summary of the comparisons of the means of the scales.

As statistically significant differences were not found between rural and urban states, the subsequent analyses do not focus on agencies in rural vs. urban states. Instead, the subsequent analyses do focus on the differences by agency type.

5.4.2 Enforcement Behaviors

Figure 3 shows the means of self-reported engagement in traffic safety enforcement activities in the past 12 months separated by agency type.
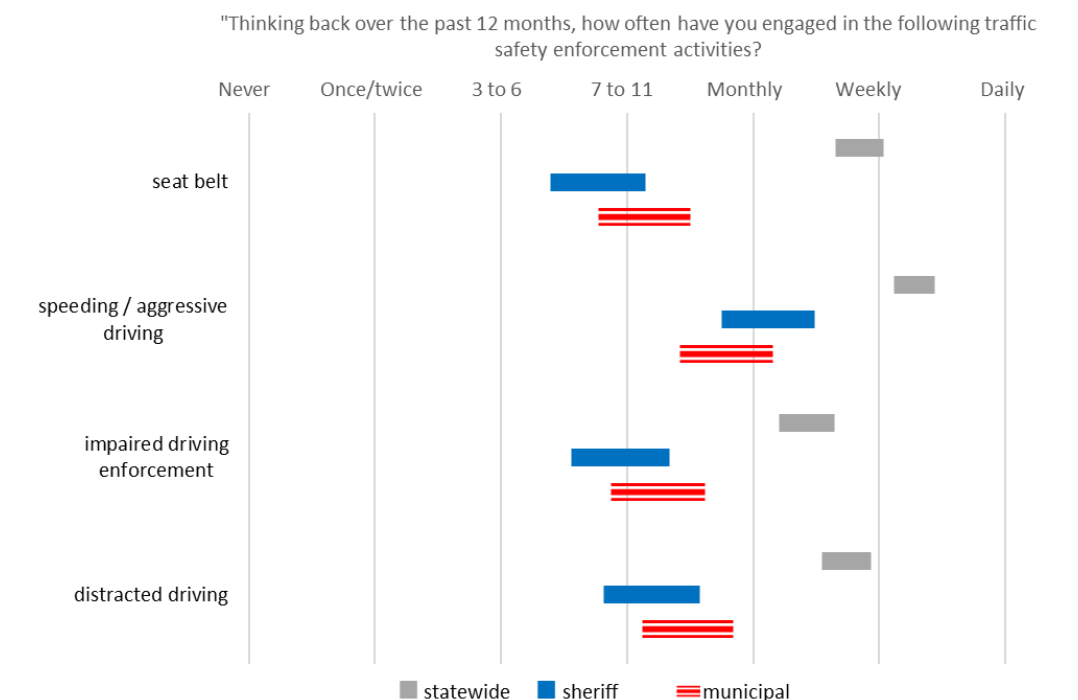
Figure 3. Means of Enforcement Behaviors

Observations include:

- Statewide law enforcement agencies engaged monthly or more often in enforcement activities addressing all four risky behaviors. County and municipal agencies engaged less frequently.
- Speeding/aggressive driving enforcement was more common than other enforcement activities.
- Additional analyses (i.e., T-tests of means) showed no statistically significant differences in enforcement activities between agencies of the same type in rural (Idaho and Montana) and urban (Connecticut and Illinois) states (see Appendix E).
- All the leaders of the statewide law enforcement agencies who were interviewed indicated the importance of traffic safety enforcement for their agency. It was the core mission of these agencies or patrol divisions. Local and municipal agencies leaders who were interviewed also recognized the importance of traffic safety enforcement and stated that engagement was driven more by citizen complaints or ability to fund a traffic safety officer than by agency mission.

5.4.3 Prioritization of Traffic Safety Enforcement

Two questions asked about self-reported prioritization of traffic safety and traffic safety enforcement:

1. Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety?
2. Relative to all your duties, how would the following people prioritize traffic safety enforcement?

Officers were asked how they would respond as well as their perceptions of how others would respond. Responses to these two questions were averaged for each referent group (e.g., "you" or "most officers in your office"). The means of the results are summarized in Figure 4.
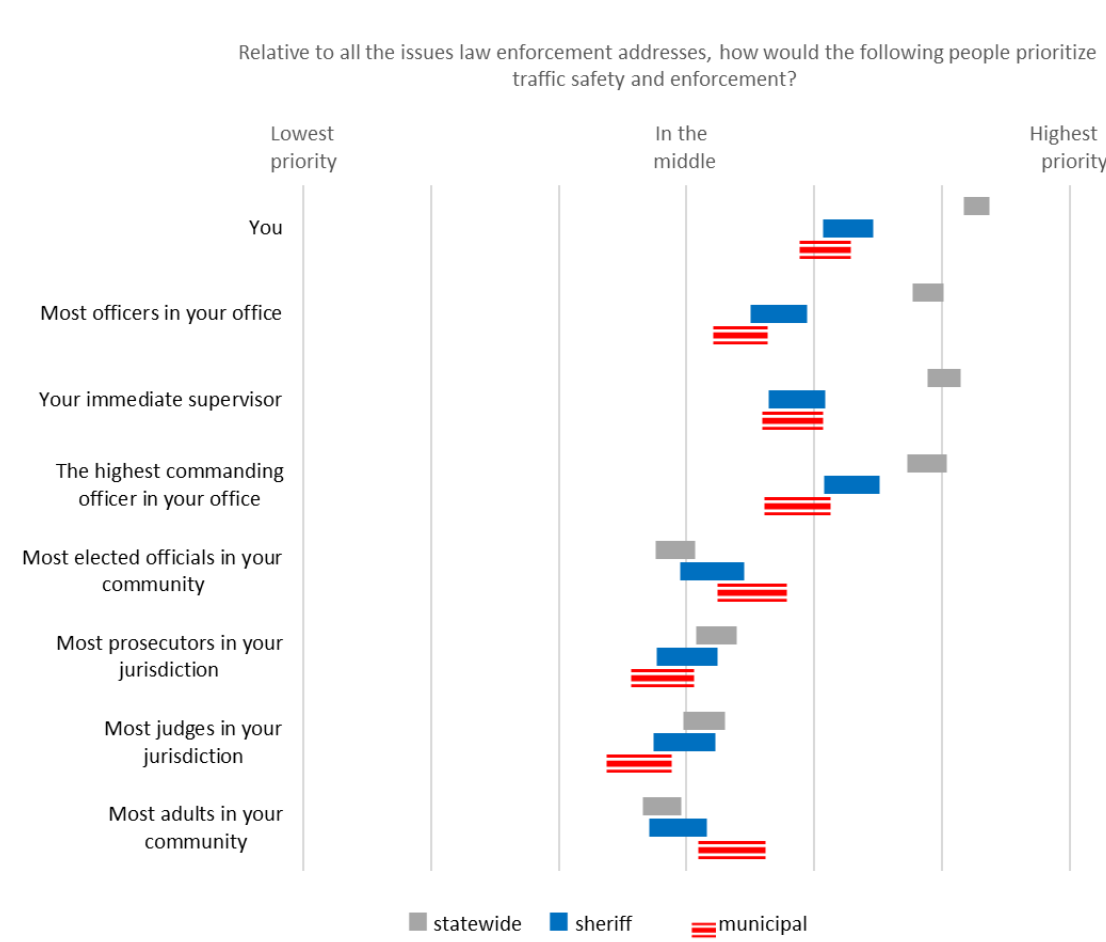
Figure 4. Means of Prioritization of Traffic Safety and Enforcement

Observations include:

- On average, officers rated traffic safety and enforcement above the middle (above a five out of seven).
- Officers who indicated a high prioritization (greater than six out of seven) were 3.5 times more likely to engage in frequent traffic safety enforcement compared to officers who indicated a lower prioritization (less than five out of seven).

- Officers in statewide agencies rated traffic safety and enforcement higher than officers in county or municipal agencies.
- An individual officer's prioritization was strongly correlated with their perception of how others prioritized traffic safety and enforcement – especially their perceptions of other officers in their agency and their immediate supervisor.
- Officers perceived that most other officers, their supervisor, and their highest commanding officer prioritized traffic safety and enforcement lower than they themselves do.
- Officers perceived those outside of their agency (most elected officials, most prosecutors and judges, and most adults in their community) prioritize traffic safety and enforcement about "in the middle."
- Additional analyses (i.e., T-tests of means) showed no statistically significant differences in prioritization between agencies of the same type in rural (Idaho and Montana) and urban (Connecticut and Illinois) states (see Appendix E).
- Statewide agency leaders who were interviewed placed traffic safety as a top priority for their agency or unit. The goal of these agencies was to keep highways and roadways safe at all times which starts with traffic safety enforcement.
- Most of the municipal and county agency leaders who were interviewed placed a high priority on traffic safety enforcement relative to other public health concerns; however, without adequate staffing, time, or resources, it was not the top priority. Other public health concerns like mental health, other law enforcement duties, and calls for services often were a higher priority.

5.4.4 Change in Enforcement Behaviors

One question asked about whether officers believed engagement in traffic safety enforcement activities had decreased, stayed the same, or increased in the past five years. Responses to these questions did not vary by agency type (thus, the results are aggregated together). Figure 5 summarizes the responses.

Has your current engagement in each of the following traffic safety enforcement activities decreased, stayed the same, or increased relative to 5 years ago?
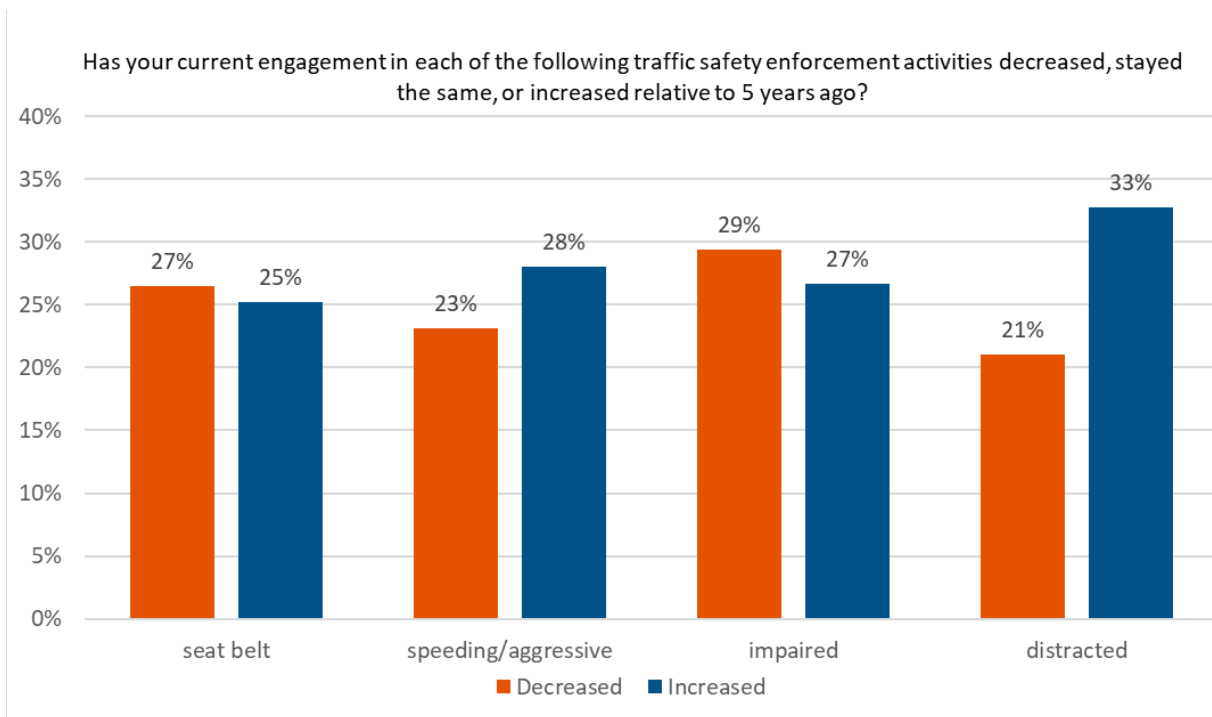
Figure 5. Relative Frequencies of Perceptions of Changes in Enforcement

Observations include:

- Seat belt enforcement and impaired driving enforcement were reported as decreasing more than speeding/aggressive driving enforcement and distracted driving enforcement.
- Distracted driving enforcement was reported as increasing the most.
- There were no statistically significant differences in perceptions of changes in enforcement by either agency type or rural (Idaho and Montana) vs. urban (Connecticut and Illinois) states.
- About one-quarter of officers (24%) reported decreases in three or more enforcement areas. A similar portion (28%) reported increases in three or more enforcement areas. These larger decreases or increases were not associated with either rural or urban states nor with agency type.
- Officers who reported decreases in three or more enforcement behaviors prioritized traffic safety and traffic safety enforcement lower, had lower positive attitudes about enforcement, had lower expectations about enforcement, and had less perceived control relative to officers who reported increases in three or more behaviors.
- Municipal and county leaders interviewed reported a range of responses about whether enforcement had stayed the same or decreased slightly. Decreases were attributed to changes in leadership. Although, there was one leader who stated it had increased because of changes in leadership. Two leaders mentioned that traffic safety education had increased in the last five years.
- All the statewide agency leaders who were interviewed said that enforcement has stayed the same. This is due to traffic safety being at the core of their agency or unit's mission.

5.4.5 Attitudes about Enforcement

Attitudes about engaging in traffic safety enforcement activities were measured using ten pairs of words. Each word pair represented a range of feelings like "useless" to "useful." Regression analyses revealed that four pairs of words represented over 90% of the variation in attitude. The mean responses for these four pairs of words are represented in Figure 6.
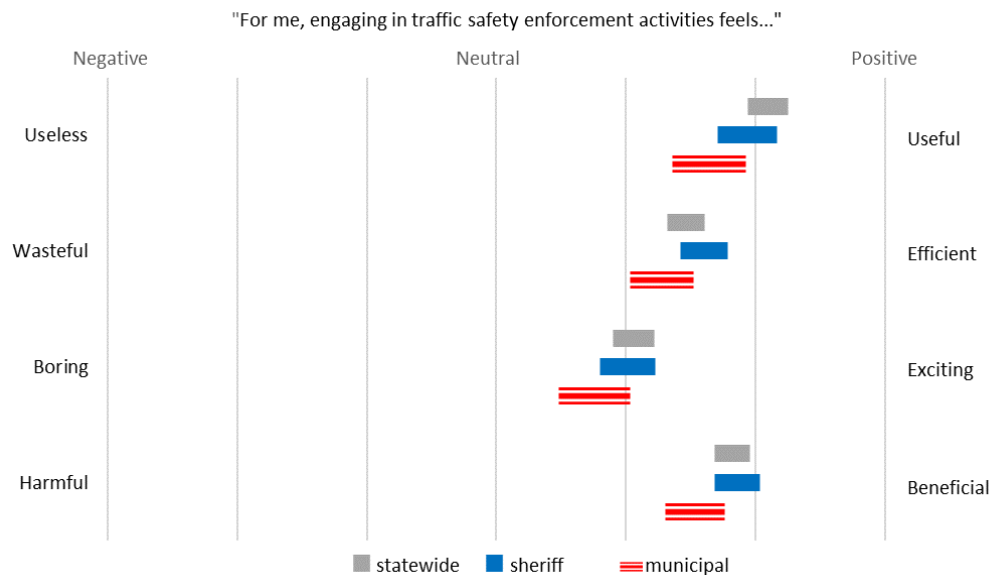
Figure 6. Means of Attitudes about Enforcement

Observations include:

- On average, officers had positive attitudes about traffic safety enforcement (i.e., the means are above the midline).
- Officers who indicated a positive attitude (greater than four out of seven) were 1.3 times more likely to engage in frequent traffic safety enforcement compared to officers who indicated a negative attitude (less than four out of seven).
- On average, officers felt traffic safety enforcement was useful and beneficial (although there is room to grow both).
- Officers in statewide agencies in rural (Idaho and Montana) states had more positive attitudes about enforcement relative to officers in statewide agencies in urban (Connecticut and Illinois) states (means of 5.3 vs. 4.8 out of 7, $p<0.001$). Otherwise, there were no statistically significant differences in attitudes.
- The leaders who were interviewed believed traffic safety enforcement was important, beneficial, and saves lives. However, some leaders within local agencies felt that the officers' attitudes towards traffic safety enforcement varied.

5.4.6 Beliefs about Traffic Safety Enforcement

Officers were asked about eight beliefs related to traffic safety and traffic safety enforcement (see Table 8). Responses did not vary significantly by agency type. All these beliefs except one

("writing citations is an important source of revenue") were significantly correlated with other beliefs and enforcement behaviors.

Table 8. Relative Levels of Agreement with Beliefs about Traffic Safety and Enforcement

Belief	Disagree	Neither agree nor disagree	Agree
Traffic warnings and citations are an effective way to change driver behaviors.	7%	5%	88%
When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws.	7%	6%	87%
Traffic safety enforcement efforts are a waste of time because prosecutors and judges will not follow through.	48%	17%	35%
Writing citations is an important source of revenue.*	55%	28%	17%
Enforcing traffic safety laws is not real police work.	89%	6%	5%
Traffic safety enforcement efforts should occur <u>only</u> during special enforcement campaigns when overtime pay is available.	87%	9%	3%
Traffic crashes are a leading cause of death and injury in our jurisdiction.	17%	19%	64%
Our agency is responsible for the traffic safety of the public in our jurisdiction.	4%	7%	89%

*Not meaningfully correlated with other beliefs or behaviors.

Observations include:

- About two-thirds agreed that traffic crashes were a significant public health concern.
- Most officers believed traffic safety enforcement aligned with the mission of their agency and with their role as an officer and that enforcement should not just occur during special enforcement campaigns.
- Most officers believed that their actions can reduce risky driving behaviors, although some agreed that their efforts were not effective if prosecutors and judges do not follow through.
- All the leaders who were interviewed believed that traffic safety enforcement improves traffic safety and saves lives. Many of them believed that when enforcement increases - whether it be through high visibility enforcement or dedicated traffic safety officers, there were decreases to violations; changes to driver behavior; and reductions in crashes, fatalities, and serious injuries. One of the leaders recognized that increased enforcement was not a permanent fix to improving traffic safety. however. There was more that needs to be done to change people's driving habits. Another leader believed that traffic safety was an opportunity to stop and educate the public rather than view it as a punishment.
- None of the leaders discussed citations as a form of revenue or believed that enforcing traffic safety was not real police work.
- All the leaders believed that traffic safety within their jurisdiction was their responsibility but the level of priority it takes varied.
- Some leaders who were interviewed shared a belief that prosecutors do not support traffic safety enforcement as much as they could. They believed that prosecutors were either overworked or moved traffic violations to the "bottom of the barrel." Some were hopeful

that this was beginning to change, and others thought this could affect officers' engagement.

Officers were also asked about their level of agreement with potential positive and negative outcomes associated with enforcement activities (see Table 9). All these beliefs were significantly correlated with other beliefs and enforcement behaviors.

Table 9. Relative Levels of Agreement with Potential Outcomes of Enforcement

Belief	Disagree	Neither agree nor disagree	Agree
I will be positively recognized by my agency for regularly engaging in traffic safety enforcement activities.	28%	22%	50%
Regularly engaging in traffic safety enforcement efforts will improve the safety of the communities I serve.	4%	7%	89%
Engaging in traffic safety enforcement efforts identifies criminals.	3%	8%	90%
I know my supervisor will think positively of me if I regularly engage in traffic safety enforcement activities.	11%	18%	71%
Officers who regularly engage in traffic safety enforcement activities receive special recognition in our office or agency.	35%	28%	37%
There is too much paperwork involved to make traffic safety enforcement activities a good use of my time.	58%	19%	22%
Local prosecutors and judges do not seem to support our traffic safety enforcement efforts.	34%	29%	37%
This community gets upset with our agency if we engage in traffic safety enforcement activities.	50%	26%	24%

Observations include:

- Most officers agreed that traffic safety enforcement improves community safety and helps identify criminals.
- Many officers did not think that they would be positively recognized by their agency for regularly engaging in traffic safety enforcement although most felt their supervisor would think positively of them.
- Some felt there was too much paperwork to make traffic safety enforcement a good use of their time.
- Many felt that neither local prosecutors and judges nor the community provided positive support for traffic safety enforcement.

5.4.7 Perceptions of Expectations about Enforcement

Several questions asked about expectations about enforcement. Three questions asked about expectations by "people who are important" to the officer. The means of these responses are summarized in Figure 7.
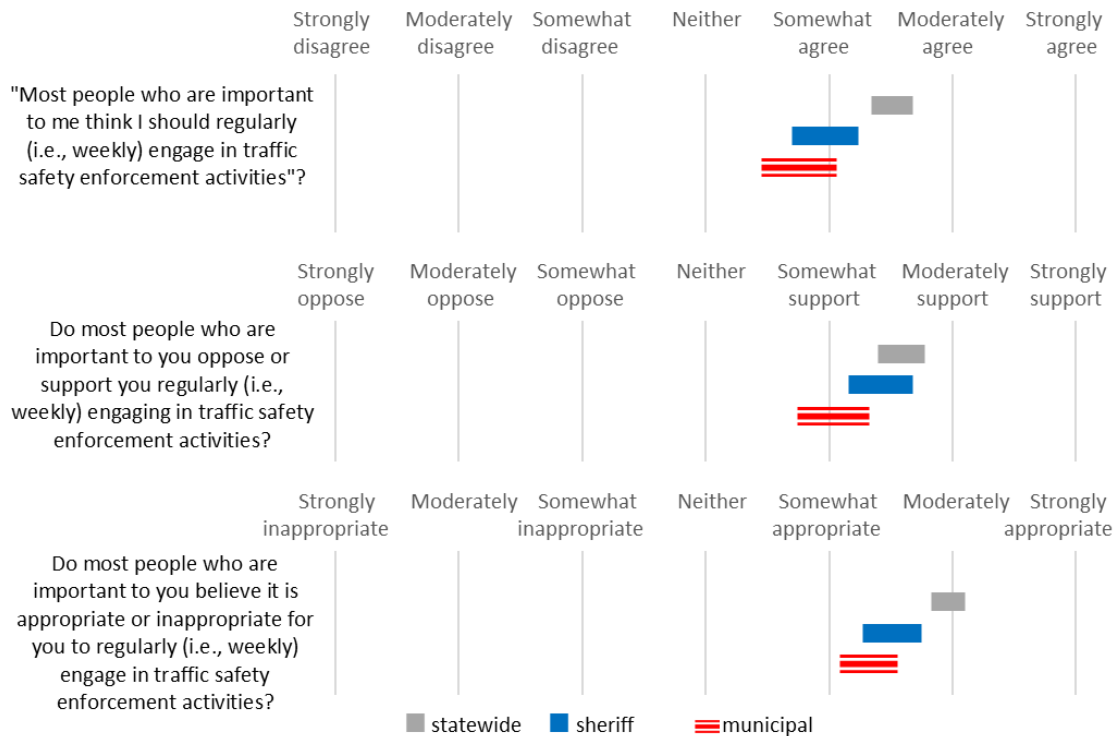
Figure 7. Means of Perceptions of Expectations about Enforcement

Observations include:

- On average, officers agreed that people who were important to them expected them to regularly engage in traffic safety enforcement activities.
- Officers who indicated higher expectations (greater than 5.7 out of 7) were 2.5 times more likely to engage in frequent traffic safety enforcement compared to officers who indicated lower expectations (less than 4.1out of 7).
- The level of agreement was higher for statewide officers.
- There is room to grow the level of agreement.
- Officers in statewide and municipal agencies in rural (Idaho and Montana) states had slightly higher expectations about enforcement relative to officers in statewide and municipal agencies in urban (Connecticut and Illinois) states (means of 5.3 vs. 4.8 out of 7, p<0.001). Otherwise, there were no statistically significant differences in expectations.

