

Understanding law enforcement attitudes and beliefs about traffic safety

Task 2 Report: Survey and Interview Design

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1 INTRODUCTION

Motor vehicle traffic crashes are a serious public health concern causing a tremendous burden on society. While progress in traffic safety has been made, motor vehicle traffic crashes are still the leading cause of death of those age 8 to 24 years and are the third leading cause of death for those age 25 to 34 years (Liu, Singh, and Subramanian 2015, pp. 1-5). To reach the goal of zero deaths on our nation's roadways, traffic safety initiatives must have a prominent role among state highway safety agencies and stakeholders. Traffic safety enforcement is critical and has shown to be effective in reducing a number of risky driving behaviors (DeAngelo and Hansen 2014, pp. 231-257; Stanojevi et al. 2013, pp. 29-38; Nikolaev et al. 2010, pp. 182-193; Ryeng 2012, pp. 446-454; Nichols and Ledingham 2008).

Some traffic safety professionals have perceived a change in the prioritization of traffic safety, suggesting it may be becoming less important among law enforcement. It is difficult to determine whether this perception is accurate and the reasons and nature of this possible change. A variety of factors including competing priorities, budget limitations, political support, and agency culture can influence engagement in traffic safety. A decrease in law enforcement's engagement in traffic safety could make it more difficult to reduce fatalities and serious injuries. Law enforcement plays a critical role; therefore, understanding the attitudes and beliefs of law enforcement leaders and officers regarding traffic safety is critical to growing a positive traffic safety culture and ultimately achieving a goal of zero deaths.

The goal of this project is to describe aspects of law enforcement agency's culture (i.e., the shared values, attitudes, and beliefs) that are associated with their traffic safety enforcement efforts. Four states (Illinois, Connecticut, Louisiana, and Idaho) have agreed to participate in this study and are recruiting law enforcement agencies to participate.

To inform this project, a literature review of published research on factors influencing the traffic enforcement behaviors of law enforcement leaders and officers, prioritization practices, and strategies that have been suggested to increase traffic safety enforcement was completed. Researchers have studied a variety of different factors associated with police behaviors including individual, situational, organizational, and community level factors. Individual level factors discussed include: officers' attitudes about traffic safety enforcement and officers' beliefs about their role orientation. Situational factors discussed include the effects of demeanor on police behavior in traffic encounters. The organizational context in which officers work includes: supervisory influence, organizational logistics, informal work rules, and the social norms of the police environment. Factors at the community level include the political environment, community influences, and the social conditions of the community. This review identified various relevant factors that informed the constructs of the behavioral model and questions for the survey developed for this project.

2 RESEARCH OBJECTIVES

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; 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.

Furthermore, the project will:

5. Propose methods of increasing engagement in traffic safety efforts based on the beliefs identified in this study.

To support these objectives, this project will develop and implement interviews and a survey to measure the beliefs and attitudes among law enforcement officers that are associated with traffic safety enforcement.

The results will represent the agencies selected to participate in the study and are not necessarily generalizable to other law enforcement agencies.

3 SURVEY DESIGN

3.1 Introduction

The project is using a comparative case study design to better understand law enforcement's attitudes and beliefs about traffic safety. This case study will examine the differences between two rural and two urban states as well as between different kinds of law enforcement agencies (county sheriff's department, municipal police department, and a statewide agency like highway patrol). The project will include both qualitative and quantitative analysis in order to provide a deeper understanding of the cases involved.

The project's findings will be based on the analysis of self-reported responses to a survey of officers and augmented by interviews of law enforcement leaders. The questions on the survey will measure 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 1).

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