Officers were also asked about how much they perceived various stakeholders would agree with the statement: "Law enforcement officers in this agency should regularly engage in traffic safety enforcement activities." Figure 8 summarizes the means of their responses.

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly engage in traffic safety enforcement activities."
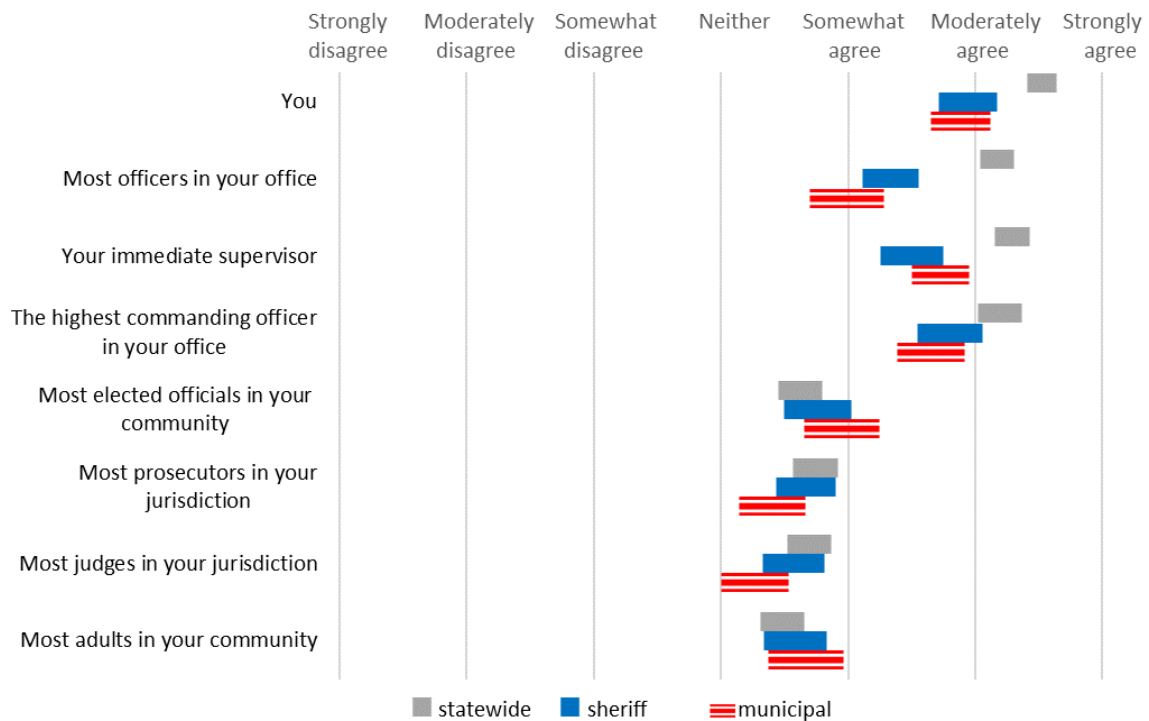
Figure 8. Means of Perceptions of Expectations by Others

Observations include:

- On average, officers agreed (moderately or more) that officers should regularly engage in traffic safety enforcement activities. Officers in statewide agencies agreed more strongly.
- These beliefs were significantly correlated with expectations indicated in Figure 7.
- On average, officers perceived lower levels of agreement by their peers and officers in leadership roles than they themselves.
- Officers perceived much lower levels of agreement by elected officials, prosecutors and judges, and most adults in their community.

5.4.8 Perceptions of Enforcement Behaviors by Most Officers

Officers were asked about their engagement in traffic safety enforcement activities as well as their perception of engagement by most officers in their office. Figure 9 summarizes the means of their responses.
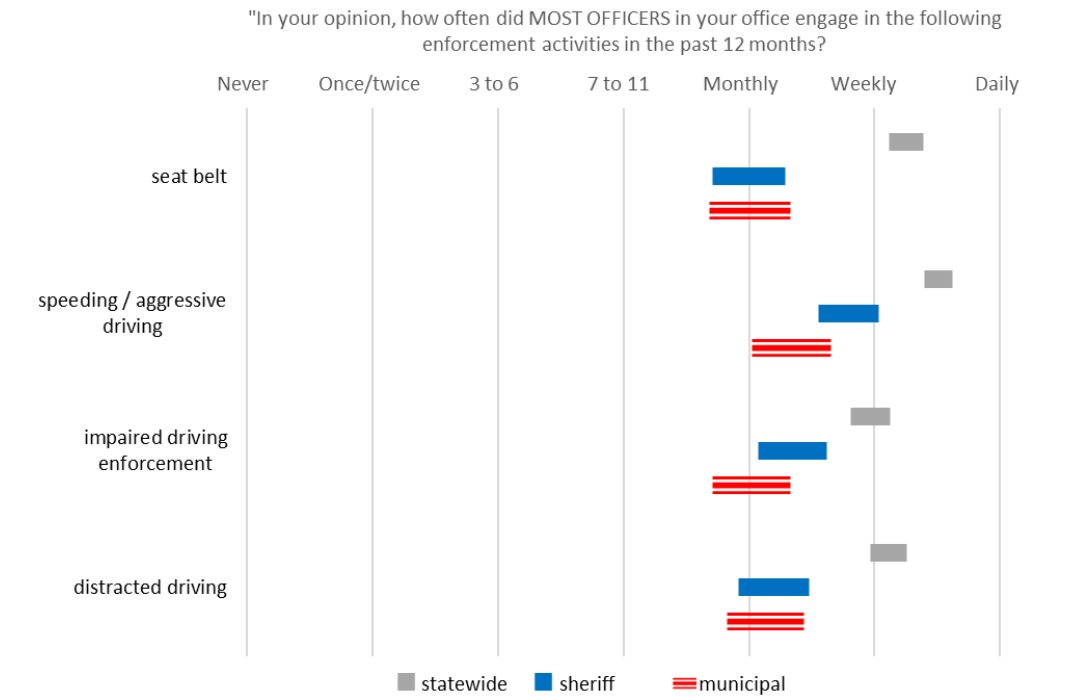
Figure 9. Means of Perceptions of Enforcement Behaviors by Most Officers

Observations include:

- Officers in statewide agencies perceived most of their peers engaged in enforcement activities more frequently than officers in county or municipal agencies.
- On average, officers over-estimated the frequency of engagement in enforcement activities (based on self-reported enforcement activities reported above).
- Officers in municipal agencies in rural (Idaho and Montana) states had slightly higher perceptions of enforcement by most officers relative to officers in municipal agencies in urban (Connecticut and Illinois) states (means of 5.8 vs. 5.0 out of 7, p=0.005).

5.4.9 Barriers to Regular Enforcement

Officers were asked about six potential barriers to enforcement including time, equipment, support, following through by the prosecutors and judges, and training. Figure 10 summarizes the means of their responses.

"To what degree is each of the following a barrier for you to regularly engage in traffic safety enforcement activities?"
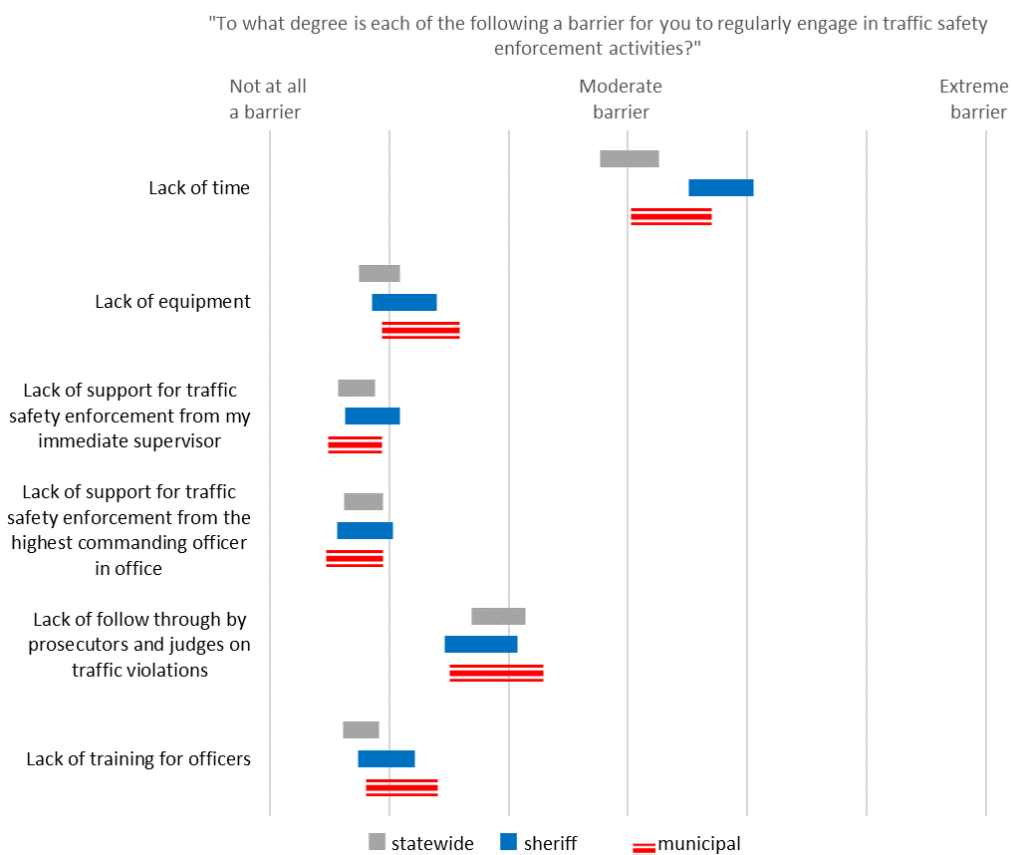
Figure 10. Means of Potential Barriers to Enforcement

Observations include:

- The greatest barrier to regular enforcement was a lack of time.
- Lack of follow through by prosecutors and judges on traffic violations was the second greatest barrier (although it was considered less than a moderate barrier).
- Lack of support and lack of training were not considered significant barriers.
- All these beliefs about barriers were meaningfully correlated with an officer's overall sense of control about engaging in traffic safety enforcement.
- Officers indicating higher levels of perceived control about engaging in traffic safety enforcement (greater than six out of seven) were 1.6 times more likely to engage in frequent traffic safety enforcement compared to officers who indicated lower levels of perceived control (less than five out of seven).
- The barriers that were mentioned most in the interviews were a lack of time and resources (funding and personnel). One leader believed that law enforcement training academies need to do a better job of stressing the importance of traffic safety from day one. It is a part of being a police officer (even if they do not agree with the laws they are being asked to enforce). Many of the leaders also recognized the role the agency's leadership plays. In a few agencies, trends in the prioritization of traffic safety enforcement over the last five years were driven by changes in agency leadership.

5.4.10 Knowledge about Traffic Safety Issues

Officers were asked three questions about their knowledge of traffic safety issues in their jurisdiction. Figure 11 summarizes the means of their responses.
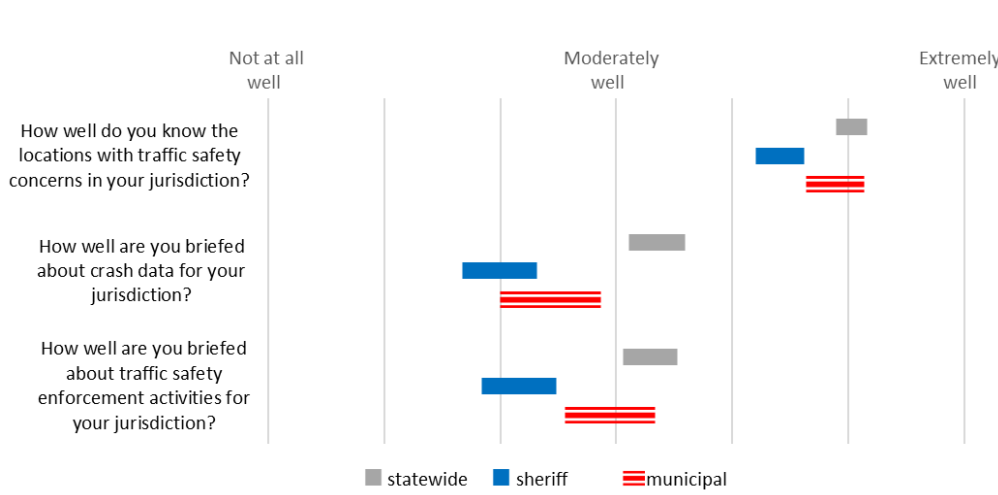
Figure 11. Means of Knowledge about Traffic Safety Issues

Observations include:

- On average, officers believed they knew the locations with traffic safety concerns in their community.
- On average, officers indicated less knowledge about crash data and enforcement activities in their jurisdictions. In the interviews, the leaders were very knowledgeable about the crash data they had available to them. All the municipal leaders mentioned that the officers were a key part of the local reporting.
- Officers indicating higher levels of knowledge (greater than five out of seven) were 2.1 times more likely to engage in frequent traffic safety enforcement compared to officers who indicated lower levels of knowledge (less than three out of seven).
- Officers in statewide agencies were more likely to have been briefed about crash data and traffic safety enforcement activities than officers in county or municipal agencies.

5.4.11 Training on Traffic Safety Enforcement

Officers were asked about their participation in eight training activities in the past three years. Table 10 summarizes their responses.

Table 10. Relative Frequencies of Participation in Various Training

Training	Statewide	Sheriff	Municipal	Overall
Standard Field Sobriety Test Training	87%	73%	48%	74%
Traffic Safety Resource Prosecutor (TSRP) Impaired Driving Training	16%	13%	10%	14%
Advanced Roadside Impaired Driving Enforcement (ARIDE)	47%	18%	29%	36%
Drug Recognition Expert (DRE) Training	15%	4%	8%	11%
Distracted Driving	34%	30%	25%	31%
Speed Management (radar, laser, etc.)	82%	41%	32%	60%
Seat belt and child occupancy protection use and laws	39%	15%	33%	32%
"Below 100"	35%	46%	33%	37%

Observations include:

- Most officers have had Standard Field Sobriety Test and Speed Management training in the past three years.
- About one-third of officers have had training on Advanced Roadside Impaired Driving Enforcement (ARIDE), distracted driving, seat belts and child occupancy protection, and "Below 100."
- Few officers have received Traffic Safety Resource Prosecutor (TSRP) Impaired Driving training or Drug Recognition Expert (DRE) training.
- Officers indicating participating in four or more training activities in the past three years were two times more likely to engage in frequent traffic safety enforcement compared to officers who indicated participating in two or fewer training activities.
- A few of the leaders interviewed believe that investing in additional training would be helpful to increase support for traffic safety enforcement activities. The types of trainings that were mentioned were "Below 100" and speed management.

5.5 Addressing the Research Questions

5.5.1 How do law enforcement leaders and officers prioritize traffic safety relative to other public safety issues?

On average, officers indicated traffic safety and enforcement were relatively high priorities (5.7 out of 7) with statewide agencies rating it higher than sheriff's offices or municipal agencies. An individual officer's prioritization was strongly correlated with their perception of how others prioritize traffic safety and enforcement – especially their perceptions of other officers in their agency and their immediate supervisor.

Interviews of law enforcement leaders indicated that traffic safety was a priority for municipal and sheriff's offices but calls for service were the top priority. The ability to make traffic safety a priority was heavily dependent on resources and staffing. These leaders also recognized the role agency leadership has in the prioritization of traffic safety enforcement. The leaders of the statewide agency placed traffic safety as the number one priority for the agency or unit as it is at the core of their agency mission.

Prioritization was strongly associated with engagement in enforcement activities. Officers who indicated a high prioritization (greater than six out of seven) were 3.5 times more likely to engage

in frequent traffic safety enforcement compared to officers who indicated a lower prioritization (less than five out of seven).

5.5.2 What are the self-reported behaviors and beliefs about traffic safety enforcement activities?

Statewide law enforcement agencies engaged monthly or more often in enforcement activities addressing all four risky behaviors (not wearing a seat belt, speeding/aggressive, impaired, and distracted driving). County and municipal agencies engaged less frequently. Speeding/aggressive driving enforcement was more common than other enforcement activities.

On average, officers reported positive attitudes about traffic safety enforcement. Officers who indicated a positive attitude (greater than four out of seven) were 1.3 times more likely to engage in frequent traffic safety enforcement compared to officers who indicated a negative attitude (less than four out of seven).

Most officers had beliefs about enforcement that support positive attitudes. For example, most officers (nearly 9 out of 10) believed that

- traffic warning and citations are an effective way to change driver behaviors;
- when the public sees officers enforcing traffic laws, drivers are more likely to follow those laws;
- regularly engaging in traffic safety enforcement efforts will improve the safety of the communities they serve;
- engaging in traffic safety enforcement efforts identifies criminals; and
- their agency is responsible for the traffic safety of the public in their jurisdiction.

All the interviewed law enforcement leaders strongly believed that traffic safety enforcement improves traffic safety. Some leaders believed that when the public sees an officer enforcing traffic laws, their behaviors change, they drive safer, and obey the laws out of fear of getting caught. One leader viewed every stop as an opportunity to educate the public rather than punish them. Most of the leaders recognized that engaging in traffic safety enforcement efforts improves the safety of the communities they serve.

However, some officers had beliefs that are not supportive of enforcement behaviors like:

- Traffic safety enforcement efforts are a waste of time because prosecutors and judges will not follow through (35%); some interviewed leaders believe that prosecutors are overworked and often traffic violations are not a priority.
- They may not be positively recognized by their agency for regularly engaging in traffic safety enforcement activities (50%); only two of the interviewed leaders mentioned formal recognition processes in their agency.
- Their supervisor may not think positively of them if they regularly engage in traffic safety enforcement activities (29%).
- There is too much paperwork involved to make traffic safety enforcement activities a good use of my time (22%).

Officers who indicated higher expectations that they should regularly engage in enforcement activities were 2.5 times more likely to engage in frequent traffic safety enforcement compared to officers who indicated lower expectations. An officer's perceptions about the expectations of most

officers, their immediate supervisor, and their commanding officer were strongly correlated with their own expectations. There is room to grow these expectations.

An officer's sense of control about engaging in enforcement activities as well as their knowledge and training were significantly associated with engagement in enforcement activities. The most significant barriers identified were lack of time and lack of follow through by prosecutors and judges. While many officers indicated they knew where locations with traffic safety concerns were located, far fewer indicated they were well briefed on crash data and enforcement activities in their jurisdiction. Officers who participated in four or more training activities (related to traffic safety enforcement) in the past three years were two times more likely to engage in frequent traffic safety enforcement compared to officers who indicated participating in two or fewer training activities.

5.5.3 How have law enforcement's perceptions of traffic safety enforcement behaviors changed in recent years?

About one-quarter of officers (24%) reported decreases in three or more enforcement areas. A similar portion (28%) reported increases in three or more enforcement areas. These larger decreases or increases were not associated with either rural (Idaho and Montana) or urban (Connecticut and Illinois) states nor with agency type. Seat belt enforcement and impaired driving enforcement were reported as decreasing more than speeding/aggressive driving enforcement and distracted driving enforcement. Distracted driving enforcement was reported as increasing the most.

5.5.4 How do prioritization of traffic safety attitudes, beliefs, enforcement behaviors, and perceptions of change vary between leaders and officers, agency types, and urban and rural settings?

There were very few statistically significant differences found between agencies of the same type in urban (Connecticut and Illinois) versus rural (Idaho and Montana) states. Thus, based on this sample, we did not find meaningful differences between traffic safety enforcement behaviors and related beliefs between urban and rural states.

However, there were statistically significant differences found between statewide agencies and sheriff's offices and municipal agencies. Statewide agencies reported higher levels of engagement in enforcement activities and had beliefs more supportive of engagement in enforcement activities. There were few statistically significant differences found between sheriff's offices and municipal agencies.

Interviews with statewide agency leaders revealed traffic safety enforcement was the top priority for their agency or unit. Traffic safety was at the core of their agency or unit's mission. Interviews with leaders in sheriff's offices and municipal agencies revealed that calls for service are the top priority for their agency and officers. Traffic safety enforcement was the primary focus when officers were not responding to other calls.

6 RECOMMENDATIONS AND CONCLUSION

6.1 Recommendations

Based on analyses of the survey responses and interviews, we offer the following recommendations to increase traffic safety enforcement:

1. Frame conversations and efforts to increase enforcement around concern for safety and agreement with zero deaths and serious injuries goals.
   - Although it may seem that everyone recognizes concern for safety, using safety as a frame for all conversations will establish this core value that motivates everything else. Some people may perceive that traffic safety enforcement is just "enforcement for enforcement sake." Begin every conversation with statements like, "We, like most people in our community, are very concerned about safety on our roadways, and we believe the only acceptable goal is to have zero deaths and serious injuries."
   - Regularly discuss how traffic crashes are a leading cause of death and injury and a significant public health issue in your jurisdiction.
   - Regularly repeat that over 90% of crashes are the result of preventable behaviors.
2. Increase the prioritization of traffic safety and traffic safety enforcement among officers.
   - Officers who indicated traffic safety and enforcement were a high priority were 3.5 times more likely to regularly engage in enforcement activities.
   - Encourage agency leaders and supervisors to regularly emphasize the importance of improving traffic safety. Agency leaders and supervisors have significant influence of officers.
     - Regularly discuss how improving traffic safety aligns with the agency's mission and values.
     - State (both internally and externally) that the agency is responsible for the traffic safety of the public in their jurisdiction.
     - Emphasize that enforcement works:
       - Traffic warnings and citations are an effective way to change driver behaviors.
       - When the public sees officers out enforcing traffic laws, they are more likely to follow these laws and see safety as a priority in the community.
       - Regular and consistent enforcement improves the community's safety.
     - Use the Brief Survey and Dialogue tool with officers (see Appendix F).
3. Leaders and supervisors should establish clear expectations for regular and consistent traffic safety enforcement.
   - Officers with higher expectations (i.e., believe that people who are important to them expect them to regularly engage in traffic safety enforcement activities) were 2.5 times more likely to regularly engage in enforcement activities.
   - Supervisors should clearly discuss expectations about traffic safety enforcement efforts with their officers.
   - Traffic safety enforcement activities should be included in performance reviews.

- o Increase recognition by supervisors and leaders of officers who engage in regular and consistent enforcement. This may include regular recognition as well as special awards.
4. Work to reduce barriers to regular and consistent enforcement.
   - o If local prosecutors and judges are perceived as not being supportive of traffic safety enforcement, take steps to address this issue like:
     - ▪ Ask agency leaders to meet with prosecutors and judges to discuss the issue; perhaps there are misperceptions, and these can be clarified and relayed back to officers.
     - ▪ Engage other stakeholders to bolster support for traffic safety enforcement.
       - • Engage the state's traffic safety prosecutor liaison, local public health leaders, healthcare leaders, victims and their families, and members of the general public who have requested special enforcement in their neighborhoods. These individuals can work alongside law enforcement leaders to advocate for support within the judicial system to improve traffic safety.
       - • Gather local data from the state traffic safety office about fatalities, injuries, and property damage. Gather prosecution rates from other localities with successful traffic safety efforts. These facts can bolster advocacy efforts.
   - o If possible, explore potential ways to reduce the burden of paperwork for officers.
5. Bolster training and knowledge about traffic safety enforcement.
   - o Officers with more training about enforcement best practices are more likely to engage in regular and consistent enforcement.
   - o Provide briefings on high risk traffic areas and enforcement activities.
   - o Partner with the state's traffic safety office to develop maps of crashes or to provide regular updates from crash reports. Augment this information with citation maps.
6. Use the Dialogue Guide to facilitate a dialogue between agency leaders, supervisors, and officers (see Appendix F).
   - o The guide is based on nine beliefs which this study revealed as strongly associated with enforcement efforts.
   - o A conversation between officers and leaders is an effective way to shift beliefs. Merely giving people information or telling them what to do has limited long-term impact on their beliefs and behaviors. Engaging people in conversation is much more likely to shift beliefs and behaviors. Create an open space for dialogue where differing opinions can be shared.
   - o Following the questions, there are speaking points supporting each of the nine beliefs.

6.2 Conclusions

A survey was developed and implemented to better understand beliefs and behaviors about traffic safety enforcement among 19 law enforcement agencies in four states. The results of the survey were augmented with information gathered from 10 interviews with law enforcement leaders

within these agencies. On average, officers indicated traffic safety and enforcement were relatively high priorities with statewide agencies rating it higher than sheriff's offices or municipal agencies. An individual officer's prioritization was strongly correlated with their perception of how others prioritized traffic safety and enforcement – especially their perceptions of other officers in their agency and their immediate supervisor.

Statewide law enforcement agencies engaged monthly or more often in enforcement activities addressing all four risky behaviors (not wearing a seat belt, speeding/aggressive, impaired, and distracted driving). County and municipal agencies engaged less frequently. Speeding/aggressive driving enforcement was more common than other enforcement activities.

On average, officers reported positive attitudes about traffic safety enforcement and shared supportive beliefs. However, some had beliefs that were not supportive of enforcement behaviors including perceiving a lack of support for traffic safety enforcement from local prosecutors and judges and a lack of recognition by their agency and supervisor for regularly engaging in traffic safety enforcement.

Officers who indicated higher expectations that they should regularly engage in enforcement activities were 2.5 times more likely to engage in frequent traffic safety enforcement compared to officers who indicated lower expectations. An officer's perceptions about the expectations of most officers, their immediate supervisor, and their commanding officer were strongly correlated with their own expectations. There is room to grow these expectations.

The most significant barriers to regular enforcement were lack of time and lack of follow through by prosecutors and judges. While many officers indicated they knew where locations with traffic safety concerns were located, far fewer indicated they were well briefed on crash data and enforcement activities in their jurisdiction. Officers who participated in four or more training activities (related to traffic safety enforcement) in the past three years were two times more likely to engage in frequent traffic safety enforcement compared to officers who indicated participating in two or fewer training activities.

About one-quarter of officers (24%) reported decreases in three or more enforcement areas (i.e., not wearing a seat belt, speeding/aggressive, impaired, and distracted driving). A similar portion (28%) reported increases in three or more enforcement areas. These larger decreases or increases were not associated with either rural (Idaho and Montana) or urban (Connecticut and Illinois) states nor with agency type. Seat belt enforcement and impaired driving enforcement were reported as decreasing more than speeding/aggressive driving enforcement and distracted driving enforcement. Distracted driving enforcement was reported as increasing the most.

There were very few statistically significant differences found between agencies of the same type in urban versus rural states. Thus, based on this sample, we did not find meaningful differences between traffic safety enforcement behaviors and related beliefs between urban and rural states.

However, there were statistically significant differences found between statewide agencies and sheriff's offices and municipal agencies. Statewide agencies reported higher levels of engagement in enforcement activities and had beliefs more supportive of engagement in enforcement activities. There were few statistically significant differences found between sheriff's offices and municipal agencies.

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8 APPENDIX A

8.1 Survey

Note: The actual survey was implemented online and does not appear exactly as shown below.

The Center for Health and Safety Culture is asking for your input. We are learning about ways to improve traffic safety. Specifically, we are learning about attitudes, beliefs, and engagement in traffic safety enforcement activities.

Your voice matters. Each and every survey is very important to us.
Your participation is voluntary, and we will only share summary results. You can stop at any time. Your participation in completing the survey is voluntary and will have no impact on your position or employment at your workplace.

Your responses are confidential, anonymous, and cannot be associated with your identity. This study has been approved by the Montana State University Institutional Review Board. If you have questions or comments about the survey, please contact Jay Otto with the Center for Health and Safety Culture at jayotto@montana.edu.

Thank you for taking this survey!

[Page Break]

We would like to begin by asking about traffic safety. How concerned are you about safety on roads and highways?
- ☐ Not at all concerned (1)
- ☐ (2)
- ☐ (3)
- ☐ Moderately concerned (4)
- ☐ (5)
- ☐ (6)
- ☐ Extremely concerned (7)

How much do you agree or disagree with the following statements?

	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree
A. "I believe the only acceptable number of deaths and serious injuries on our roadways should be zero"	☐	☐	☐	☐	☐	☐	☐
B. "I believe the only acceptable number of deaths and serious injuries <u>among my family and friends</u> on our roadways is zero."	☐	☐	☐	☐	☐	☐	☐

Next, we want to explore prioritization of traffic safety (as one of many issues law enforcement addresses) and traffic safety enforcement (as one of many law enforcement duties).

Relative to <u>all the issues law enforcement addresses</u>, how would the following people prioritize traffic safety?

	Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)
A. You	☐	☐	☐	☐	☐	☐	☐
B. Most officers in your office	☐	☐	☐	☐	☐	☐	☐
C. Your immediate supervisor	☐	☐	☐	☐	☐	☐	☐
D. The highest commanding officer in your office	☐	☐	☐	☐	☐	☐	☐
E. Most elected officials in your community	☐	☐	☐	☐	☐	☐	☐
F. Most prosecutors in your jurisdiction	☐	☐	☐	☐	☐	☐	☐
G. Most judges in your jurisdiction	☐	☐	☐	☐	☐	☐	☐
H. Most adults in your community	☐	☐	☐	☐	☐	☐	☐

Relative to <u>all your duties</u>, how would the following people prioritize <u>traffic safety enforcement</u>?

	Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)
A. You	☐	☐	☐	☐	☐	☐	☐
B. Most officers in your office	☐	☐	☐	☐	☐	☐	☐
C. Your immediate supervisor	☐	☐	☐	☐	☐	☐	☐
D. The highest commanding officer in your office	☐	☐	☐	☐	☐	☐	☐
E. Most elected officials in your community	☐	☐	☐	☐	☐	☐	☐
F. Most prosecutors in your jurisdiction	☐	☐	☐	☐	☐	☐	☐
G. Most judges in your jurisdiction	☐	☐	☐	☐	☐	☐	☐
H. Most adults in your community	☐	☐	☐	☐	☐	☐	☐

Now, we want to ask some questions about traffic safety enforcement activities.

Thinking back over the past 12 months, how often have <u>YOU</u> engaged in the following traffic safety enforcement activities?

	Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily
A. general traffic safety enforcement	☐	☐	☐	☐	☐	☐	☐
B. seat belt enforcement	☐	☐	☐	☐	☐	☐	☐
C. speeding/ aggressive driving enforcement	☐	☐	☐	☐	☐	☐	☐
D. impaired driving enforcement	☐	☐	☐	☐	☐	☐	☐
E. distracted driving enforcement	☐	☐	☐	☐	☐	☐	☐

In your opinion, how often did <u>MOST OFFICERS</u> in your office engage in the following enforcement activities during the past 12 months?

	Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily
A. general traffic safety enforcement	☐	☐	☐	☐	☐	☐	☐
B. seat belt enforcement	☐	☐	☐	☐	☐	☐	☐
C. speeding/ aggressive driving enforcement	☐	☐	☐	☐	☐	☐	☐
D. impaired driving enforcement	☐	☐	☐	☐	☐	☐	☐
E. distracted driving enforcement	☐	☐	☐	☐	☐	☐	☐

Has your current engagement in each of the following traffic safety enforcement activities decreased, stayed the same, or increased relative to 5 years ago?

	Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I was not an officer 5 years ago
A. general traffic safety enforcement	☐	☐	☐	☐	☐	☐	☐	☐
B. seat belt enforcement	☐	☐	☐	☐	☐	☐	☐	☐
C. speeding/ aggressive driving enforcement	☐	☐	☐	☐	☐	☐	☐	☐
D. impaired driving enforcement	☐	☐	☐	☐	☐	☐	☐	☐
E. distracted driving enforcement	☐	☐	☐	☐	☐	☐	☐	☐

In your opinion, how have the following behaviors among drivers in your state changed in the past 5 years?

	Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I don't know
A. seat belt use	☐	☐	☐	☐	☐	☐	☐	☐
B. speeding/ aggressive driving	☐	☐	☐	☐	☐	☐	☐	☐
C. impaired driving	☐	☐	☐	☐	☐	☐	☐	☐
D. distracted driving	☐	☐	☐	☐	☐	☐	☐	☐

In this section, we want to ask about your willingness and attitudes about traffic safety enforcement activities.

How willing would you be to engage in traffic safety enforcement activities in the following situations?

	Not at all willing (1)	(2)	(3)	Moderately willing (4)	(5)	(6)	Extremely willing (7)
A. Under current conditions at your office or agency	☐	☐	☐	☐	☐	☐	☐
B. If overtime pay was available	☐	☐	☐	☐	☐	☐	☐
C. If our agency got more equipment as a result of engaging in more traffic safety enforcement activities	☐	☐	☐	☐	☐	☐	☐
D. If traffic safety enforcement activities were a more significant component of individual performance evaluations	☐	☐	☐	☐	☐	☐	☐

How often do you intend to engage in the following traffic safety enforcement activities over the next 12 months? (*Even if you are not sure, give your best estimate.*)

	Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily
A. General traffic safety enforcement	☐	☐	☐	☐	☐	☐	☐
B. Seat belt enforcement	☐	☐	☐	☐	☐	☐	☐
C. Speeding/ aggressive driving enforcement	☐	☐	☐	☐	☐	☐	☐
D. Impaired driving enforcement	☐	☐	☐	☐	☐	☐	☐
E. Distracted driving enforcement	☐	☐	☐	☐	☐	☐	☐

Each row shows a range of feelings about engaging in traffic safety enforcement activities. Please select one circle on each row that best shows how you feel about engaging in traffic safety enforcement activities. Circles toward the middle of a row indicate a neutral feeling. Circles closest to a word indicate a stronger feeling.

"For me, engaging in traffic safety enforcement activities feels..."

	1	2	3	4	5	6	7	
Useful	☐	☐	☐	☐	☐	☐	☐	Useless
Dangerous	☐	☐	☐	☐	☐	☐	☐	Safe
Foolish	☐	☐	☐	☐	☐	☐	☐	Quick-Thinking / Smart
Pleasant	☐	☐	☐	☐	☐	☐	☐	Unpleasant
Efficient	☐	☐	☐	☐	☐	☐	☐	Wasteful
Exciting	☐	☐	☐	☐	☐	☐	☐	Boring
Harmful	☐	☐	☐	☐	☐	☐	☐	Beneficial
Stressful	☐	☐	☐	☐	☐	☐	☐	Calming
Important	☐	☐	☐	☐	☐	☐	☐	Not important
Effective	☐	☐	☐	☐	☐	☐	☐	Ineffective

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement?

	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely well (7)
Good	☐	☐	☐	☐	☐	☐	☐
Strong	☐	☐	☐	☐	☐	☐	☐
Dishonest	☐	☐	☐	☐	☐	☐	☐
Responsible	☐	☐	☐	☐	☐	☐	☐
Ambitious	☐	☐	☐	☐	☐	☐	☐
Hardworking	☐	☐	☐	☐	☐	☐	☐
Foolish	☐	☐	☐	☐	☐	☐	☐
Successful	☐	☐	☐	☐	☐	☐	☐
Bad	☐	☐	☐	☐	☐	☐	☐
Weak	☐	☐	☐	☐	☐	☐	☐
Honest	☐	☐	☐	☐	☐	☐	☐
Irresponsible	☐	☐	☐	☐	☐	☐	☐
Not ambitious	☐	☐	☐	☐	☐	☐	☐
Lazy	☐	☐	☐	☐	☐	☐	☐
Quick-Thinking / Smart	☐	☐	☐	☐	☐	☐	☐
Unsuccessful	☐	☐	☐	☐	☐	☐	☐

Now, we want to ask about your beliefs about traffic safety enforcement activities.

How much do you agree or disagree with the following statements?

	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree
A. Traffic warnings and citations are an effective way to change driver behaviors.	☐	☐	☐	☐	☐	☐	☐
B. When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws.	☐	☐	☐	☐	☐	☐	☐
C. Traffic safety enforcement efforts are a waste of time because prosecutors and judges will not follow through.	☐	☐	☐	☐	☐	☐	☐
D. Writing citations is an important source of revenue.	☐	☐	☐	☐	☐	☐	☐
E. Enforcing traffic safety laws is not real police work.	☐	☐	☐	☐	☐	☐	☐
F. Traffic safety enforcement efforts should occur only during special enforcement campaigns when overtime pay is available.	☐	☐	☐	☐	☐	☐	☐
G. Traffic crashes are a leading cause of death and injury in our jurisdiction.	☐	☐	☐	☐	☐	☐	☐
H. Our agency is responsible for the traffic safety of the public in our jurisdiction.	☐	☐	☐	☐	☐	☐	☐

How much do you agree or disagree with the following statements?

	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree
A. I will be positively recognized by my agency for regularly engaging in traffic safety enforcement activities.	☐	☐	☐	☐	☐	☐	☐
B. Regularly engaging in traffic safety enforcement efforts will improve the safety of the community(ies) I serve.	☐	☐	☐	☐	☐	☐	☐
C. Engaging in traffic safety enforcement efforts identifies criminals.	☐	☐	☐	☐	☐	☐	☐
D. I know my supervisor will think positively of me if I regularly engage in traffic safety enforcement activities.	☐	☐	☐	☐	☐	☐	☐
E. Officers who regularly engage in traffic safety enforcement activities receive special recognition in our office or agency.	☐	☐	☐	☐	☐	☐	☐
F. There is too much paperwork involved to make traffic safety enforcement activities a good use of my time.	☐	☐	☐	☐	☐	☐	☐
G. Local prosecutors and judges do not seem to support our traffic safety enforcement efforts.	☐	☐	☐	☐	☐	☐	☐
H. This community gets upset with our agency if we engage in traffic safety enforcement activities.	☐	☐	☐	☐	☐	☐	☐

Next, we want to understand your perceptions of other people's expectations.

How much do you agree or disagree with the following statement: "Most people who are important to me think I should regularly (i.e., weekly) engage in traffic safety enforcement activities"?

☐ Strongly disagree
☐ Moderately disagree
☐ Somewhat disagree
☐ Neither agree nor disagree
☐ Somewhat agree
☐ Moderately agree
☐ Strongly agree

Do most people who are important to you oppose or support you regularly (i.e., weekly) engaging in traffic safety enforcement activities?

☐ Strongly oppose
☐ Moderately oppose
☐ Somewhat oppose
☐ Neither oppose nor support
☐ Somewhat support
☐ Moderately support
☐ Strongly support

Do most people who are important to you believe it is appropriate or inappropriate for you to regularly (i.e., weekly) engage in traffic safety enforcement activities?

☐ Strongly inappropriate
☐ Moderately inappropriate
☐ Somewhat inappropriate
☐ Neither appropriate nor inappropriate
☐ Somewhat appropriate
☐ Moderately appropriate
☐ Strongly appropriate

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e., weekly) engage in traffic safety enforcement activities"?

	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree
A. You	☐	☐	☐	☐	☐	☐	☐
B. Most officers in your office	☐	☐	☐	☐	☐	☐	☐
C. Your immediate supervisor	☐	☐	☐	☐	☐	☐	☐
D. The highest commanding officer in your office	☐	☐	☐	☐	☐	☐	☐
E. Most elected officials in your community	☐	☐	☐	☐	☐	☐	☐
F. Most prosecutors in your jurisdiction	☐	☐	☐	☐	☐	☐	☐
G. Most judges in your jurisdiction	☐	☐	☐	☐	☐	☐	☐
H. Most adults in your community	☐	☐	☐	☐	☐	☐	☐

How clearly has your immediate supervisor established expectations regarding your traffic safety enforcement activities?

- ☐ Not at all clearly (1)
- ☐ (2)
- ☐ (3)
- ☐ Moderately clearly (4)
- ☐ (5)
- ☐ (6)
- ☐ Extremely clearly (7)

Now, we want to ask a few questions about how much control you have in traffic safety enforcement activities.

How much control do you have about whether you engage or not in the following traffic safety enforcement activities?

	No control at all (1)	(2)	(3)	Moderate control (4)	(5)	(6)	Total control (7)
A. General traffic safety enforcement	☐	☐	☐	☐	☐	☐	☐
B. Seat belt enforcement	☐	☐	☐	☐	☐	☐	☐
C. Speeding/ aggressive driving enforcement	☐	☐	☐	☐	☐	☐	☐
D. Impaired driving enforcement	☐	☐	☐	☐	☐	☐	☐
E. Distracted driving enforcement	☐	☐	☐	☐	☐	☐	☐

Regularly (i.e., weekly) engaging in traffic safety enforcement activities is...
- ☐ Not at all up to me (1)
- ☐ (2)
- ☐ (3)
- ☐ Moderately up to me (4)
- ☐ (5)
- ☐ (6)
- ☐ Completely up to me (7)

How much do you agree or disagree with this statement: "If I really wanted to I could regularly (i.e., weekly) engage in traffic safety enforcement activities"?
- ☐ Strongly disagree
- ☐ Moderately disagree
- ☐ Somewhat disagree
- ☐ Neither agree nor disagree
- ☐ Somewhat agree
- ☐ Moderately agree
- ☐ Strongly agree

To what degree is each of the following a barrier for you to regularly (i.e., weekly) engage in traffic safety enforcement activities?

	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)
A. Lack of time during my shift to engage in traffic safety enforcement	☐	☐	☐	☐	☐	☐	☐
B. Lack of equipment needed for traffic safety enforcement	☐	☐	☐	☐	☐	☐	☐
C. Lack of support for traffic safety enforcement from my immediate supervisor	☐	☐	☐	☐	☐	☐	☐
D. Lack of support for traffic safety enforcement from the highest commanding officer in your office	☐	☐	☐	☐	☐	☐	☐
E. Lack of follow through by prosecutors and judges on traffic violations	☐	☐	☐	☐	☐	☐	☐
F. Lack of training for officers	☐	☐	☐	☐	☐	☐	☐

Finally, we want to explore your access to information about traffic safety.

How well do you know the locations with traffic safety concerns in your jurisdiction?
- ☐ Not well at all (1)
- ☐ (2)
- ☐ (3)
- ☐ Moderately well (4)
- ☐ (5)
- ☐ (6)
- ☐ Extremely well (7)

How well are you briefed about <u>crash data</u> for your jurisdiction? This may include reviewing crash maps showing where crashes have occurred historically and causes for crashes or other similar information.
- ☐ Not well at all (1)
- ☐ (2)
- ☐ (3)
- ☐ Moderately well (4)
- ☐ (5)
- ☐ (6)
- ☐ Extremely well (7)

How well are you briefed about <u>traffic safety enforcement activities</u> for your jurisdiction? This may include summaries of citations, reviews of special enforcement efforts, or other information.
- ☐ Not well at all (1)
- ☐ (2)
- ☐ (3)
- ☐ Moderately well (4)
- ☐ (5)
- ☐ (6)
- ☐ Extremely well (7)

Have you completed the following training in the past 3 years?

	Yes	No	I don't know
Standard Field Sobriety Test Training	☐	☐	☐
Traffic Safety Resource Prosecutor (TSRP) Impaired Driving Training	☐	☐	☐
Advanced Roadside Impaired Driving Enforcement (ARIDE)	☐	☐	☐
Drug Recognition Expert (DRE) Training	☐	☐	☐
Distracted Driving	☐	☐	☐
Speed Management (radar, laser, etc.)	☐	☐	☐
Training on seat belt and child occupancy protection use and laws	☐	☐	☐
"Below 100" (a national effort to reduce the number of on-the-job officer fatalities to below 100 per year by promoting five tenets including always wearing a seat belt and avoiding excessive speed)	☐	☐	☐

In this last section, we would like to learn about who completed the survey.

What is your sex?
- ☐ Male
- ☐ Female
- ☐ Other/I prefer not to answer

How old are you?
- ☐ 18-20
- ☐ 21-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-59
- ☐ 60-64
- ☐ 65 or older

How many years have you been a law enforcement officer?
- ☐ 0 to 3
- ☐ 4 to 7
- ☐ 8 to 11
- ☐ 12 to 15
- ☐ 16 or more

How many years have you been a law enforcement officer with this agency?
- ☐ 0 to 3
- ☐ 4 to 7
- ☐ 8 to 11
- ☐ 12 to 15
- ☐ 16 or more

Do you supervise or manage any other officers?
- ☐ Yes
- ☐ No
- ☐ I don't know

Is there anything else you would like us to know?

_____
_____
_____
_____

Thank you!

9 APPENDIX B

9.1 Example Emails Provided to Law Enforcement Leaders

Email #1 of 3

FROM: [key leader]
TO: [all officers]
SUBJECT: Important Survey about Traffic Safety Enforcement

Hi,
This agency is concerned about traffic safety in the communities we serve. In partnership with the [state contact's office] within the [state's] DOT, I am asking you to complete a brief, online survey about traffic safety enforcement. The survey takes about 15 minutes to complete and is being conducted by the Center for Health and Safety Culture at Montana State University as part of a multi-state study of law enforcement and traffic safety.

Please click on the link below to go to the survey (or copy this link in your browser).
[survey link here]

Your participation in this survey is voluntary and anonymous. The people at the Center for Health and Safety Culture are handling all aspects of the survey. Your responses will be kept confidential. Only summary results will be reported.

Traffic safety is important to this agency, and I hope that you will choose to respond to this survey in a timely fashion.

Sincerely,
[key leader]

Email #2 of 3 [one week after first email]

FROM: [key leader]
TO: [all officers]
SUBJECT: Important Survey about Traffic Safety Enforcement

Hi,
Last week I sent an email asking you to complete a brief, online survey about traffic safety enforcement. If you already completed the survey, there is no need to do anything further. I appreciate your participation.

If you have not completed the survey, please consider completing it this week. The survey takes about 15 minutes and is being conducted by the Center for Health and Safety Culture at Montana State University as part of a multi-state study of law enforcement and traffic safety.

Please click on the link below to go to the survey (or copy this link in your browser).
[survey link here]

Your participation in this survey is voluntary and anonymous. The people at the Center for Health and Safety Culture are handling all aspects of the survey. Your responses will be kept confidential. Only summary results will be reported.

Traffic safety is important to this agency, and I hope that you will choose to respond to this survey this week.

Sincerely,
[key leader]

Email #3 of 3 [one week later]

FROM: [key leader]
TO: [all officers]
SUBJECT: Survey about Traffic Safety Enforcement – last chance

Hi,
Recently I sent emails regarding a survey about traffic safety enforcement. Your responses to this survey are important and will inform efforts about improving the safety of the communities we serve.

If you have already completed the survey, we appreciate your participation. **Many officers have already responded**. If you have not completed the survey, I am hopeful that you will choose to complete the survey so the results are more accurate.

The survey will close this week.

Please click on the link below to go to the survey (or copy this link in your browser).
[survey link]

Your participation in this survey is voluntary and anonymous. The people at the Center for Health and Safety Culture are handling all aspects of the survey. Your responses will be kept confidential. Only summary results will be reported.

Thank you in advance for completing the survey. Your responses are important.

Sincerely,
[key leader]

10 APPENDIX C

10.1 Summary of Statewide Agency Law Enforcement Leaders

1. **To get us started, in one or two sentences, how do you define traffic safety enforcement for your agency?**
- Currently, my unit is the traffic services unit so, that is their number one focus on the highways and in the towns. Traffic safety is our core mission.

- It is the main focus of our patrol division, which encompasses uniformed statewide troopers.

- Traffic safety enforcement is a top priority for the Illinois State Police.

- The reason the agency exists is for traffic safety enforcement. It is the most important thing the agency does.

2. **How do you speak to stakeholders, including the general public, about traffic safety enforcement in your jurisdiction?**
- Indirectly, through the Department of Transportation yearly campaigns like "Click it and Ticket." They will do public messaging, billboards, and adverting in local connected media. Other things we do include conducted checkpoints, demonstrations, safety fair, social media, and seat belt stimulator.

- We view ourselves as the lead traffic safety agency in our state and try to speak to other stakeholders from that position. We are also the only statewide traffic safety patrol agency in the state. We exist to save and change lives.

- We do this in two ways, using social media (Facebook and Twitter page) & press releases to announce upcoming traffic safety initiatives. We also communicate with the public through education. We conduct numerous traffic safety presentations at schools, public & private organizations, and at various public events.

- Traffic safety enforcement is a central focus of the agency. When we speak about it, we highlight the importance and value of traffic safety. This is done through educational presentations and programs. We emphasize the importance of traffic safety inside and outside of the agency.

3. **How do you prioritize traffic safety in your jurisdiction relative to other public health issues?**
- Specific to my unit, this is our core responsibility and highest priority. We have 19 officers who are actively putting traffic safety at the forefront.

- Within our patrol division, we view it as the main priority. Because we are state police, we encompass many other things like forensic work. However, I am speaking from our patrol division's perspective.

- The goal of the Illinois State Police is to keep our highways and roadways safe at all times. The Troopers are enforcing our fatal four violations: DUI, seat belt, speeding, and distracted driving. These fatal four violations are mostly associated with fatal traffic crashes.

- Traffic safety is the top priority for our agency. Until the opioid crisis hit, motor vehicle crashes were the number one cause of fatalities in the state. It seems like people have become somewhat immune to traffic crashes both in the state and country. It almost seems like it is expected.
    a. **Has your prioritization of traffic safety changed in the past five years? How? Why?**
    - For the agency in general, it has been consistent and the core of what we do. For the individual trooper, it may have reduced with the current climate in comparison to what aggressive traffic enforcement has been in the past.

    - I don't think it's changed in our division, it is a priority. My perception is at the local and county levels prioritization has increased in the past five years. They are dedicating more resources to traffic safety enforcement and it appears law enforcement in general has a more united front in our efforts in our state and, I believe that is due largely to the law enforcement liaison program and our Idaho Office of Highway Safety and their efforts to include all stakeholders.

    - Yes, distracted driving has become and continues to be a serious problem on our roadways/highways.

4. **How do you prioritize traffic safety enforcement in your jurisdiction relative to other law enforcement duties?**
- Traffic safety is our core mission, to make sure the roads are safe. There are other tasks like aggressive driving and CMV enforcement.

- It is our number one for an un-obligated patrol time. If we get called to assist with a major crime, we switch to that, but otherwise, we spend our time on traffic safety enforcement.

- Traffic Safety enforcement is the priority of the agency, however, we are 911 for any other law enforcement agency in the state. If someone calls and needs help, we help them. There has been a changing environment in law enforcement. We assist other agencies in the state more than ever before. There has been an increase in the volume of calls in all jurisdictions but no increase in the number of officers able to help. All law enforcement agencies are busy.

    a. **Has your prioritization of traffic safety enforcement changed in the past five years? How? Why?**
    - It is pretty high prioritization and the primary reason we have our personnel is to makes sure the public is safe.

    - I don't think it's changed in our division, it is a priority. My perception is at the local and county levels prioritization has increased in the past five years. They are dedicating more resources to traffic safety enforcement and it appears law enforcement in general has a more united front in our efforts in our state, and I believe that is due largely to the law enforcement liaison program and our Idaho Office of Highway Safety and their efforts to include all stakeholders.

5. **In your opinion, thinking about your jurisdiction, does traffic safety enforcement improve traffic safety? Why or why not?**

- In my opinion it does. When I am driving off duty and I see law enforcement it increases the perception of getting caught. People conduct themselves in a different way when law enforcement is present. When they do targeted enforcement, the corresponding area shows changes in driver behavior and makes an impact.

- Yes, I believe it does. The reason I think this is due to the lives we save. It is difficult to measure how much it changes, but the more emphasis we put on traffic safety, the more lives we are able to save, which is important to us.

- Yes. The goal of traffic safety enforcement is to reduce crashes, fatalities and to facilitate the safe and efficient flow of traffic on our roadways/highways.

- I have no doubt that it improves traffic safety. There are studies that have shown the hangover effect when we work an area. There is clearly an impact on people's driving behavior. Arrests for driving under the influence decrease recidivism. Our arrests are a wake-up call. Traffic safety improve lives.

6. **To what degree do you feel supported in traffic safety enforcement by:**
    a. **Your officers?**

- I don't know how to answer that.

- Very supported, they understand why it exists.

- Our troopers are out there on a day-to-day basis being proactive by enforcing fatal four violations (DUI, failure to wear a seat belt, speeding, and distracted driving).

- Very supported, you don't work here if you don't want to work in traffic safety.

    b. **Elected officials in your community?**
- That is feedback that I never see at my level.

- It varies. Some are very supportive. But as a whole it seems like there is not too much support considering we do not have a primary seat belt law.

- It depends. The vast majority understand the value of traffic safety enforcement. We also do a good job of educating elected officials about its importance. There are some that will always vote no due to ideological feelings that are anti-government. Historically, traffic related policy has received good support.

    c. **Prosecutors and judges?**
- Mixed opinion with prosecutors. They do they best they can with their caseload. I feel fairly supported by prosecutors but sometimes they can be lax with people.

- Generally, I feel like we have good support. Prosecutors provide great support and judges provide good support.

- Not so much. The increase in calls results in an increase in caseloads, and it seems like some are in self-preservation mode. Often it seems like traffic gets moved to the bottom of the barrel. There is also an issue in this state with turn over. These positions are filled with someone right out of law school and by the time they

learn the ropes they are on to the next job. There is a need to constantly be educating.

d. **Your state's department of transportation?**
- They are excellent. When I go to meetings, they are willing to hear from officers in the field to see what is working and not working. They provide grants to educate the public and for targeted enforcement. The DOT is a worthy partner in our mission

- We work closely with our DOT. We work with them to identify high target areas and work with them on the engineering piece as well as the funding piece. We have a very open relationship with them. For example, A trooper noticed that many were missing an exit and illegally crossing over lanes to depart. It seemed like this was due to a poorly placed road sign. The DOT helped us change the location of the road sign, which made a big difference.

- They support the Illinois State Police by allocating funds in order to conduct special traffic enforcement details and the use of the speed enforcement photo van in construction zones.

- Very supportive. We are the end recipient of highway safety grants provided by MDT. The travel squad is fully funded by MDT. STEP overtime in high crash areas is funded by MDT. Financially, they are very supportive, but they do other things as well. They have cut in more rumble strips and built roundabouts at a staggering pace over the past few years. These design changes significantly decrease the rates of serious injuries and fatalities on the roadways.

e. **General members of the public?**
- It can vary, and I think the current climate can affect the public. There are some people who are very pleasant who acknowledge that they are doing the wrong thing when pulled over and some that aren't. You do see advocates for law enforcement on traffic safety especially at the local level in regard to school bus safety and speed control in neighborhoods.

- Generally, they support us. We are the fastest growing state, so people who move here bring in a new culture, which can sometimes cause discrepancies, but generally we are supported.

- The vast majority are supportive of traffic safety, and most people like us. We have a good rapport with the public. They respect and support us. This is evident through the letters and comments we receive thanking us. Although there are always some outliers and about 50% of the time when you pull someone over they are going to be frustrated if they get a citation.

- Things have change dramatically in regard to attitude toward law enforcement in the last few years. The US DOJ used to be the de facto police of the police. Two years ago, that changed, and the national conversation changed as well. I think law enforcement is seen more favorably and taken seriously.

7. **What does "support for traffic safety enforcement" look like from these various stakeholders?**
   a. **Elected officials**

   - Supporting safety legislation is important, but it is also important to think how that legislation will be implemented. I wish there was more of a way to meet or communicate with them more.

   b. **Prosecutors**

   - Being supportive of us or letting us know their decisions.

   - From prosecutors, they prosecute traffic safety-related violations and manslaughter charges. From the legislators, it would look like helping to pass laws to make roadways safer and increase resources. From the public, it is how we are viewed and perceived in the public. We can only be as effective as the public supports us. There is a lot of support from the public.

   c. **Department of Transportation**

   - Support financially and advertising, having open meetings.

8. **What tools or resources would be helpful to increase support for traffic safety enforcement activities?**

- Money and personnel, it always comes back to this. We are stats-driven unit, but at the same time, there is a financial component. Money isn't the goal, but if we had more people in the field, higher public education, different equipment like trucks to see cell phone use, etc., we could make our roads as safe as possible.

- Ongoing, dedicated, sustainable funding so we can continue growing and maintaining our resources for traffic safety enforcement as needed. It is difficult to have un-obligated patrol time. Our state police are not growing at the rate our public is, so that is a problem to us.

- The continued support and partnering with outside agencies (like IDOT) for additional public education materials during our community outreach programs and funding.

- The most significant tool that would help to increase support for traffic safety enforcement is a primary seat belt law. Another resource that we always need is more staffing to match demand. Our national parks have had record setting numbers of visitors over the past few years, and we have not seen any increase in staffing.

9. **What information do you use to keep informed about crashes in your jurisdiction?**

- We use the UCON crash repository to address enforcement. With the limited time frame and limited people, we try to make the biggest impact in the field. Boots on the ground make the biggest impact. If there is a certain area and certain time crashes are occurring, we want to have enforcement visible and helping to identify issues.

- We use crash data from ITD, and we use our captains' reports. Captains submit a quarterly report prior to quarterly council meeting that includes information about fatal and serious injury crashes as well as data about increases in crashes.

- We use an in-house computer software system as well as statistical data provided by IDOT.

- I review weekly fatal crash reports, have weekly conference calls to discuss serious crashes across the state, and provide weekly updates to troopers. I stayed appraised of any significant event that may draw attention or affect traffic flow.

  a. **What information would help inform you and your officers about crashes?**
  - We are a small unit and are being pulled in many different directions, so with more data, I don't know if anything else would happen.
  - If anything, it would be timeliness. The reports are not in real time. ITD collects data from local and county agencies and shares it. This can be a time-consuming process. They do a good job, but it would be great if it were faster.
  - I think the captains keep very good track of their jurisdiction and I have the data I need.

10. **Is there anything else that you would like to share about this issue?**
- Yes, the Illinois State Police will continue to promote public safety through traffic enforcement in order to improve the quality of life in Illinois. We ask the motoring public to comply with traffic laws and help us by making the right choices in order to decrease traffic fatalities and injuries on roadways and highways.
- It is unfortunate that people view crashes as "normal." Crashes are preventable.

10.2 Summary County and Municipal Agency Law Enforcement Leaders

1. **To get us started, in one or two sentences, how do you define traffic safety enforcement for your agency?**

- We are very active. We have an actual officer who is assigned to traffic safety.

- For us, we try to hit areas that are high in traffic, pedestrian volume, and in accidents; we do statistical research to find those areas. We also take in complaints from citizens and volunteer groups about problems and then use speed detection equipment or other means needed. We enforce those areas where we see a problem; that may include addressing distracted driving, speed, seat belt, etc.

- It has changed over the years. Some officers are more focused on traffic safety enforcement while others are more selective. We saw an increase in violations with the laissez-faire style management but have not seen an increase in crashes.

- This is an area where we have made significant progress. This progress was mainly due to creation of a full-time traffic enforcement deputy in 2013. In 2010, we started by participating in highway safety grants the Department of Transportation offered. Without the opportunity to dedicate a full-time position to traffic safety enforcement we would have not been able to make the progress we have.

- Traffic Safety Enforcement would be typically directed patrols that are largely reactive in nature to citizen concerns and complaints regarding traffic safety issues.

- For my agency, it is the ability to proactively enforce state and local traffic laws to deter unlawful traffic behavior.

- With the chief who micro-managed, it was all about numbers, and if you didn't produce numbers you were not recognized. Awards were given out for who had the most traffic stops and who did the most extra patrols or downtown door checks. It was a very stat driven department. The police department developed a reputation for taking a very hard line on traffic safety enforcement. Then there was a change in management to the lasses-faire style and officers went into cruise mode enforcing traffic safety when they got a call/complaint from the public. There were increases in reports from citizens during this time and as stated above a perceived increase in violations. The new chief has brought back an emphasis on traffic safety. Some of the officers are traffic oriented and there are new hires who bring an emphasis on traffic safety as well. In 2018, we have seen more traffic enforcement. The current philosophy is to get a more united approach where quality traffic safety is the priority. We want to make sure it isn't all about the numbers. The focus should be more about public education than numbers of citations. However, there are some underlying issues that create problems for traffic safety enforcement for the department. One issue is there was no trooper assigned to their county until this past year. Another issue is the relationship between the city and the county agency. Other issues we deal with are special events. One of the major concerns is driving under the influence. Another concern is a rise in gang activity taking place at the events. We have even had to bring in the gang units from nearby cities. We have worked with OHS to help provide other agencies resources to increase the number of officers assisting but haven't had much success. We have also tried working with Alcohol Beverage Control to provide more training to servers and have more active enforcement of over service during these events. However, there are still many concerns about the size of the event, the lack of officers, and potential harm on the roadways. How do we address these concerns?

2. **How do you speak to stakeholders, including the general public, about traffic safety enforcement in your jurisdiction?**

- We do it through several ways: Facebook, news interviews, and our traffic safety officers will go out and do presentations. We have driver's training classes and until about a month ago, we had Alive at 25, which is a program for individuals who are under 25 and have been involved in an accident or traffic ticket. We had four instructors in the Alive at 25 program, and it was through the court system. Traffic tickets can go away if individuals attend the class.

- If I was speaking to an elected official or someone who has influence over budgets, I would say that man power issues limit what we can do in traffic safety; our budget limits us. They might have influence over budgets, and budgets influence staffing levels.

- The main avenues we use are social media, city hall meetings, and citizens' requests. At the meetings, people who attend are able to ask questions and express complaints or make requests. No other engagement.

- We try to address concerns as best as we can. Due to staffing and turnover, our priority is calls for service. Prioritization of calls is:
  - In progress crimes
  - Crimes of violence / crimes against persons

- o Property crimes / misc. calls for service
- o Traffic Safety

- Often, we are running one officer to a shift, and that officer is dealing with service calls (domestic violence, crimes of violence, drug bust, etc.). When the calls for service aren't there, we try to get officers out to look for traffic stops. We want to be visible and let the public know the officers are trying to do their job. Within the last year, we have made additional strides. An example is the installation of a speed-read sign. It was purchased to help regulate speed near school. In addition to helping to reduce speed in a problem area of town, it helps get rid of the perception that law enforcement is trying to harass the public. It helped to educate and bring awareness to the public rather than just ticket.

- A lot of times, it is done on a one by one basis. When a resident complains about a specific issue (like speeding), an officer will speak to them, and a supervisor will assign an officer. We will do a follow up call or email with summary of enforcement activities. Traffic safety is the number one concern of citizens in the community. Many citizens think their block or neighborhood is the worst. The officers try to explain how widespread the issue is and if you have a specific concern, you can speak to a supervisor who will assign a detail to your area.

- It is important to keep the public informed. We conduct a lot of public service announcements and social media to educate the public. We put on National Night Out events each year. This is a big event for us, and we do a lot of informing and educating during that time. We also host Citizen's Police Academy - when there is enough interest, which is also a good way to educate.

- For elected officials, kind of the same way, especially with city council. We invite them to events, and at meetings, committee meetings, we keep them appraised with what is going on in the community. At the end of the year, we do a year-end review.

3. **How do you prioritize traffic safety in your jurisdiction relative to other public health issues?**

- I would say it is a top priority. Texting and driving, for example, causes a lot of crashes in our area.

- I think people think it is important, but I don't think that we have dedicated enough man power to it. When we compare it to other issues, yes, traffic safety enforcement; it is in the top 10, but probably outside of the top 5. Other issues like homelessness, drug abuse, etc., take priority. I get calls all the time from people about stop sign issues or speed in their neighborhood, but we do not have the manpower to handle every request.

- We do a good job of prioritizing traffic safety. Our officers drive around in high visibility vehicles to deter traffic and influence driving behaviors. We equip all vehicles with up-to-date radars, and officers stay current with training in traffic stops and field sobriety testing to ensure traffic safety.

- From a police standpoint, we would place it very high. The city, as a whole, does as well; they recognize the issues that occur. If you look at fatal crashes and how traffic safety is

related to general public health of people as a whole, the impact is more so than alcohol or drug addiction. And police can have an impact on traffic safety.

- This was one I was not really sure what it was asking. Basically, every day our officers patrol the streets and are always focusing on traffic safety. We have extra shifts and overtime for traffic safety patrols. Also, we have a scheduled shift taking calls that handle all other public health issues. Any serious or life-threatening calls – these take priority. With prescription drug issues, we do have a tri-agency task force. We do a lot of enforcement and education through that task force.

   a. **Has your prioritization of traffic safety changed in the past five years? How? Why?**

   o We have increased our education and enforcement of traffic safety. This started with the Chief before me. He brought in the actual traffic safety position to deal with traffic safety specific related issues.

   o I have been in this role since January. I would say not too much changed in the past five years. Compared to other agencies in our general area of like size, we are ahead of a lot of them. We are part of a metro traffic service – combined with six or seven other towns. We have the most trained guys, most skilled, and best equipment. We do well in our federally funded grants. Our Chief and administration is supportive; we have always been ahead of other agencies.

   o We created a traffic safety deputy position with the intent to reduce reckless or dangerous driving patterns in our community. This position is because of highway safety grants from Department of Transportation. Traffic safety enforcement used to be highly dependent on deputy discretion, but the highway safety grants have allowed the following:

      ▪ Isolated deputy solely for traffic enforcement,

      ▪ Administration expected results based off solid traffic stops, and

      ▪ Paid deputies time and a half to work on non-schedule days for traffic enforcement.

   o In general, it has changed slightly because of upper administration of leadership in the department; probably a bit of a decrease and an increase in a focus on crime prevention and community engagement and interaction. We have slightly decreased enforcement, but traffic safety education has increased.

   o No, it has not changed.

4. **How do you prioritize traffic safety enforcement in your jurisdiction relative to other law enforcement duties?**

- Officers are out in traffic all the time. We have a specific motor unit and traffic safety officer that can deal with traffic safety related accidents or other traffic issues that we have. There is a dedicated focus which makes prioritization a little easier. All the traffic safety officer does all day long is traffic related.

- It depends, in our unit, we don't go to patrol calls; in the traffic unit we go to accidents, complaints, and conduct self-initiated enforcement. Patrol does a lot of other things – they have other priorities but must respond to calls first. When they have time, traffic enforcement is in the top seven. In traffic unit, it is priority #1 all the time; we have three dedicated guys and me. This month I have set a goal that we want a lot of presence in school zones the next four weeks; all aspects – parking, speeding, distraction, etc.

- It is low, calls for service always take priority. Traffic enforcement can be considered a luxury to some people. If deputies are running traffic, it means that it is a slow day. The limited resources in terms of manpower mean that service calls are prioritized. However, when reckless or dangerous behaviors are seen by other deputies, they are handed over to a traffic safety deputy when we have a full staff.

- Our number one public health issue has been mental health from suicides, attempts, barricaded subjects, and having to detain people on a mental health hold due to their frame of mind and/or inability to care for themselves. Traffic enforcement has definitely taken the back burner to mental health and drug enforcement.

- More so now. We are a little more reactive from a concern or complaint from citizen or official; then we will respond. We will wait until we hear a complaint.

- Traffic safety enforcement is our primary focus when officers are not responding to other duties. Calls get prioritized when they come in based on the seriousness of each call; when there are no calls, we are enforcing traffic issues. Calls are prioritized based on seriousness.

  a. **Has your prioritization of traffic safety enforcement changed in the past five years? How? Why?**

  - We have had a traffic enforcement officer for probably 10 years now. I'd like to get another one, but funding restricts that.

  - It has been very consistent in the past five years for our team. It has increased slightly over the past five years for the agency. We had administrative changes in command staff, and they have made it a bigger priority. Numbers were an issue – traffic stops per officer.

  - We were able to create a full-time traffic position. It is a good day when we are able to use him that way. Due to turnover, sick time, and leave time, often times he gets relegated to a fill-in role. Overall though, we have made improvements in prioritization of traffic safety enforcement.

  - There has been a change in philosophies by the leadership; it is a slight decrease. It is recognized as important especially if it is important to the community. To give you a comparison, if nothing is else going on, traffic safety enforcement is increased. If other issues come up (like crime) then we pull from traffic safety enforcement.

  - No change.

5. **In your opinion thinking about your jurisdiction, does traffic safety enforcement improve traffic safety? Why or why not?**

- Yes, I think it does. The problem is we are somewhat of a transient community with the two universities a few miles apart in two different states. As we get new students in, we are constantly trying to educate them on traffic safety. We do a lot of education at the university level to talk to students about traffic safety. We have out-of-state students with different laws and habits. We also have a fairly large international student population, so we are dealing with international laws and driving habits from other countries.

- Yes. To be honest, it does but it does for a short period of time. It is not a permanent fix. We will go to an area and do enforcement, let's say Click IT or Ticket or heavy enforcement. We will see an increase in seat belt use, which stays for a time period, but they regress back to their habits over time. They think "it is not a big deal if I do this" and they go back. It is not a 100% fix. If we see a lot of speeding in a part of town, we enforce, and it goes down. Then we back off, and it comes back. When we do enforcement and they get penalties, it does curb that bad behavior.

- Yes, traffic safety enforcement does improve traffic safety. Historically, this has been a traffic safety enforcement focused agency and the jurisdiction has not had as many serious injury crashes as other jurisdictions have had. The emphasis should not be on stats and numbers but rather viewing violations as an opportunity to stop and educate the public about traffic safety. I think it is a good opportunity to make a negative encounter a positive one. It is about community caretaking. It increases the perception of getting pulled over, which results in people driving better and being more aware of the laws.

- Absolutely. When we first started participating in the highway safety grant, drivers were unsafe and reckless. With the ability to have a dedicated enforcement officer, we have seen notable decreases in violations. When the public realizes that traffic enforcement is present and consistent, their behavior changes. We know we are making huge progress when the number of traffic stops decreases, as it shows people are obeying the laws and traffic enforcement is working.

- Yes, has a huge impact on safety. I am tracking some numbers and am seeing a decrease in stops and citations and an increase in injury crashes. With more enforcement, you see less crashes involving injuries. When I started, we did not have a primary seat belt law. The seat belt law has decreased injury crashes also with DUI and creating a sense of getting caught.

- Yes. Traffic enforcement plays a huge part in improving traffic safety. When we are proactive and enforcing traffic safety laws, the public is aware, and behaviors improve. When motorists see law enforcement doing stops, people drive in a better manner. When we do PSAs on special traffic safety enforcement, we see traffic safety improve.

6. **To what degree do you feel supported in traffic safety enforcement by:**

   a. **Your officers?**

   - Very supported. We have a fairly young officer force, so they understand the need for it.

- Officers in general agency: patrol officers in general get the importance. But they get involved in their own case work and high volumes that are not traffic related. And certain officers enjoy it more than others; some are drawn to it and some are not.

- Their commitment and support is pretty high. We rarely have traffic grants that go unfulfilled. Officers sign up for grants, produce results, and earn and maintain certifications.

- Overall, I feel very supported by the officers. There are some that are more selective and some that set up goals for themselves to obtain as far as violations. However, we have had past employees who were less traffic safety oriented because they felt that was the state police's job or they didn't believe in stopping people for speeding.

- I would say it was marginal at best at this point. There has been a change over the years. It is not a priority among new officers. They want to be everyone's friend. They don't want to write tickets.

- Huge support from our officers. There is a large number of citations and warnings written each year, which shows their support for the enforcement of traffic safety.

b. Elected officials in your community?

- I have never not felt support or felt that they did not want traffic safety enforcement to happen.

- I don't really interact with elected officials; I never hear negative feedback from administration or the Chief.

- High support. We never get turned down for traffic equipment, and commissioners do a good job supporting stops and enforcement.

- Overall, I would say yes. Our mayor is the former judge, so he is very supportive of law enforcement. Another elected official has asked why we are not stopping people more. I try to explain that it is about quality stops not just numbers. It will be interesting to see if they support us when we ask for funding for another officer in the future.

- Very supported as long as it is not affecting them personally or people they consider as constituents; a lot of our concerns wanting more enforcement are raised by these officials. People will contact their Alderman about problems, and then they will contact us to request enforcement.

- Great support from elected officials. They support our department when seeking grant funding to support traffic enforcement efforts. They support changes in ordinances or speed limit changes. They are always onboard.

c. Prosecutors and judges?

- Very supported, for example with the Alive at 25 program we work side by side.

- Guys in general feel like the vast majority of tickets get thrown out or plead out. There is a prosecutor at the state DOT who works with local jurisdictions and courts, and she has said that it is time to stop doing that. They are trying to get the message out there. Most of the stuff we do is plead out or dismissed.

- We have one judge who handles misdemeanors and violations. He seems fair and would like to see more stop sign enforcement. We haven't had as much support from the prosecutor's office. It seems like they are always looking for a plea agreement. Sometimes, I feel it does not happen as it should. However, I know they are understaffed and overworked, so resources are probably an issue there.

- I would say moderate to neutral. The prosecutors provide moderate support. They do a good job prosecuting DUIs and traffic offenses, but they have to balance time and costs for minor traffic infractions. It tends to be the nature of their job. They have to make deals, and a lot occur with lower level traffic violations. The judges are neutral, and I expect them to be neutral. It is their job to be unbiased with cases.

- Pretty supportive. Prosecutors do prosecute cases; judges do hand out fines that are significant; we have a local court where most cases are heard; within local court, prosecutor does support enforcement.

- The prosecutors and judge are very supportive. They take all cases seriously and prosecute them.

d. **Your state's department of transportation?**

- Yes, very much. We get a lot of grant money through them. ITD has specific programs to address driving under the influence and distracted driving that we implement.

- Super. They are great. They are always emailing and asking what they can do; what equipment do we need to be safer; they invite us to DOT meetings to get our input and thoughts.

- The Office of Highway Safety is supportive. They have provided grant funding, social media support, and equipment. With other agencies within ITD like engineering and road development, it is a hit or miss. For example, Highway 16 needs to be widened. There are many people passing on double lines, but this doesn't seem to be a priority for ITD. There are other issues with highway infrastructures that are very behind and need safety updates. I don't think they are anticipating long term growth.

- Extremely supportive. They make it easy for police departments to apply and receive Highway Safety grants. They support the Idaho State Police who are providing traffic enforcement on the highways. They also provide support with communication and press releases.

- Very, very supportive. I manage all the grants. Those guys are all over it; they are extremely supportive. I get emails with statistics explaining the priorities. IDOT is extremely supportive. We have a liaison that is responsible for 20-30 police

departments for the grants. I get a daily email with suggestions and ideas. They also recognize officers who have found criminals during basic traffic stops with awards called Beyond the Belt.

- The department of transportation is also very supportive. They play a huge role statewide and in our community. They provide public service announcements, billboards, signage, TV ads, etc. They also maintain our roads and speed monitoring devices.

e. General members of the public?

- Relatively good support, but there are always a few naysayers. They are pretty used to us doing a lot of traffic safety emphasis on seat belts, car seats and texting.

- In general, they like the concept of traffic safety (to slow down, buckle up, etc.) until they are caught. Then they say, "Don't you have something better to do?" We get a call about speeding in a neighborhood, and we go out and enforce and end up catching the person who called us. They can get mad.

- Overall, the community comes out and supports us as an agency. Last year, we had 4 of our patrol cars set on fire in our parking lot, and it felt like the entire community was coming out to help us or offer support. For traffic enforcement specifically, though, there is a mixed reaction. We still have people who believe an old-school mentality vs. the people who wish for more traffic enforcement

- Most citizens are supportive (at least the ones who attend city council meetings). Occasionally they question speed limits and request additional enforcement in some areas, but for the most part they support traffic enforcement efforts.

- Correlated with elected officials. When working in areas that have raised concerns, people bring us cookies and bottles of water. They are very supportive when we react to their complaint as long as it is not them that gets cited. By and large, the public is pretty supportive; we announce roadside speed enforcement on Facebook, and we usually get more positive responses than negative.

- I feel the public is very supportive. They have supported extra patrols and keep us informed as to what they are seeing. They will notify us of concerns in the neighborhood and help us help them. The communications are good.

7. What does "support for traffic safety enforcement" look like from these various stakeholders?

a. Officers

- See support when they are requesting to go to training – advanced training (like ARIDE, DRE, SFST refreshers). These are good indicators they are supportive of it. Also, just listening to officers discuss their stops and arrests that stem from stops.

- Marginal support. Sometimes it is done under duress: "a moving violation a day keeps the Sargent away." There are some exceptions; I see more limited support than I did 15 years ago.

b. **Elected officials**

- They support ordinances, seek grant funding, and fund the department. They get involved in new or changing ordinances.

c. **Judges and Prosecutors**

- They put on events for junior high students at City Court. These students will be enrolling in driver's education, and mock DUI trials are also conducted with the students. The mock DUI jury trials take students through the whole process from stop, DUI processing, and the court process. We really educate the kids about what happens. The judges get involved. Judges also use the 24/7 program: basically, if you are charged with DUI, in order to get out of jail, or pre- or post-charging, you will come in 2x day and give 2 breath tests (7 am / 7 pm). We try to reduce recidivism. Drug court utilizes this as well. When you see the judges participating, you know they are onboard.

d. **Department of Transportation-**

- The number of PSAs they do and training they provide for our officers is pretty good. They also hold annual meetings which are a chance to discuss traffic safety, help to reduce fatalities, and talk about what we can look for in the future.

e. **Public**

- They will call with concerns or issues. The community is very supportive of law enforcement. They get involved quite a bit and attend council meetings to request something or change or ordinance. They can be pretty supportive.

8. **What tools or resources would be helpful to increase support for traffic safety enforcement activities?**

- We used to be able to get funding for radars and traffic control speed monitors. It would be nice to be able to afford moving speed monitors for every officer, but overall, we have had pretty good success with the current equipment. We haven't done any radio ads or locally specific work. It would be nice to be able to partner with someone to get information out in different ways.

- The radar read out signs have been a great tool for changing the public perception about law enforcement. We are not trying to catch you, we are trying to keep you safe. One issue we have is our street design. They are too narrow which is an issue with traffic safety. Equipment-wise we are not doing too badly. We are exploring e-ticking and in contact with OHS for grant funding. We would like to get officers to training and more educational opportunities. Idaho POST does not teach speed and radar training to officers anymore. This is difficult because we want to make sure our guys are fully prepared. It would be nice if the academy supported speed and radar training. Another resource that would be nice is to have an officer assigned solely for traffic purposes here. However, staffing issues and turnover caused the traffic officer to not become a reality. It would be nice to be more proactive than reactive. Overall, overtime grants have helped us focus on seat belt issues, distracted driving, and impaired driving.

- Creating a dedicated traffic position showed us that if we have that ability to isolate a traffic enforcement position from other funding sources, we see better results. If there was the ability to have grants for dedicated traffic positions in other jurisdictions, it would be helpful. Maybe they could pay for the first few years of the position like they do with resources officers in schools and then allow the community to take over the costs moving forward. The results would speak for themselves, so there should be no problem funding that position from there on out.

- Getting buy in from the academies and from people who are hiring the new officers and stress the importance of traffic safety enforcement from day one.

  - They need to know it is a part of being a police officer.

  - There are many expectations for an officer, but sometimes you have to enforce laws that you may not agree with or may think are not as important as other things.

  - We want this established in the academy to field training program and then moving up from there during the formative years of officer training and experience.

  - Availability of grants is important.

  - Speed trailers are important – good public education tool, seem to get more every year.

- Definitely equipment we can use to make enforcement more efficient and better. Regarding things to make public opinion sway, I don't know. If you had some kind of public service announcement, of the 10 people who watch it, if you affected 1 or 2, that would be a lot.

- Training, equipment, and funding, especially for smaller departments. We rely heavily on JAG grants and STEP grants; they provide funding for extra patrols. This year we did not qualify for the Justice Assistance Grant because our crime rate was down, but we look for these. Other resources – we use other agencies to help. These agencies include the Highway Patrol, Hill County Sheriff's Office, and Blaine County Sheriff's Office. We will do special events and work together.

9. **What information do you use to keep informed about crashes in your jurisdiction?**

- We have our state reporting system, IMPACT. We also use our local reports from officers attending a crash, and I get a monthly report about crashes, injuries, etc.

- The University of Connecticut maintains a Crash Repository. They take all crashes statewide and have them in a database, which can be accessed by any law enforcement officer in the state. We can get a map of our town with hotspots; it shows where they are with red dots. We have an online accident writing program to capture data. I would say officers do not use the UConn Repository regularly. We have a CAD system in our report writing system that tracks crashes; serious crashes may make the daily captain's log. If I want to see stats, I use UConn Repository or CT Chiefs program. I can log in and do a search and see how many crashes by month. Every month I will see how many crashes

officers have taken, how many by the agency. If I want to see where they are, I can use the UConn Repository to see a map.

- We can pull up stats in-house on our own reporting system called computer arts. We also have access to ITD's web cars if needed. Only one or two people in department that know how to access this, though. It would be nice for more people to be able to access that information.

- We have web cars available from Transportation Department data system, which provides detailed information. It is a helpful and useful tool.

- IDOT gives us a map every year with hot spots; locally we have a person in records department who emails officers the five most dangerous intersections where most crashes are occurring.
  - We try to figure out what the cause is – speed, failure to stop, etc.
  - We are seeing an increase of crashes between vehicles and bicycles and looking for solutions; these solutions will most likely be a combination of enforcement, education, and engineering.

- We use our own local records (RMS), look at the data logs about what is going on each day, or look up the stats. I get monthly reports for statewide from highway patrol, and I look at data for our region.

  a. **What information would help inform you and your officers about crashes?**
  - Get more accurate data on how many crashes are caused by distracted drivers
    - in fatal crashes, we subpoena cell phone records;
    - in fender-benders, we don't know how many are caused by distraction.
  - Since we are a bordering state with Washington, I would like to see a study done on driving under the influence of marijuana and its effects on crashes.
  - I don't have anything in mind.
  - Nothing more.
  - I would like to participate more in the Below 100 program. It is a nice way of encouraging officers to be safe. This will require getting more buy in from the management though.
  - I don't know about that. I know the officers can look to see when and where the speed violations or traffic crashes are occurring. They can patrol those areas more often. We can put in for a site study on an area with a problem to see about adding or changing signage. Many of our intersections are uncontrolled (only 5-6 stoplights in whole town). We have those resources available and look at the stats.

10. **Is there anything else that you would like to share about this issue?**

- It would be nice to have two traffic safety officers within our agency that did traffic enforcement. That way we could have one officer in the evening and one in the daytime. Day and night have two different kinds of audiences.

- No, I don't think so.

- I can give you some statistics from our department: last year our officers issued over 1900 citations and 1294 warnings. Crash investigations: 2016 – 269, 2017 – 309, 2018 - 209.

  Last winter – started in October and ended in May – that is why we had an increase last year (long winter).

  DUIs: going down in numbers, seeing people being more responsible; number of officers and the training they are receiving about driving under the influence.

  2015: 97 arrests

  2016: 71 arrests

  2017: 73 arrests

- To improve traffic safety, people have to become more responsible, don't drink and drive, and wear their seat belts. I see people being more responsible; we use our social media. Everyone seems to be taking more responsibility.

11 APPENDIX D

11.1 Relative Frequency Report

How concerned are you about safety on roads and highways?

		Not at all concerned (1)	(2)	(3)	Moderately concerned (4)	(5)	(6)	Extremely concerned (7)	
statewide	276	0.0%	1.1%	0.7%	5.8%	10.1%	28.3%	54.0%	100.0%
sheriff	147	0.0%	1.4%	2.7%	11.6%	21.1%	23.8%	39.5%	100.0%
municipal	140	0.7%	1.4%	5.0%	19.3%	17.9%	26.4%	29.3%	100.0%
total	563	0.2%	1.2%	2.3%	10.7%	14.9%	26.6%	44.0%	100.0%

How much do you agree or disagree with the following statements? - A. "I believe the only acceptable number of deaths and serious injuries on our roadways should be zero."

		Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	280	6.8%	2.1%	3.9%	4.3%	8.9%	21.4%	52.5%	100.0%
sheriff	146	4.1%	4.1%	4.1%	3.4%	4.1%	13.7%	66.4%	100.0%
municipal	141	2.8%	2.8%	4.3%	9.9%	9.2%	13.5%	57.4%	100.0%
total	567	5.1%	2.8%	4.1%	5.5%	7.8%	17.5%	57.3%	100.0%

How much do you agree or disagree with the following statements? - B. "I believe the only acceptable number of deaths and serious injuries among my family and friends on our roadways should be zero."

		Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	273	7.0%	1.1%	1.8%	6.2%	5.9%	11.4%	66.7%	100.0%
sheriff	142	4.2%	4.9%	2.1%	3.5%	2.1%	5.6%	77.5%	100.0%
municipal	138	3.6%	1.4%	2.9%	8.7%	3.6%	7.2%	72.5%	100.0%
total	553	5.4%	2.2%	2.2%	6.1%	4.3%	8.9%	70.9%	100.0%

Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety? - A. You

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	280	0%	0.0%	0.7%	4.6%	8.9%	34.3%	51.4%	100.0%
sheriff	147	0%	0.7%	3.4%	16.3%	27.2%	31.3%	21.1%	100.0%
municipal	140	0%	1.4%	4.3%	25.0%	26.4%	23.6%	19.3%	100.0%
total	567	0%	0.5%	2.3%	12.7%	18.0%	30.9%	35.6%	100.0%

Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety? - B. Most officers in your office

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	280	0.4%	0.7%	1.1%	10.7%	17.9%	33.6%	35.7%	100.0%
sheriff	146	0.0%	4.8%	11.0%	27.4%	17.8%	24.7%	14.4%	100.0%
municipal	141	1.4%	3.5%	12.1%	41.8%	18.4%	9.9%	12.8%	100.0%
total	567	0.5%	2.5%	6.3%	22.8%	18.0%	25.4%	24.5%	100.0%

Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety? - C. Your immediate supervisor

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	279	0.0%	2.2%	1.1%	6.8%	13.6%	33.7%	42.7%	100.0%
sheriff	146	2.1%	3.4%	6.8%	21.9%	21.9%	24.7%	19.2%	100.0%
municipal	141	3.5%	1.4%	7.1%	30.5%	22.0%	14.9%	20.6%	100.0%
total	566	1.4%	2.3%	4.1%	16.6%	17.8%	26.7%	31.1%	100.0%

Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety? - D. The highest commanding officer in your office

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	280	1.1%	3.2%	2.1%	8.2%	10.0%	30.0%	45.4%	100.0%
sheriff	145	1.4%	2.1%	4.1%	13.1%	16.6%	35.9%	26.9%	100.0%
municipal	141	5.0%	4.3%	2.8%	27.0%	18.4%	21.3%	21.3%	100.0%
total	566	2.1%	3.2%	2.8%	14.1%	13.8%	29.3%	34.6%	100.0%

Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety? - E. Most elected officials in your community

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	279	4.7%	10.8%	15.4%	41.2%	16.5%	5.4%	6.1%	100.0%
sheriff	146	6.8%	9.6%	11.0%	23.3%	24.0%	15.8%	9.6%	100.0%
municipal	141	5.7%	7.1%	9.2%	30.5%	12.1%	17.7%	17.7%	100.0%
total	566	5.5%	9.5%	12.7%	33.9%	17.3%	11.1%	9.9%	100.0%

Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety? - F. Most prosecutors in your jurisdiction

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	279	2.9%	9.3%	13.3%	34.4%	21.1%	12.5%	6.5%	100.0%
sheriff	146	5.5%	11.6%	14.4%	27.4%	21.9%	11.6%	7.5%	100.0%
municipal	141	7.1%	14.2%	15.6%	32.6%	16.3%	6.4%	7.8%	100.0%
total	566	4.6%	11.1%	14.1%	32.2%	20.1%	10.8%	7.1%	100.0%

Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety? - G. Most judges in your jurisdiction

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	279	4.3%	10.0%	15.1%	29.7%	22.2%	13.3%	5.4%	100.0%
sheriff	146	6.2%	11.0%	15.1%	30.1%	19.9%	8.9%	8.9%	100.0%
municipal	141	8.5%	19.1%	15.6%	31.9%	13.5%	3.5%	7.8%	100.0%
total	566	5.8%	12.5%	15.2%	30.4%	19.4%	9.7%	6.9%	100.0%

Relative to all the issues law enforcement addresses, how would the following people prioritize traffic safety? - H. Most adults in your community

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	278	3.2%	13.3%	21.2%	34.9%	16.5%	6.5%	4.3%	100.0%
sheriff	144	4.2%	7.6%	20.8%	31.3%	21.5%	6.9%	7.6%	100.0%
municipal	140	7.1%	9.3%	10.7%	23.6%	22.1%	16.4%	10.7%	100.0%
total	562	4.4%	10.9%	18.5%	31.1%	19.2%	9.1%	6.8%	100.0%

Relative to all your duties, how would the following people prioritize traffic safety enforcement? - A. You

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	279	0.0%	0.4%	1.1%	5.4%	9.3%	35.8%	48.0%	100.0%
sheriff	146	1.4%	3.4%	7.5%	22.6%	23.3%	25.3%	16.4%	100.0%
municipal	141	2.8%	2.1%	2.8%	31.9%	25.5%	22.0%	12.8%	100.0%
total	566	1.1%	1.6%	3.2%	16.4%	17.0%	29.7%	31.1%	100.0%

Relative to all your duties, how would the following people prioritize traffic safety enforcement? - B. Most officers in your office

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	279	0.4%	0.4%	1.1%	10.8%	15.4%	39.1%	33.0%	100.0%
sheriff	146	3.4%	4.1%	11.6%	31.5%	22.6%	17.8%	8.9%	100.0%
municipal	141	3.5%	6.4%	12.1%	38.3%	20.6%	11.3%	7.8%	100.0%
total	566	1.9%	2.8%	6.5%	23.0%	18.6%	26.7%	20.5%	100.0%

Relative to all your duties, how would the following people prioritize traffic safety enforcement? - C. Your immediate supervisor

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	279	0.0%	1.8%	2.2%	8.6%	11.8%	34.8%	40.9%	100.0%
sheriff	146	1.4%	6.8%	11.6%	29.5%	17.8%	23.3%	9.6%	100.0%
municipal	141	3.5%	3.5%	7.1%	33.3%	21.3%	16.3%	14.9%	100.0%
total	566	1.2%	3.5%	5.8%	20.1%	15.7%	27.2%	26.3%	100.0%

Relative to all your duties, how would the following people prioritize traffic safety enforcement? - D. The highest commanding officer in your office

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	279	1.1%	2.9%	2.9%	11.5%	10.8%	28.7%	42.3%	100.0%
sheriff	144	2.1%	3.5%	8.3%	22.2%	20.8%	25.7%	17.4%	100.0%
municipal	141	5.7%	5.7%	6.4%	26.2%	20.6%	17.0%	18.4%	100.0%
total	564	2.5%	3.7%	5.1%	17.9%	15.8%	25.0%	30.0%	100.0%

Relative to all your duties, how would the following people prioritize traffic safety enforcement? - E. Most elected officials in your community

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	278	5.0%	12.9%	15.1%	36.0%	20.9%	6.1%	4.0%	100.0%
sheriff	146	11.0%	7.5%	12.3%	27.4%	24.0%	11.0%	6.8%	100.0%
municipal	141	5.7%	5.7%	16.3%	29.1%	13.5%	15.6%	14.2%	100.0%
total	565	6.7%	9.7%	14.7%	32.0%	19.8%	9.7%	7.3%	100.0%

Relative to all your duties, how would the following people prioritize traffic safety enforcement? - F. Most prosecutors in your jurisdiction

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	278	2.5%	12.2%	10.8%	32.7%	24.5%	12.2%	5.0%	100.0%
sheriff	146	6.8%	14.4%	15.8%	30.1%	18.5%	9.6%	4.8%	100.0%
municipal	141	7.8%	13.5%	19.9%	32.6%	12.8%	7.1%	6.4%	100.0%
total	565	5.0%	13.1%	14.3%	32.0%	20.0%	10.3%	5.3%	100.0%

Relative to all your duties, how would the following people prioritize traffic safety enforcement? - G. Most judges in your jurisdiction

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	277	3.6%	11.2%	15.5%	30.7%	22.4%	13.0%	3.6%	100.0%
sheriff	146	6.8%	10.3%	22.6%	28.8%	17.8%	7.5%	6.2%	100.0%
municipal	141	8.5%	18.4%	17.0%	33.3%	9.9%	7.8%	5.0%	100.0%
total	564	5.7%	12.8%	17.7%	30.9%	18.1%	10.3%	4.6%	100.0%

Relative to all your duties, how would the following people prioritize traffic safety enforcement? - H. Most adults in your community

		Lowest priority (1)	(2)	(3)	In the middle (4)	(5)	(6)	Highest priority (7)	
statewide	276	3.3%	15.2%	21.4%	34.4%	15.6%	6.5%	3.6%	100.0%
sheriff	146	7.5%	13.0%	18.5%	33.6%	15.1%	6.8%	5.5%	100.0%
municipal	140	3.6%	12.9%	7.9%	29.3%	20.7%	16.4%	9.3%	100.0%
total	562	4.4%	14.1%	17.3%	32.9%	16.7%	9.1%	5.5%	100.0%

Thinking back over the past 12 months, how often have YOU engaged in the following traffic safety enforcement activities? - A. general traffic safety enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	1.1%	1.5%	2.3%	1.9%	5.3%	20.5%	67.3%	100.0%
sheriff	136	5.1%	6.6%	5.9%	7.4%	7.4%	22.8%	44.9%	100.0%
municipal	131	3.8%	10.7%	6.9%	6.1%	11.5%	23.7%	37.4%	100.0%
total	530	2.8%	5.1%	4.3%	4.3%	7.4%	21.9%	54.2%	100.0%

Thinking back over the past 12 months, how often have YOU engaged in the following traffic safety enforcement activities? - B. seat belt enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	2.7%	4.6%	4.2%	2.7%	12.9%	26.2%	46.8%	100.0%
sheriff	137	19.7%	21.2%	12.4%	6.6%	6.6%	16.8%	16.8%	100.0%
municipal	131	13.7%	16.0%	13.7%	8.4%	16.0%	11.5%	20.6%	100.0%
total	531	9.8%	11.7%	8.7%	5.1%	12.1%	20.2%	32.6%	100.0%

Thinking back over the past 12 months, how often have YOU engaged in the following traffic safety enforcement activities? - C. speeding / aggressive driving enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	1.9%	1.5%	3.4%	1.5%	6.8%	21.3%	63.5%	100.0%
sheriff	136	11.8%	7.4%	7.4%	3.7%	10.3%	19.9%	39.7%	100.0%
municipal	131	10.7%	11.5%	7.6%	8.4%	10.7%	22.9%	28.2%	100.0%
total	530	6.6%	5.5%	5.5%	3.8%	8.7%	21.3%	48.7%	100.0%

Thinking back over the past 12 months, how often have YOU engaged in the following traffic safety enforcement activities? - D. impaired driving enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	4.6%	6.8%	7.2%	3.4%	16.3%	24.3%	37.3%	100.0%
sheriff	137	24.1%	13.1%	9.5%	5.1%	12.4%	16.8%	19.0%	100.0%
municipal	131	13.7%	16.0%	9.9%	9.2%	15.3%	15.3%	20.6%	100.0%
total	531	11.9%	10.7%	8.5%	5.3%	15.1%	20.2%	28.4%	100.0%

Thinking back over the past 12 months, how often have YOU engaged in the following traffic safety enforcement activities? - E. distracted driving enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	2.3%	4.6%	6.1%	4.6%	13.3%	24.7%	44.5%	100.0%
sheriff	137	20.4%	9.5%	10.9%	8.0%	11.7%	19.0%	20.4%	100.0%
municipal	131	10.7%	13.7%	10.7%	10.7%	13.0%	18.3%	22.9%	100.0%
total	531	9.0%	8.1%	8.5%	7.0%	12.8%	21.7%	33.0%	100.0%

In your opinion, how often did MOST OFFICERS in your office engage in the following enforcement activities during the past 12 months? - A. general traffic safety enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	0.4%	1.1%	0.0%	1.5%	4.2%	18.3%	74.5%	100.0%
sheriff	136	1.5%	2.9%	2.9%	5.1%	12.5%	26.5%	48.5%	100.0%
municipal	131	0.0%	10.7%	5.3%	6.1%	9.9%	23.7%	44.3%	100.0%
total	530	0.6%	4.0%	2.1%	3.6%	7.7%	21.7%	60.4%	100.0%

In your opinion, how often did MOST OFFICERS in your office engage in the following enforcement activities during the past 12 months? - B. seat belt enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	0.8%	1.9%	1.5%	1.9%	9.1%	30.4%	54.4%	100.0%
sheriff	135	2.2%	12.6%	5.9%	10.4%	19.3%	30.4%	19.3%	100.0%
municipal	131	3.8%	13.0%	6.9%	10.7%	14.5%	22.9%	28.2%	100.0%
total	529	1.9%	7.4%	4.0%	6.2%	13.0%	28.5%	38.9%	100.0%

In your opinion, how often did MOST OFFICERS in your office engage in the following enforcement activities during the past 12 months? - C. speeding / aggressive driving enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	0.4%	1.1%	0.0%	2.3%	4.2%	25.9%	66.2%	100.0%
sheriff	136	1.5%	4.4%	2.2%	6.6%	14.0%	33.1%	38.2%	100.0%
municipal	131	3.1%	9.9%	5.3%	9.2%	14.5%	20.6%	37.4%	100.0%
total	530	1.3%	4.2%	1.9%	5.1%	9.2%	26.4%	51.9%	100.0%

In your opinion, how often did MOST OFFICERS in your office engage in the following enforcement activities during the past 12 months? - D. impaired driving enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	262	0.8%	3.1%	2.3%	4.2%	14.9%	31.7%	43.1%	100.0%
sheriff	135	2.2%	5.9%	6.7%	9.6%	17.8%	31.1%	26.7%	100.0%
municipal	131	3.1%	10.7%	11.5%	4.6%	22.1%	22.1%	26.0%	100.0%
total	528	1.7%	5.7%	5.7%	5.7%	17.4%	29.2%	34.7%	100.0%

In your opinion, how often did MOST OFFICERS in your office engage in the following enforcement activities during the past 12 months? - E. distracted driving enforcement

		Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	263	0.8%	1.5%	3.4%	3.8%	10.3%	30.8%	49.4%	100.0%
sheriff	136	2.9%	8.1%	6.6%	11.0%	13.2%	36.0%	22.1%	100.0%
municipal	131	1.5%	8.4%	15.3%	7.6%	14.5%	22.9%	29.8%	100.0%
total	530	1.5%	4.9%	7.2%	6.6%	12.1%	30.2%	37.5%	100.0%

Has your current engagement in each of the following traffic safety enforcement activities decreased, stayed the same, or increased relative to 5 years ago? - A. general traffic safety enforcement

		Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I was not an officer 5 years ago	
statewide	264	6.1%	5.3%	12.1%	38.3%	8.7%	8.0%	6.8%	14.8%	100.0%
sheriff	136	11.0%	4.4%	12.5%	32.4%	7.4%	8.1%	9.6%	14.7%	100.0%
municipal	130	10.0%	3.8%	13.8%	33.1%	9.2%	10.0%	10.8%	9.2%	100.0%
total	530	8.3%	4.7%	12.6%	35.5%	8.5%	8.5%	8.5%	13.4%	100.0%

Has your current engagement in each of the following traffic safety enforcement activities decreased, stayed the same, or increased relative to 5 years ago? - B. seat belt enforcement

		Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I was not an officer 5 years ago	
statewide	263	6.5%	6.1%	13.3%	35.0%	10.6%	7.2%	6.5%	14.8%	100.0%
sheriff	136	8.8%	6.6%	14.7%	32.4%	7.4%	5.9%	9.6%	14.7%	100.0%
municipal	129	7.8%	5.4%	10.9%	37.2%	8.5%	6.2%	14.7%	9.3%	100.0%
total	528	7.4%	6.1%	13.1%	34.8%	9.3%	6.6%	9.3%	13.4%	100.0%

Has your current engagement in each of the following traffic safety enforcement activities decreased, stayed the same, or increased relative to 5 years ago? - C. speeding / aggressive driving enforcement

		Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I was not an officer 5 years ago	
statewide	263	6.1%	4.6%	11.0%	37.6%	9.5%	9.1%	6.8%	15.2%	100.0%
sheriff	135	8.9%	4.4%	11.9%	31.1%	5.9%	11.9%	11.1%	14.8%	100.0%
municipal	130	7.7%	6.2%	10.0%	34.6%	12.3%	8.5%	11.5%	9.2%	100.0%
total	528	7.2%	4.9%	11.0%	35.2%	9.3%	9.7%	9.1%	13.6%	100.0%

Has your current engagement in each of the following traffic safety enforcement activities decreased, stayed the same, or increased relative to 5 years ago? - D. impaired driving enforcement

		Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I was not an officer 5 years ago	
statewide	262	7.6%	7.3%	14.5%	31.3%	8.8%	10.3%	5.3%	14.9%	100.0%
sheriff	136	11.8%	5.9%	12.5%	30.9%	6.6%	5.1%	12.5%	14.7%	100.0%
municipal	130	8.5%	7.7%	12.3%	28.5%	10.8%	9.2%	13.8%	9.2%	100.0%
total	528	8.9%	7.0%	13.4%	30.5%	8.7%	8.7%	9.3%	13.4%	100.0%

Has your current engagement in each of the following traffic safety enforcement activities decreased, stayed the same, or increased relative to 5 years ago? - E. distracted driving enforcement

		Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I was not an officer 5 years ago	
statewide	262	5.0%	6.1%	8.0%	35.5%	11.1%	9.2%	9.9%	15.3%	100.0%
sheriff	136	9.6%	2.2%	12.5%	30.1%	14.0%	4.4%	11.8%	15.4%	100.0%
municipal	130	8.5%	5.4%	7.7%	28.5%	15.4%	9.2%	16.2%	9.2%	100.0%
total	528	7.0%	4.9%	9.1%	32.4%	12.9%	8.0%	11.9%	13.8%	100.0%

In your opinion, how have the following behaviors among drivers in your state changed in the past 5 years? - A. seat belt use

		Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I don't know	
statewide	264	0.4%	0.8%	3.8%	38.3%	30.3%	10.6%	10.2%	5.7%	100.0%
sheriff	137	2.9%	1.5%	4.4%	29.9%	27.7%	12.4%	11.7%	9.5%	100.0%
municipal	131	1.5%	1.5%	6.9%	32.8%	15.3%	14.5%	20.6%	6.9%	100.0%
total	532	1.3%	1.1%	4.7%	34.8%	25.9%	12.0%	13.2%	7.0%	100.0%

In your opinion, how have the following behaviors among drivers in your state changed in the past 5 years? - B. speeding / aggressive driving

Agency Type	N	Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I don't know	
statewide	262	0.0%	0.4%	8.0%	29.8%	18.7%	17.2%	19.5%	6.5%	100.0%
sheriff	137	2.9%	2.2%	5.8%	24.1%	21.9%	19.7%	18.2%	5.1%	100.0%
municipal	131	0.0%	2.3%	3.8%	44.3%	9.2%	20.6%	12.2%	7.6%	100.0%
total	530	0.8%	1.3%	6.4%	31.9%	17.2%	18.7%	17.4%	6.4%	100.0%

In your opinion, how have the following behaviors among drivers in your state changed in the past 5 years? - C. impaired driving

Agency Type	N	Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I don't know	
statewide	262	0.8%	4.6%	16.4%	37.4%	15.6%	13.0%	6.1%	6.1%	100.0%
sheriff	137	4.4%	2.2%	10.9%	29.2%	20.4%	13.9%	12.4%	6.6%	100.0%
municipal	130	3.1%	3.8%	17.7%	32.3%	14.6%	8.5%	12.3%	7.7%	100.0%
total	529	2.3%	3.8%	15.3%	34.0%	16.6%	12.1%	9.3%	6.6%	100.0%

In your opinion, how have the following behaviors among drivers in your state changed in the past 5 years? - D. distracted driving

Agency Type	N	Significantly decreased	Moderately decreased	Somewhat decreased	Stayed the same	Somewhat increased	Moderately increased	Significantly increased	I don't know	
statewide	262	1.1%	0.0%	1.5%	14.1%	13.0%	20.6%	44.7%	5.0%	100.0%
sheriff	137	4.4%	0.0%	5.1%	10.2%	11.7%	17.5%	44.5%	6.6%	100.0%
municipal	131	1.5%	2.3%	5.3%	15.3%	7.6%	16.0%	45.0%	6.9%	100.0%
total	530	2.1%	0.6%	3.4%	13.4%	11.3%	18.7%	44.7%	5.8%	100.0%

How willing would you be to engage in traffic safety enforcement activities in the following situations? - A. Under current conditions at your office or agency

Agency Type	N	Not at all willing (1)	(2)	(3)	Moderately willing (4)	(5)	(6)	Extremely willing (7)	
statewide	250	0.0%	1.2%	0.8%	11.2%	11.2%	28.0%	47.6%	100.0%
sheriff	129	1.6%	3.9%	1.6%	11.6%	24.0%	24.8%	32.6%	100.0%
municipal	126	2.4%	4.0%	7.1%	21.4%	22.2%	16.7%	26.2%	100.0%
total	505	1.0%	2.6%	2.6%	13.9%	17.2%	24.4%	38.4%	100.0%

How willing would you be to engage in traffic safety enforcement activities in the following situations? - B. If overtime pay was available

Agency Type	N	Not at all willing (1)	(2)	(3)	Moderately willing (4)	(5)	(6)	Extremely willing (7)	
statewide	249	0.8%	2.0%	2.8%	12.4%	8.8%	18.9%	54.2%	100.0%
sheriff	130	5.4%	2.3%	0.8%	10.0%	17.7%	28.5%	35.4%	100.0%
municipal	126	2.4%	1.6%	1.6%	11.9%	8.7%	18.3%	55.6%	100.0%
total	505	2.4%	2.0%	2.0%	11.7%	11.1%	21.2%	49.7%	100.0%

How willing would you be to engage in traffic safety enforcement activities in the following situations? - C. If your agency got more equipment as a result of engaging in more traffic safety enforcement activities

Agency Type	N	Not at all willing (1)	(2)	(3)	Moderately willing (4)	(5)	(6)	Extremely willing (7)	
statewide	250	1.2%	1.6%	2.8%	16.4%	12.8%	22.4%	42.8%	100.0%
sheriff	130	4.6%	3.1%	3.8%	14.6%	16.2%	22.3%	35.4%	100.0%
municipal	126	3.2%	1.6%	4.0%	14.3%	15.9%	15.9%	45.2%	100.0%
total	506	2.6%	2.0%	3.4%	15.4%	14.4%	20.8%	41.5%	100.0%

How willing would you be to engage in traffic safety enforcement activities in the following situations? - D. If traffic safety enforcement activities were a more significant component of performance evaluations

Agency Type	N	Not at all willing (1)	(2)	(3)	Moderately willing (4)	(5)	(6)	Extremely willing (7)	
statewide	248	6.9%	7.3%	8.5%	20.2%	11.3%	12.9%	33.1%	100.0%
sheriff	130	13.1%	4.6%	5.4%	21.5%	13.1%	20.8%	21.5%	100.0%
municipal	126	7.9%	6.3%	6.3%	27.0%	14.3%	15.1%	23.0%	100.0%
total	504	8.7%	6.3%	7.1%	22.2%	12.5%	15.5%	27.6%	100.0%

How often do you intend to engage in the following traffic safety enforcement activities over the next 12 months? (Even if you are not sure, give your best estimate.) - A. General traffic safety enforcement

Agency Type	N	Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	250	0.8%	1.6%	1.2%	2.8%	6.0%	22.0%	65.6%	100.0%
sheriff	130	3.1%	8.5%	4.6%	4.6%	7.7%	23.1%	48.5%	100.0%
municipal	126	2.4%	7.9%	6.3%	7.9%	10.3%	22.2%	42.9%	100.0%
total	506	1.8%	4.9%	3.4%	4.5%	7.5%	22.3%	55.5%	100.0%

How often do you intend to engage in the following traffic safety enforcement activities over the next 12 months? (Even if you are not sure, give your best estimate.) - B. Seat belt enforcement

Agency Type	N	Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	250	1.2%	3.6%	4.0%	2.8%	10.0%	23.6%	54.8%	100.0%
sheriff	130	10.0%	13.8%	6.9%	6.2%	14.6%	23.1%	25.4%	100.0%
municipal	125	8.0%	12.0%	12.0%	7.2%	12.0%	20.8%	28.0%	100.0%
total	505	5.1%	8.3%	6.7%	4.8%	11.7%	22.8%	40.6%	100.0%

How often do you intend to engage in the following traffic safety enforcement activities over the next 12 months? (Even if you are not sure, give your best estimate.) - C. Speeding / aggressive driving enforcement

Agency Type	N	Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	249	0.8%	2.0%	2.0%	2.4%	7.2%	20.9%	64.7%	100.0%
sheriff	129	6.2%	9.3%	3.1%	6.2%	7.8%	23.3%	44.2%	100.0%
municipal	126	4.8%	10.3%	7.1%	7.9%	12.7%	16.7%	40.5%	100.0%
total	504	3.2%	6.0%	3.6%	4.8%	8.7%	20.4%	53.4%	100.0%

How often do you intend to engage in the following traffic safety enforcement activities over the next 12 months? (Even if you are not sure, give your best estimate.) - D. Impaired driving enforcement

Agency Type	N	Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	250	2.0%	4.8%	6.0%	4.4%	12.4%	23.2%	47.2%	100.0%
sheriff	129	10.1%	12.4%	9.3%	2.3%	16.3%	16.3%	33.3%	100.0%
municipal	125	8.0%	12.0%	6.4%	7.2%	20.0%	18.4%	28.0%	100.0%
total	504	5.6%	8.5%	6.9%	4.6%	15.3%	20.2%	38.9%	100.0%

How often do you intend to engage in the following traffic safety enforcement activities over the next 12 months? (Even if you are not sure, give your best estimate.) - E. Distracted driving enforcement

Agency Type	N	Never	Once or twice	3 to 6 times	7 to 11 times	Monthly	Weekly	Daily	
statewide	250	1.2%	2.8%	2.8%	4.4%	10.0%	26.0%	52.8%	100.0%
sheriff	129	7.8%	11.6%	5.4%	5.4%	14.0%	22.5%	33.3%	100.0%
municipal	125	4.0%	11.2%	10.4%	4.8%	12.8%	24.0%	32.8%	100.0%
total	504	3.6%	7.1%	5.4%	4.8%	11.7%	24.6%	42.9%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Useful: Useless

Agency Type	N	1	2	3	4	5	6	7	
statewide	249	48.2%	32.1%	9.6%	5.6%	2.0%	0.8%	1.6%	100.0%
sheriff	130	45.4%	25.4%	15.4%	9.2%	2.3%	0.8%	1.5%	100.0%
municipal	126	43.7%	22.2%	9.5%	11.1%	7.9%	4.0%	1.6%	100.0%
total	505	46.3%	27.9%	11.1%	7.9%	3.6%	1.6%	1.6%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Dangerous: Safe

Agency Type	N	1	2	3	4	5	6	7	
statewide	249	8.0%	13.7%	20.9%	28.5%	12.0%	9.6%	7.2%	100.0%
sheriff	129	1.6%	10.1%	15.5%	24.8%	14.7%	14.7%	18.6%	100.0%
municipal	125	2.4%	8.8%	15.2%	22.4%	17.6%	14.4%	19.2%	100.0%
total	503	5.0%	11.5%	18.1%	26.0%	14.1%	12.1%	13.1%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Foolish: Quick Thinking

Agency Type	N	1	2	3	4	5	6	7	
statewide	248	0.4%	0.4%	0.4%	19.4%	23.4%	33.9%	22.2%	100.0%
sheriff	129	0.0%	0.0%	0.0%	14.7%	27.9%	34.1%	23.3%	100.0%
municipal	124	2.4%	1.6%	0.0%	20.2%	33.1%	21.0%	21.8%	100.0%
total	501	0.8%	0.6%	0.2%	18.4%	26.9%	30.7%	22.4%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Pleasant: Unpleasant

Agency Type	N	1	2	3	4	5	6	7	
statewide	248	13.3%	26.2%	20.6%	31.0%	5.6%	2.8%	0.4%	100.0%
sheriff	130	14.6%	26.9%	25.4%	23.1%	6.9%	1.5%	1.5%	100.0%
municipal	125	13.6%	16.0%	16.8%	34.4%	10.4%	5.6%	3.2%	100.0%
total	503	13.7%	23.9%	20.9%	29.8%	7.2%	3.2%	1.4%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Efficient: Wasteful

Agency Type	N	1	2	3	4	5	6	7	
statewide	249	18.5%	36.5%	26.1%	13.3%	3.6%	1.6%	0.4%	100.0%
sheriff	130	19.2%	41.5%	23.8%	13.1%	0.8%	1.5%	0.0%	100.0%
municipal	125	19.2%	30.4%	24.0%	18.4%	3.2%	3.2%	1.6%	100.0%
total	504	18.8%	36.3%	25.0%	14.5%	2.8%	2.0%	0.6%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Exciting: Boring

Agency Type	N	1	2	3	4	5	6	7	
statewide	249	12.4%	26.9%	27.7%	26.1%	3.2%	1.6%	2.0%	100.0%
sheriff	130	11.5%	25.4%	26.9%	29.2%	3.1%	3.8%	0.0%	100.0%
municipal	125	15.2%	19.2%	20.0%	30.4%	7.2%	3.2%	4.8%	100.0%
total	504	12.9%	24.6%	25.6%	28.0%	4.2%	2.6%	2.2%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Harmful: Beneficial

Agency Type	N	1	2	3	4	5	6	7	
statewide	249	0.4%	0.0%	2.0%	11.6%	19.3%	33.7%	32.9%	100.0%
sheriff	130	0.0%	0.8%	0.8%	6.9%	23.1%	40.0%	28.5%	100.0%
municipal	125	1.6%	1.6%	0.8%	17.6%	20.8%	31.2%	26.4%	100.0%
total	504	0.6%	0.6%	1.4%	11.9%	20.6%	34.7%	30.2%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Stressful: Calming

Agency Type	N	1	2	3	4	5	6	7	
statewide	248	4.8%	12.9%	23.0%	43.1%	10.5%	4.0%	1.6%	100.0%
sheriff	130	2.3%	5.4%	15.4%	56.2%	12.3%	3.8%	4.6%	100.0%
municipal	125	2.4%	4.8%	18.4%	45.6%	15.2%	8.0%	5.6%	100.0%
total	503	3.6%	8.9%	19.9%	47.1%	12.1%	5.0%	3.4%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Important: Not important

Agency Type	N	1	2	3	4	5	6	7	
statewide	246	50.4%	35.4%	8.1%	4.1%	0.0%	1.2%	0.8%	100.0%
sheriff	130	40.0%	38.5%	11.5%	8.5%	0.8%	0.8%	0.0%	100.0%
municipal	126	37.3%	28.6%	14.3%	11.9%	4.8%	2.4%	0.8%	100.0%
total	502	44.4%	34.5%	10.6%	7.2%	1.4%	1.4%	0.6%	100.0%

"For me, engaging in traffic safety enforcement activities feels..." - Effective: Ineffective

Agency Type	N	1	2	3	4	5	6	7	
statewide	246	19.1%	28.0%	26.8%	16.7%	4.1%	4.5%	0.8%	100.0%
sheriff	130	23.8%	30.0%	26.2%	13.8%	0.0%	4.6%	1.5%	100.0%
municipal	124	20.2%	23.4%	32.3%	11.3%	6.5%	2.4%	4.0%	100.0%
total	500	20.6%	27.4%	28.0%	14.6%	3.6%	4.0%	1.8%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Good

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	247	0.0%	0.4%	1.6%	22.7%	24.7%	30.4%	20.2%	100.0%
sheriff	129	1.6%	1.6%	0.0%	28.7%	27.9%	27.1%	13.2%	100.0%
municipal	122	1.6%	1.6%	1.6%	34.4%	22.1%	23.8%	14.8%	100.0%
total	498	0.8%	1.0%	1.2%	27.1%	24.9%	27.9%	17.1%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Strong

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	246	0.0%	0.8%	2.0%	26.4%	26.8%	27.6%	16.3%	100.0%
sheriff	129	1.6%	1.6%	2.3%	29.5%	28.7%	24.8%	11.6%	100.0%
municipal	122	3.3%	4.9%	4.1%	32.8%	18.9%	24.6%	11.5%	100.0%
total	497	1.2%	2.0%	2.6%	28.8%	25.4%	26.2%	13.9%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Dishonest

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	246	72.8%	16.3%	0.4%	8.5%	0.0%	1.2%	0.8%	100.0%
sheriff	128	76.6%	7.8%	2.3%	9.4%	1.6%	1.6%	0.8%	100.0%
municipal	121	85.1%	5.0%	1.7%	5.8%	1.7%	0.8%	0.0%	100.0%
total	495	76.8%	11.3%	1.2%	8.1%	0.8%	1.2%	0.6%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Responsible

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	
statewide	246	0.0%	0.8%	15.9%	18.7%	41.1%	23.6%	100.0%
sheriff	126	0.8%	1.6%	22.2%	21.4%	34.1%	19.8%	100.0%
municipal	121	1.7%	0.8%	24.8%	25.6%	28.1%	19.0%	100.0%
total	493	0.6%	1.0%	19.7%	21.1%	36.1%	21.5%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Ambitious

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	247	0.4%	0.8%	5.7%	27.9%	25.5%	20.6%	19.0%	100.0%
sheriff	127	1.6%	1.6%	3.9%	23.6%	23.6%	29.9%	15.7%	100.0%
municipal	121	1.7%	0.8%	5.0%	19.8%	24.0%	28.1%	20.7%	100.0%
total	495	1.0%	1.0%	5.1%	24.8%	24.6%	24.8%	18.6%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement?
- Hardworking

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	246	0.4%	0.4%	3.7%	20.3%	19.5%	29.7%	26.0%	100.0%
sheriff	128	0.8%	0.0%	0.0%	18.0%	25.0%	36.7%	19.5%	100.0%
municipal	122	1.6%	0.0%	1.6%	22.1%	20.5%	29.5%	24.6%	100.0%
total	496	0.8%	0.2%	2.2%	20.2%	21.2%	31.5%	24.0%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement?
- Foolish

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	247	66.0%	20.2%	4.0%	8.1%	0.4%	0.4%	0.8%	100.0%
sheriff	128	70.3%	14.1%	5.5%	7.8%	0.8%	0.8%	0.8%	100.0%
municipal	122	68.9%	18.9%	1.6%	6.6%	3.3%	0.8%	0.0%	100.0%
total	497	67.8%	18.3%	3.8%	7.6%	1.2%	0.6%	0.6%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement?
- Successful

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	247	0.4%	1.6%	4.5%	27.1%	26.3%	25.1%	15.0%	100.0%
sheriff	128	0.0%	1.6%	6.3%	27.3%	21.1%	30.5%	13.3%	100.0%
municipal	122	4.1%	4.1%	0.8%	27.0%	26.2%	23.0%	14.8%	100.0%
total	497	1.2%	2.2%	4.0%	27.2%	24.9%	26.0%	14.5%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement?
- Bad

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	246	65.4%	19.9%	4.1%	8.1%	1.2%	0.8%	0.4%	100.0%
sheriff	128	75.8%	14.8%	3.1%	6.3%	0.0%	0.0%	0.0%	100.0%
municipal	122	77.0%	11.5%	3.3%	7.4%	0.8%	0.0%	0.0%	100.0%
total	496	71.0%	16.5%	3.6%	7.5%	0.8%	0.4%	0.2%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement?
- Weak

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	247	62.3%	20.2%	5.3%	8.1%	1.6%	0.8%	1.6%	100.0%
sheriff	127	70.9%	15.0%	3.9%	7.9%	0.8%	1.6%	0.0%	100.0%
municipal	120	73.3%	15.0%	1.7%	6.7%	3.3%	0.0%	0.0%	100.0%
total	494	67.2%	17.6%	4.0%	7.7%	1.8%	0.8%	0.8%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Honest

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	245	0.8%	0.0%	0.4%	16.3%	9.0%	39.2%	34.3%	100.0%
sheriff	128	1.6%	2.3%	0.8%	19.5%	8.6%	28.1%	39.1%	100.0%
municipal	122	2.5%	0.8%	0.0%	20.5%	23.0%	21.3%	32.0%	100.0%
total	495	1.4%	0.8%	0.4%	18.2%	12.3%	31.9%	34.9%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Irresponsible

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	245	62.0%	23.7%	3.7%	7.8%	0.8%	1.6%	0.4%	100.0%
sheriff	128	71.9%	17.2%	2.3%	7.8%	0.0%	0.8%	0.0%	100.0%
municipal	122	72.1%	17.2%	1.6%	5.7%	0.8%	0.8%	1.6%	100.0%
total	495	67.1%	20.4%	2.8%	7.3%	0.6%	1.2%	0.6%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Not ambitious

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	244	49.2%	18.0%	10.7%	16.4%	2.5%	2.5%	0.8%	100.0%
sheriff	126	58.7%	19.0%	7.1%	11.1%	2.4%	0.8%	0.8%	100.0%
municipal	122	70.5%	9.0%	6.6%	9.8%	2.5%	0.8%	0.8%	100.0%
total	492	56.9%	16.1%	8.7%	13.4%	2.4%	1.6%	0.8%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Lazy

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	243	54.7%	17.3%	9.5%	13.6%	2.1%	2.1%	0.8%	100.0%
sheriff	128	63.3%	20.3%	5.5%	8.6%	0.0%	1.6%	0.8%	100.0%
municipal	121	71.9%	9.1%	6.6%	9.1%	1.7%	1.7%	0.0%	100.0%
total	492	61.2%	16.1%	7.7%	11.2%	1.4%	1.8%	0.6%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Quick-Thinking / Smart

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	245	1.2%	2.0%	3.3%	22.0%	24.1%	31.0%	16.3%	100.0%
sheriff	128	2.3%	1.6%	1.6%	28.9%	18.8%	32.0%	14.8%	100.0%
municipal	120	4.2%	2.5%	3.3%	31.7%	17.5%	26.7%	14.2%	100.0%
total	493	2.2%	2.0%	2.8%	26.2%	21.1%	30.2%	15.4%	100.0%

In your opinion, how well does each word describe a "typical" officer who regularly (i.e., weekly) engages in traffic safety enforcement? - Unsuccessful

Agency Type	N	Not at all well (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely Well (7)	
statewide	245	50.6%	22.9%	8.6%	13.5%	1.6%	2.0%	0.8%	100.0%
sheriff	128	57.0%	23.4%	5.5%	11.7%	1.6%	0.8%	0.0%	100.0%
municipal	121	63.6%	20.7%	6.6%	6.6%	1.7%	0.0%	0.8%	100.0%
total	494	55.5%	22.5%	7.3%	11.3%	1.6%	1.2%	0.6%	100.0%

How much do you agree or disagree with the following statements? - A. Traffic warnings and citations are an effective way to change driver behaviors.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	245	1.6%	1.6%	1.6%	4.1%	22.9%	40.0%	28.2%	100.0%
sheriff	123	1.6%	3.3%	1.6%	4.1%	37.4%	32.5%	19.5%	100.0%
municipal	122	3.3%	5.7%	4.1%	8.2%	25.4%	27.0%	26.2%	100.0%
total	490	2.0%	3.1%	2.2%	5.1%	27.1%	34.9%	25.5%	100.0%

How much do you agree or disagree with the following statements? - B. When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	245	2.0%	1.2%	2.4%	6.1%	13.9%	34.7%	39.6%	100.0%
sheriff	123	0.0%	3.3%	0.8%	5.7%	19.5%	39.8%	30.9%	100.0%
municipal	122	6.6%	0.8%	4.9%	5.7%	16.4%	25.4%	40.2%	100.0%
total	490	2.7%	1.6%	2.7%	5.9%	15.9%	33.7%	37.6%	100.0%

How much do you agree or disagree with the following statements? - C. Traffic safety enforcement efforts are a waste of time because prosecutors and judges will not follow through.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	244	13.9%	17.6%	15.6%	16.4%	20.1%	11.5%	4.9%	100.0%
sheriff	123	20.3%	20.3%	11.4%	21.1%	19.5%	4.1%	3.3%	100.0%
municipal	122	18.0%	14.8%	13.1%	14.8%	23.8%	6.6%	9.0%	100.0%
total	489	16.6%	17.6%	13.9%	17.2%	20.9%	8.4%	5.5%	100.0%

How much do you agree or disagree with the following statements? - D. Writing citations is an important source of revenue.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	244	32.0%	15.2%	7.0%	31.6%	7.4%	4.5%	2.5%	100.0%
sheriff	123	35.8%	17.9%	5.7%	25.2%	9.8%	3.3%	2.4%	100.0%
municipal	122	32.0%	16.4%	4.1%	23.0%	9.8%	8.2%	6.6%	100.0%
total	489	32.9%	16.2%	5.9%	27.8%	8.6%	5.1%	3.5%	100.0%

How much do you agree or disagree with the following statements? - E. Enforcing traffic safety laws is not real police work.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	244	71.7%	11.1%	6.1%	6.1%	3.3%	0.8%	0.8%	100.0%
sheriff	123	59.3%	30.1%	6.5%	2.4%	0.8%	0.0%	0.8%	100.0%
municipal	122	55.7%	18.9%	8.2%	9.8%	2.5%	2.5%	2.5%	100.0%
total	489	64.6%	17.8%	6.7%	6.1%	2.5%	1.0%	1.2%	100.0%

How much do you agree or disagree with the following statements? - F. Traffic safety enforcement efforts should occur only during special enforcement campaigns when overtime pay is available.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	244	76.2%	10.7%	3.7%	7.8%	0.4%	0.0%	1.2%	100.0%
sheriff	123	61.8%	21.1%	4.9%	7.3%	1.6%	1.6%	1.6%	100.0%
municipal	122	58.2%	14.8%	7.4%	14.8%	1.6%	0.8%	2.5%	100.0%
total	489	68.1%	14.3%	4.9%	9.4%	1.0%	0.6%	1.6%	100.0%

How much do you agree or disagree with the following statements? - G. Traffic crashes are a leading cause of death and injury in our jurisdiction.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	243	1.6%	3.3%	4.5%	14.0%	17.7%	21.0%	37.9%	100.0%
sheriff	123	4.1%	7.3%	7.3%	22.0%	18.7%	24.4%	16.3%	100.0%
municipal	122	13.1%	7.4%	9.8%	25.4%	14.8%	16.4%	13.1%	100.0%
total	488	5.1%	5.3%	6.6%	18.9%	17.2%	20.7%	26.2%	100.0%

How much do you agree or disagree with the following statements? - H. Our agency is responsible for the traffic safety of the public in our jurisdiction.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	242	0.8%	0.4%	1.2%	6.6%	10.3%	22.3%	58.3%	100.0%
sheriff	123	1.6%	2.4%	1.6%	5.7%	16.3%	32.5%	39.8%	100.0%
municipal	122	1.6%	0.8%	3.3%	7.4%	13.9%	23.0%	50.0%	100.0%
total	487	1.2%	1.0%	1.8%	6.6%	12.7%	25.1%	51.5%	100.0%

How much do you agree or disagree with the following statements? - A. I will be positively recognized by my agency for regularly engaging in traffic safety enforcement activities.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	245	9.4%	7.8%	9.8%	22.4%	24.1%	13.9%	12.7%	100.0%
sheriff	123	8.9%	14.6%	5.7%	25.2%	13.8%	21.1%	10.6%	100.0%
municipal	122	18.0%	8.2%	4.1%	18.0%	26.2%	11.5%	13.9%	100.0%
total	490	11.4%	9.6%	7.3%	22.0%	22.0%	15.1%	12.4%	100.0%

How much do you agree or disagree with the following
statements? - B. Regularly engaging in traffic safety enforcement efforts will improve the safety of the community(ies) I serve.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	245	1.2%	0.4%	0.8%	5.3%	22.4%	35.9%	33.9%	100.0%
sheriff	123	0.8%	0.8%	0.8%	5.7%	27.6%	39.0%	25.2%	100.0%
municipal	122	2.5%	1.6%	3.3%	11.5%	27.9%	25.4%	27.9%	100.0%
total	490	1.4%	0.8%	1.4%	6.9%	25.1%	34.1%	30.2%	100.0%

How much do you agree or disagree with the following
statements? - C. Engaging in traffic safety enforcement efforts identifies criminals.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	244	0.4%	1.2%	0.4%	7.0%	19.7%	31.6%	39.8%	100.0%
sheriff	123	0.8%	1.6%	0.8%	5.7%	20.3%	30.1%	40.7%	100.0%
municipal	122	0.8%	1.6%	0.8%	11.5%	27.0%	27.9%	30.3%	100.0%
total	489	0.6%	1.4%	0.6%	7.8%	21.7%	30.3%	37.6%	100.0%

How much do you agree or disagree with the following
statements? - D. I know my supervisor will think positively of me if I regularly engage in traffic safety enforcement activities.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	245	2.4%	3.7%	3.7%	16.7%	17.6%	32.2%	23.7%	100.0%
sheriff	122	4.9%	5.7%	1.6%	20.5%	23.0%	26.2%	18.0%	100.0%
municipal	122	4.9%	7.4%	1.6%	17.2%	20.5%	23.8%	24.6%	100.0%
total	489	3.7%	5.1%	2.7%	17.8%	19.6%	28.6%	22.5%	100.0%

How much do you agree or disagree with the following
statements? - E. Officers who regularly engage in traffic safety enforcement activities receive special recognition in our office or agency.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	244	13.1%	9.4%	9.8%	27.5%	23.0%	11.5%	5.7%	100.0%
sheriff	123	14.6%	13.8%	4.9%	32.5%	22.8%	5.7%	5.7%	100.0%
municipal	122	23.0%	13.1%	5.7%	25.4%	18.9%	6.6%	7.4%	100.0%
total	489	16.0%	11.5%	7.6%	28.2%	21.9%	8.8%	6.1%	100.0%

How much do you agree or disagree with the following
statements? - F. There is too much paperwork involved to make traffic safety enforcement activities a good use of my time.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	245	26.1%	20.4%	8.6%	19.2%	15.1%	6.9%	3.7%	100.0%
sheriff	122	27.0%	23.8%	14.8%	18.9%	7.4%	6.6%	1.6%	100.0%
municipal	122	22.1%	19.7%	15.6%	20.5%	11.5%	4.1%	6.6%	100.0%
total	489	25.4%	21.1%	11.9%	19.4%	12.3%	6.1%	3.9%	100.0%

How much do you agree or disagree with the following
statements? - G. Local prosecutors and judges do not seem to support our traffic safety enforcement efforts.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	244	6.1%	14.8%	13.5%	28.7%	20.1%	10.7%	6.1%	100.0%
sheriff	122	9.8%	13.9%	13.9%	30.3%	23.0%	8.2%	0.8%	100.0%
municipal	122	7.4%	12.3%	11.5%	27.0%	23.0%	9.8%	9.0%	100.0%
total	488	7.4%	13.9%	13.1%	28.7%	21.5%	9.8%	5.5%	100.0%

How much do you agree or disagree with the following
statements? - H. This community gets upset with our agency if we engage in traffic safety enforcement activities.

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	244	14.8%	20.1%	16.4%	27.5%	18.0%	2.5%	0.8%	100.0%
sheriff	123	14.6%	31.7%	13.8%	25.2%	12.2%	1.6%	0.8%	100.0%
municipal	122	9.8%	16.4%	10.7%	23.8%	23.8%	10.7%	4.9%	100.0%
total	489	13.5%	22.1%	14.3%	26.0%	18.0%	4.3%	1.8%	100.0%

How much do you agree or disagree with the following
statement: "Most people who are important to me think I should regularly (i.e., weekly) engage in traffic safety enforcement
activities"?

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	242	1.7%	1.2%	0.4%	22.7%	15.7%	31.4%	26.9%	100.0%
sheriff	120	4.2%	3.3%	3.3%	25.8%	20.8%	29.2%	13.3%	100.0%
municipal	107	5.6%	4.7%	1.9%	36.4%	15.0%	20.6%	15.9%	100.0%
total	469	3.2%	2.6%	1.5%	26.7%	16.8%	28.4%	20.9%	100.0%

Do most people who are important to you oppose or support you regularly (i.e., weekly) engaging in traffic safety enforcement
activities?

Agency Type	N	Strongly oppose	Moderately oppose	Somewhat oppose	Neither oppose nor support	Somewhat support	Moderately support	Strongly support	
statewide	242	2.9%	2.5%	1.2%	17.8%	12.4%	28.5%	34.7%	100.0%
sheriff	120	1.7%	2.5%	0.0%	28.3%	12.5%	25.8%	29.2%	100.0%
municipal	107	3.7%	1.9%	3.7%	32.7%	12.1%	27.1%	18.7%	100.0%
total	469	2.8%	2.3%	1.5%	23.9%	12.4%	27.5%	29.6%	100.0%

Do most people who are important to you believe it is appropriate or inappropriate for you to regularly (i.e., weekly) engage in traffic safety
enforcement activities?

Agency Type	N	Strongly inappropriate	Moderately inappropriate	Somewhat inappropriate	Neither appropriate nor inappropriate	Somewhat appropriate	Moderately appropriate	Strongly appropriate	
statewide	241	0.0%	0.0%	0.4%	15.4%	10.8%	34.0%	39.4%	100.0%
sheriff	121	0.8%	1.7%	0.8%	24.0%	15.7%	28.9%	28.1%	100.0%
municipal	106	0.0%	0.0%	1.9%	35.8%	11.3%	30.2%	20.8%	100.0%
total	468	0.2%	0.4%	0.9%	22.2%	12.2%	31.8%	32.3%	100.0%

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e. weekly) engage in traffic safety enforcement activities"? - A. You

Agency Type	N	Strongly disagree	Moderately Disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately Agree	Strongly agree	
statewide	241	0.8%	0.0%	0.4%	3.7%	2.9%	24.1%	68.0%	100.0%
sheriff	122	0.8%	2.5%	0.8%	9.0%	13.1%	32.0%	41.8%	100.0%
municipal	106	0.0%	0.9%	1.9%	13.2%	17.9%	23.6%	42.5%	100.0%
total	469	0.6%	0.9%	0.9%	7.2%	9.0%	26.0%	55.4%	100.0%

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e. weekly) engage in traffic safety enforcement activities"? - B. Most officers in your office

Agency Type	N	Strongly disagree	Moderately Disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately Agree	Strongly agree	
statewide	239	0.4%	0.4%	2.1%	5.0%	9.2%	36.4%	46.4%	100.0%
sheriff	122	0.0%	3.3%	5.7%	11.5%	30.3%	32.0%	17.2%	100.0%
municipal	106	4.7%	2.8%	6.6%	15.1%	32.1%	22.6%	16.0%	100.0%
total	467	1.3%	1.7%	4.1%	9.0%	19.9%	32.1%	31.9%	100.0%

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e. weekly) engage in traffic safety enforcement activities"? - C. Your immediate supervisor

Agency Type	N	Strongly disagree	Moderately Disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately Agree	Strongly agree	
statewide	239	0.8%	0.0%	1.7%	5.9%	7.5%	26.4%	57.7%	100.0%
sheriff	122	0.8%	4.1%	2.5%	15.6%	16.4%	35.2%	25.4%	100.0%
municipal	106	0.9%	0.0%	0.9%	14.2%	22.6%	30.2%	31.1%	100.0%
total	467	0.9%	1.1%	1.7%	10.3%	13.3%	29.6%	43.3%	100.0%

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e. weekly) engage in traffic safety enforcement activities"? - D. The highest commanding officer in your office

Agency Type	N	Strongly disagree	Moderately Disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately Agree	Strongly agree	
statewide	239	2.1%	0.4%	2.5%	8.4%	5.9%	19.2%	61.5%	100.0%
sheriff	122	3.3%	0.0%	1.6%	12.3%	14.8%	27.0%	41.0%	100.0%
municipal	106	1.9%	1.9%	1.9%	11.3%	24.5%	23.6%	34.9%	100.0%
total	467	2.4%	0.6%	2.1%	10.1%	12.4%	22.3%	50.1%	100.0%

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e. weekly) engage in traffic safety enforcement activities"? - E. Most elected officials in your community

Agency Type	N	Strongly disagree	Moderately Disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately Agree	Strongly agree	
statewide	239	1.3%	5.9%	9.2%	33.5%	23.8%	15.9%	10.5%	100.0%
sheriff	122	3.3%	3.3%	9.8%	28.7%	20.5%	21.3%	13.1%	100.0%
municipal	105	4.8%	0.0%	6.7%	30.5%	19.0%	20.0%	19.0%	100.0%
total	466	2.6%	3.9%	8.8%	31.5%	21.9%	18.2%	13.1%	100.0%

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e. weekly) engage in traffic safety enforcement activities"? - F. Most prosecutors in your jurisdiction

Agency Type	N	Strongly disagree	Moderately Disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately Agree	Strongly agree	
statewide	238	2.1%	4.2%	8.4%	29.8%	23.9%	21.0%	10.5%	100.0%
sheriff	122	1.6%	4.1%	7.4%	36.1%	21.3%	22.1%	7.4%	100.0%
municipal	106	3.8%	4.7%	6.6%	44.3%	18.9%	16.0%	5.7%	100.0%
total	466	2.4%	4.3%	7.7%	34.8%	22.1%	20.2%	8.6%	100.0%

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e. weekly) engage in traffic safety enforcement activities"? - G. Most judges in your jurisdiction

Agency Type	N	Strongly disagree	Moderately Disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately Agree	Strongly agree	
statewide	239	1.7%	5.9%	5.9%	31.0%	28.9%	17.2%	9.6%	100.0%
sheriff	122	1.6%	5.7%	8.2%	37.7%	18.9%	20.5%	7.4%	100.0%
municipal	105	4.8%	6.7%	5.7%	46.7%	18.1%	12.4%	5.7%	100.0%
total	466	2.4%	6.0%	6.4%	36.3%	23.8%	17.0%	8.2%	100.0%

How much do the following people agree or disagree with the following statement: "Law enforcement officers in this agency should regularly (i.e. weekly) engage in traffic safety enforcement activities"? - H. Most adults in your community

Agency Type	N	Strongly disagree	Moderately Disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately Agree	Strongly agree	
statewide	240	1.3%	6.7%	12.1%	33.3%	22.9%	16.7%	7.1%	100.0%
sheriff	122	2.5%	8.2%	5.7%	27.0%	31.1%	19.7%	5.7%	100.0%
municipal	106	3.8%	7.5%	6.6%	26.4%	21.7%	23.6%	10.4%	100.0%
total	468	2.1%	7.3%	9.2%	30.1%	24.8%	19.0%	7.5%	100.0%

How clearly has your immediate supervisor established expectations regarding your traffic safety enforcement activities?

Agency Type	N	Not at all clearly (1)	(2)	(3)	Moderately clearly (4)	(5)	(6)	Extremely clearly (7)	
statewide	242	0.8%	1.7%	4.5%	14.5%	12.0%	29.8%	36.8%	100.0%
sheriff	121	9.1%	5.0%	10.7%	26.4%	16.5%	19.8%	12.4%	100.0%
municipal	107	9.3%	1.9%	4.7%	17.8%	20.6%	20.6%	25.2%	100.0%
total	470	4.9%	2.6%	6.2%	18.3%	15.1%	25.1%	27.9%	100.0%

How much control do you have about whether you engage or not in the following traffic safety enforcement activities? - A. General traffic safety enforcement

Agency Type	N	No control at all (1)	(2)	(3)	Moderate control (4)	(5)	(6)	Total control (7)	
statewide	240	0.8%	3.8%	6.7%	16.3%	10.4%	27.1%	35.0%	100.0%
sheriff	120	0.0%	1.7%	3.3%	17.5%	13.3%	21.7%	42.5%	100.0%
municipal	107	1.9%	1.9%	0.9%	15.9%	14.0%	17.8%	47.7%	100.0%
total	467	0.9%	2.8%	4.5%	16.5%	12.0%	23.6%	39.8%	100.0%

How much control do you have about whether you engage or not in the following traffic safety enforcement activities? - B. Seat belt enforcement

Agency Type	N	No control at all (1)	(2)	(3)	Moderate control (4)	(5)	(6)	Total control (7)	
statewide	240	1.3%	4.2%	7.1%	17.1%	11.7%	24.6%	34.2%	100.0%
sheriff	120	0.0%	0.8%	4.2%	21.7%	15.0%	16.7%	41.7%	100.0%
municipal	107	3.7%	0.9%	1.9%	15.0%	8.4%	21.5%	48.6%	100.0%
total	467	1.5%	2.6%	5.1%	17.8%	11.8%	21.8%	39.4%	100.0%

How much control do you have about whether you engage or not in the following traffic safety enforcement activities? - C. Speeding / aggressive driving enforcement

Agency Type	N	No control at all (1)	(2)	(3)	Moderate control (4)	(5)	(6)	Total control (7)	
statewide	240	0.8%	3.3%	5.8%	15.8%	12.9%	25.0%	36.3%	100.0%
sheriff	120	0.0%	0.8%	2.5%	16.7%	15.0%	21.7%	43.3%	100.0%
municipal	107	1.9%	2.8%	0.9%	13.1%	10.3%	22.4%	48.6%	100.0%
total	467	0.9%	2.6%	3.9%	15.4%	12.8%	23.6%	40.9%	100.0%

How much control do you have about whether you engage or not in the following traffic safety enforcement activities? - D. Impaired driving enforcement

Agency Type	N	No control at all (1)	(2)	(3)	Moderate control (4)	(5)	(6)	Total control (7)	
statewide	240	2.9%	4.6%	7.1%	19.6%	10.0%	24.2%	31.7%	100.0%
sheriff	120	0.8%	3.3%	2.5%	15.8%	13.3%	19.2%	45.0%	100.0%
municipal	106	2.8%	3.8%	1.9%	12.3%	10.4%	18.9%	50.0%	100.0%
total	466	2.4%	4.1%	4.7%	17.0%	10.9%	21.7%	39.3%	100.0%

How much control do you have about whether you engage or not in the following traffic safety enforcement activities? - E. Distracted driving enforcement

Agency Type	N	No control at all (1)	(2)	(3)	Moderate control (4)	(5)	(6)	Total control (7)	
statewide	240	2.1%	4.6%	5.8%	18.8%	11.7%	25.8%	31.3%	100.0%
sheriff	120	0.0%	0.8%	4.2%	17.5%	15.0%	20.0%	42.5%	100.0%
municipal	106	1.9%	1.9%	1.9%	11.3%	10.4%	20.8%	51.9%	100.0%
total	466	1.5%	3.0%	4.5%	16.7%	12.2%	23.2%	38.8%	100.0%

Regularly (i.e., weekly) engaging in traffic safety enforcement activities is...

Agency Type	N	Not at all up to me (1)	(2)	(3)	Moderately up to me (4)	(5)	(6)	Completely up to me (7)	
statewide	239	3.3%	4.6%	2.5%	21.8%	13.8%	23.8%	30.1%	100.0%
sheriff	118	2.5%	2.5%	1.7%	14.4%	16.1%	24.6%	38.1%	100.0%
municipal	107	3.7%	1.9%	3.7%	8.4%	11.2%	24.3%	46.7%	100.0%
total	464	3.2%	3.4%	2.6%	16.8%	13.8%	24.1%	36.0%	100.0%

How much do you agree or disagree with this statement: "If I really wanted to I could regularly (i.e., weekly) engage in traffic safety enforcement activities"?

Agency Type	N	Strongly disagree	Moderately disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Moderately agree	Strongly agree	
statewide	240	2.1%	3.3%	4.2%	11.3%	12.9%	18.8%	47.5%	100.0%
sheriff	119	1.7%	3.4%	4.2%	10.1%	16.8%	21.0%	42.9%	100.0%
municipal	105	1.9%	0.0%	1.9%	5.7%	10.5%	18.1%	61.9%	100.0%
total	464	1.9%	2.6%	3.7%	9.7%	13.4%	19.2%	49.6%	100.0%

To what degree is each of the following a barrier for you to regularly (i.e., weekly) engage in traffic safety enforcement activities? - A. Lack of time during my shift to engage in traffic safety enforcement

Agency Type	N	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)	
statewide	240	16.7%	10.4%	6.7%	24.2%	15.8%	15.4%	10.8%	100.0%
sheriff	119	5.0%	0.8%	5.9%	35.3%	21.0%	16.0%	16.0%	100.0%
municipal	107	9.3%	9.3%	3.7%	31.8%	15.9%	18.7%	11.2%	100.0%
total	466	12.0%	7.7%	5.8%	28.8%	17.2%	16.3%	12.2%	100.0%

To what degree is each of the following a barrier for you to regularly (i.e., weekly) engage in traffic safety enforcement activities? - B. Lack of equipment needed for traffic safety enforcement

Agency Type	N	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)	
statewide	240	55.4%	22.1%	7.1%	8.8%	4.2%	2.5%	0.0%	100.0%
sheriff	119	50.4%	20.2%	7.6%	16.0%	1.7%	2.5%	1.7%	100.0%
municipal	107	54.2%	10.3%	11.2%	14.0%	3.7%	2.8%	3.7%	100.0%
total	466	53.9%	18.9%	8.2%	11.8%	3.4%	2.6%	1.3%	100.0%

To what degree is each of the following a barrier for you to regularly (i.e., weekly) engage in traffic safety enforcement activities? - C. Lack of support for traffic safety enforcement from my immediate supervisor

Agency Type	N	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)	
statewide	240	63.3%	20.0%	4.6%	7.5%	2.9%	1.3%	0.4%	100.0%
sheriff	119	59.7%	17.6%	4.2%	16.0%	0.8%	1.7%	0.0%	100.0%
municipal	107	66.4%	13.1%	6.5%	11.2%	2.8%	0.0%	0.0%	100.0%
total	466	63.1%	17.8%	4.9%	10.5%	2.4%	1.1%	0.2%	100.0%

To what degree is each of the following a barrier for you to regularly (i.e., weekly) engage in traffic safety enforcement activities? - D. Lack of support for traffic safety enforcement from the highest commanding officer in my office

Agency Type	N	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)	
statewide	240	61.3%	20.4%	5.4%	8.3%	2.5%	0.8%	1.3%	100.0%
sheriff	118	63.6%	16.1%	3.4%	13.6%	0.8%	2.5%	0.0%	100.0%
municipal	106	67.0%	14.2%	5.7%	9.4%	1.9%	1.9%	0.0%	100.0%
total	464	63.1%	17.9%	5.0%	9.9%	1.9%	1.5%	0.6%	100.0%

To what degree is each of the following a barrier for you to regularly (i.e., weekly) engage in traffic safety enforcement activities? - E. Lack of follow through by prosecutors and judges on traffic violations

Agency Type	N	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)	
statewide	239	31.4%	16.3%	15.5%	17.2%	8.8%	7.9%	2.9%	100.0%
sheriff	119	35.3%	17.6%	5.0%	26.1%	10.9%	3.4%	1.7%	100.0%
municipal	107	41.1%	11.2%	9.3%	16.8%	5.6%	8.4%	7.5%	100.0%
total	465	34.6%	15.5%	11.4%	19.4%	8.6%	6.9%	3.7%	100.0%

To what degree is each of the following a barrier for you to regularly (i.e., weekly) engage in traffic safety enforcement activities? - F. Lack of training for officers

Agency Type	N	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)	
statewide	240	59.6%	22.5%	5.8%	8.3%	2.1%	1.3%	0.4%	100.0%
sheriff	117	54.7%	17.9%	6.0%	17.9%	3.4%	0.0%	0.0%	100.0%
municipal	107	53.3%	21.5%	3.7%	12.1%	3.7%	3.7%	1.9%	100.0%
total	464	56.9%	21.1%	5.4%	11.6%	2.8%	1.5%	0.6%	100.0%

How well do you know the locations with traffic safety concerns in your jurisdiction?

Agency Type	N	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)	
statewide	239	0.4%	0.8%	0.0%	10.0%	10.0%	40.2%	38.5%	100.0%
sheriff	119	0.0%	0.0%	0.8%	30.3%	14.3%	36.1%	18.5%	100.0%
municipal	106	0.9%	0.9%	1.9%	15.1%	8.5%	31.1%	41.5%	100.0%
total	464	0.4%	0.6%	0.6%	16.4%	10.8%	37.1%	34.1%	100.0%

How well are you briefed about crash data for your jurisdiction? This may include reviewing crash maps showing where crashes have occurred historically and causes for crashes or other similar information.

Agency Type	N	Not at all a barrier (1)	(2)	(3)	Moderate barrier (4)	(5)	(6)	Extreme barrier (7)	
statewide	240	10.0%	10.4%	11.3%	20.4%	15.8%	15.0%	17.1%	100.0%
sheriff	120	28.3%	19.2%	12.5%	20.8%	7.5%	7.5%	4.2%	100.0%
municipal	107	31.8%	12.1%	12.1%	12.1%	5.6%	9.3%	16.8%	100.0%
total	467	19.7%	13.1%	11.8%	18.6%	11.3%	11.8%	13.7%	100.0%

How well are you briefed about traffic safety enforcement activities for your jurisdiction? This may include summaries of citations, reviews of special enforcement efforts, or other information.

Agency Type	N	Not well at all (1)	(2)	(3)	Moderately well (4)	(5)	(6)	Extremely well (7)	
statewide	239	9.6%	10.5%	11.3%	21.3%	16.3%	18.8%	12.1%	100.0%
sheriff	118	26.3%	15.3%	10.2%	27.1%	9.3%	9.3%	2.5%	100.0%
municipal	107	19.6%	10.3%	8.4%	18.7%	15.0%	16.8%	11.2%	100.0%
total	464	16.2%	11.6%	10.3%	22.2%	14.2%	15.9%	9.5%	100.0%

Have you completed the following training in the past 3 years? - Standard Field Sobriety Test Training

Agency Type	N	Yes	No	I don't know	
statewide	240	86.7%	12.5%	0.8%	100.0%
sheriff	120	72.5%	26.7%	0.8%	100.0%
municipal	107	47.7%	51.4%	0.9%	100.0%
total	467	74.1%	25.1%	0.9%	100.0%

Have you completed the following training in the past 3 years? - Traffic Safety Resource Prosecutor (TSRP) Impaired Driving Training

Agency Type	N	Yes	No	I don't know	
statewide	237	16.5%	79.7%	3.8%	100.0%
sheriff	120	13.3%	79.2%	7.5%	100.0%
municipal	106	10.4%	84.0%	5.7%	100.0%
total	463	14.3%	80.6%	5.2%	100.0%

Have you completed the following training in the past 3 years? - Advanced Roadside Impaired Driving Enforcement (ARIDE)

Agency Type	N	Yes	No	I don't know	
statewide	238	47.5%	50.0%	2.5%	100.0%
sheriff	120	18.3%	78.3%	3.3%	100.0%
municipal	107	29.0%	70.1%	0.9%	100.0%
total	465	35.7%	61.9%	2.4%	100.0%

Have you completed the following training in the past 3 years? - Drug Recognition Expert (DRE) Training

Agency Type	N	Yes	No	I don't know	
statewide	239	15.1%	83.3%	1.7%	100.0%
sheriff	120	4.2%	91.7%	4.2%	100.0%
municipal	106	8.5%	90.6%	0.9%	100.0%
total	465	10.8%	87.1%	2.2%	100.0%

Have you completed the following training in the past 3 years? - Distracted Driving

Agency Type	N	Yes	No	I don't know	
statewide	238	34.5%	60.1%	5.5%	100.0%
sheriff	119	30.3%	66.4%	3.4%	100.0%
municipal	105	24.8%	73.3%	1.9%	100.0%
total	462	31.2%	64.7%	4.1%	100.0%

Have you completed the following training in the past 3 years? - Speed Management (radar, laser, etc.)

Agency Type	N	Yes	No	I don't know	
statewide	239	81.6%	16.7%	1.7%	100.0%
sheriff	120	40.8%	55.8%	3.3%	100.0%
municipal	106	32.1%	67.9%	0.0%	100.0%
total	465	59.8%	38.5%	1.7%	100.0%

Have you completed the following training in the past 3 years? - Training on seat belt and child occupancy protection use and laws

Agency Type	N	Yes	No	I don't know	
statewide	238	39.1%	58.0%	2.9%	100.0%
sheriff	119	15.1%	83.2%	1.7%	100.0%
municipal	106	33.0%	67.0%	0.0%	100.0%
total	463	31.5%	66.5%	1.9%	100.0%

Have you completed the following training in the past 3 years? - "Below 100" (a national effort to reduce the number of on-the-job officer fatalities to below 100 per year by promoting five tenets including always wearing a seat belt and avoiding excessive speed)

Agency Type	N	Yes	No	I don't know	
statewide	239	35.1%	58.6%	6.3%	100.0%
sheriff	120	45.8%	52.5%	1.7%	100.0%
municipal	106	33.0%	64.2%	2.8%	100.0%
total	465	37.4%	58.3%	4.3%	100.0%

What is your sex?

Agency Type	N	Male	Female	Other/I prefer not to answer	
statewide	240	86.3%	7.9%	5.8%	100.0%
sheriff	121	95.9%	1.7%	2.5%	100.0%
municipal	107	87.9%	6.5%	5.6%	100.0%
total	468	89.1%	6.0%	4.9%	100.0%

How old are you?

Agency Type	N	21-24	25-34	35-44	45-54	55-59	60-64	65 or older	
statewide	240	2.1%	25.8%	40.4%	25.8%	4.2%	1.7%	0.0%	100.0%
sheriff	120	0.8%	30.8%	26.7%	34.2%	5.0%	1.7%	0.8%	100.0%
municipal	104	1.9%	27.9%	36.5%	27.9%	4.8%	1.0%	0.0%	100.0%
total	464	1.7%	27.6%	36.0%	28.4%	4.5%	1.5%	0.2%	100.0%

How many years have you been a law enforcement officer?

Agency Type	N	0 to 3	4 to 7	8 to 11	12 to 15	16 or more	
statewide	233	11.2%	21.0%	15.9%	14.6%	37.3%	100.0%
sheriff	118	11.0%	12.7%	22.9%	15.3%	38.1%	100.0%
municipal	106	7.5%	16.0%	18.9%	17.0%	40.6%	100.0%
total	457	10.3%	17.7%	18.4%	15.3%	38.3%	100.0%

How many years have you been a law enforcement officer with this agency?

Agency Type	N	0 to 3	4 to 7	8 to 11	12 to 15	16 or more	
statewide	237	14.3%	21.9%	16.9%	16.0%	30.8%	100.0%
sheriff	120	16.7%	15.8%	19.2%	13.3%	35.0%	100.0%
municipal	104	14.4%	16.3%	13.5%	19.2%	36.5%	100.0%
total	461	15.0%	19.1%	16.7%	16.1%	33.2%	100.0%

Do you supervise or manage any other law enforcement officers?

Agency Type	N	Yes	No	I don't know	
statewide	241	27.4%	71.8%	0.8%	100.0%
sheriff	121	47.9%	50.4%	1.7%	100.0%
municipal	105	43.8%	55.2%	1.0%	100.0%
total	467	36.4%	62.5%	1.1%	100.0%

12 APPENDIX E

12.1 Summary of T-Tests of Scales

Table 11. Comparison of Means between Urban and Rural Agencies

Scale	Statewide			Sheriff			Municipal		
	Means		**Stat. Sig.**	**Means**		**Stat. Sig.**	**Means**		**Stat. Sig.**
	urban	rural	Sig.	urban	rural	Sig.	urban	rural	Sig.
Enforcement	5.82	5.98	0.391	4.76	4.47	0.532	4.42	4.98	0.123
Change in Enforcement	4.30	4.81	0.052	4.96	4.57	0.437	4.53	4.66	0.738
Intention	5.88	6.23	0.039	5.35	5.11	0.593	5.03	5.28	0.472
Willingness	5.73	5.66	0.686	5.81	5.23	0.085	5.36	5.41	0.833
Attitude	4.81	5.33	0.000	5.60	5.29	0.125	4.99	5.20	0.324
Prototypical	5.56	5.93	0.002	5.67	5.88	0.295	5.79	5.87	0.612
Perceived Injunctive Norms	5.23	5.85	0.000	5.33	5.30	0.906	4.88	5.37	0.037
Perceived Descriptive Norms	6.29	6.29	0.964	5.39	5.47	0.815	4.96	5.84	0.005
Perceived Control	5.55	5.48	0.721	5.90	5.67	0.481	5.93	6.14	0.412
Prioritization	6.16	6.31	0.196	5.63	5.21	0.148	5.06	5.15	0.698
Concern	6.29	6.25	0.788	5.95	5.80	0.602	5.49	5.48	0.953
Knowledge	4.72	4.95	0.256	4.41	3.76	0.049	4.31	4.68	0.257
Training	3.21	3.68	0.068	2.11	2.47	0.433	2.07	2.31	0.602

Table 12. Comparison of Means Between Types of Agencies

Scale	**Means**		**Stat. Sig.**	**Means**		**Stat. Sig.**
	Statewide	Sheriff	Sig.	Sheriff	Municipal	Sig.
Enforcement	5.94	4.51	0.000	4.51	4.59	0.732
Change in Enforcement	4.67	4.63	0.830	4.63	4.57	0.819
Intention	6.14	5.15	0.000	5.15	5.11	0.864
Willingness	5.68	5.32	0.007	5.32	5.37	0.754
Attitude	5.19	5.34	0.072	5.34	5.05	0.016
Prototypical	5.83	5.85	0.878	5.85	5.81	0.734
Perceived Injunctive Norms	5.68	5.30	0.002	5.30	5.04	0.105
Perceived Descriptive Norms	6.29	5.46	0.000	5.46	5.23	0.221
Perceived Control	5.50	5.71	0.149	5.71	5.99	0.090
Prioritization	6.27	5.26	0.000	5.26	5.09	0.208
Concern	6.26	5.82	0.000	5.82	5.49	0.031
Knowledge	4.89	3.85	0.000	3.85	4.44	0.002
Training	3.56	2.42	0.000	2.42	2.15	0.342

13 APPENDIX F

13.1 Officer Dialogue Guide

Brief Survey on Beliefs about Traffic Safety Enforcement

Instructions: Leaders, supervisors, and officers should complete this survey when together. The results do not need to be collected. After everyone completes the survey, discuss each question and the reasons behind everyone's choices.

	Strongly disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Strongly agree
1. "I believe the only acceptable number of deaths and serious injuries on our roadways should be zero."	☐	☐	☐	☐	☐
2. "Traffic crashes are a leading cause of death and injury in our jurisdiction."	☐	☐	☐	☐	☐
3. "Our agency is responsible for the traffic safety of the public in our jurisdiction."	☐	☐	☐	☐	☐
4. "Regularly engaging in traffic safety enforcement efforts will improve the safety of the community(ies) I serve."	☐	☐	☐	☐	☐
5. "When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws."	☐	☐	☐	☐	☐
6. "Traffic warnings and citations are an effective way to change driver behaviors."	☐	☐	☐	☐	☐
7. "Engaging in traffic safety enforcement efforts identifies criminals."	☐	☐	☐	☐	☐
8. "I will be positively recognized by my agency for regularly engaging in traffic safety enforcement activities."	☐	☐	☐	☐	☐
9. "Local prosecutors and judges do not seem to support our traffic safety enforcement efforts."	☐	☐	☐	☐	☐

Talking Points

1. "I believe the only acceptable number of deaths and serious injuries on our roadways should be zero."
   a. Most people agree with this statement. While we may wonder how we will get to zero, most people agree that zero is the only acceptable goal.
   b. Clearly, law enforcement plays a significant role in getting to zero, BUT we cannot expect law enforcement to do it alone.
2. "Traffic crashes are a leading cause of death and injury in our jurisdiction."
   a. Traffic crashes are a significant public health issue. Crashes kill and injure too many people.
   b. On average over 75 people die every day on U.S. roads. Imagine if there was a plane crash killing 75 people every day. The airline industry would stop flying.
   c. In most localities, traffic crashes are the leading cause of death of people age 5 to 25.
3. "Our agency is responsible for the traffic safety of the public in our jurisdiction."
   a. Because over 90% of crashes are the result of driver behavior, most crashes can be prevented. Consistent, visible enforcement can significantly reduce risky driving behavior.
   b. This does NOT mean that law enforcement is solely responsible for traffic safety. Engineers, maintenance crews, public health agencies, healthcare providers, workplaces, schools, families, and most importantly individuals have significant responsibility as well.
4. "Regularly engaging in traffic safety enforcement efforts will improve the safety of the community(ies) I serve."
   a. As an individual officer, you make a difference every day you engage in enforcement activities. Much of your influence will be with people whom you never actually come into direct contact with, but who change their behavior because they know you are doing your job and enforcing the laws.
5. "When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws."
   a. Visible enforcement changes people's behaviors. While the warning or citation may have a greater impact on the individual who receives it, visible enforcement impacts many other people as well.
6. "Traffic warnings and citations are an effective way to change driver behaviors."
   a. Issuing a warning or citation is an opportunity to have a conversation with a driver that could have long term impact on the decisions they make. Helping drivers understand why the behavior is dangerous and helping them connect the impacts their risky behaviors may have on others will increase the effectiveness of the warning or citation.
7. "Engaging in traffic safety enforcement efforts identifies criminals."
   a. Those who violate traffic laws may be more likely to violate other laws as well.
8. "I will be positively recognized by my agency for regularly engaging in traffic safety enforcement activities."
   a. How officers respond to this statement is important for supervisors and leaders to hear. While supervisors and leader may believe they regularly recognize officers for their traffic safety enforcement efforts, officers may feel otherwise. Supervisors and

leaders should try to listen with an open mind and reflect on what they hear without being overly defensive.

9. "Local prosecutors and judges do not seem to support our traffic safety enforcement efforts."
    a. Local prosecutors and judges may appear not to support traffic safety enforcement. Clarifying this directly with them may bolster engagement by officers.
    b. If prosecutors and judges are not supportive, engage stakeholders outside of law enforcement to advocate for traffic safety enforcement (and subsequent prosecution). State traffic enforcement prosecutor liaisons, healthcare providers, public health officials, and members of the general public can be strong allies.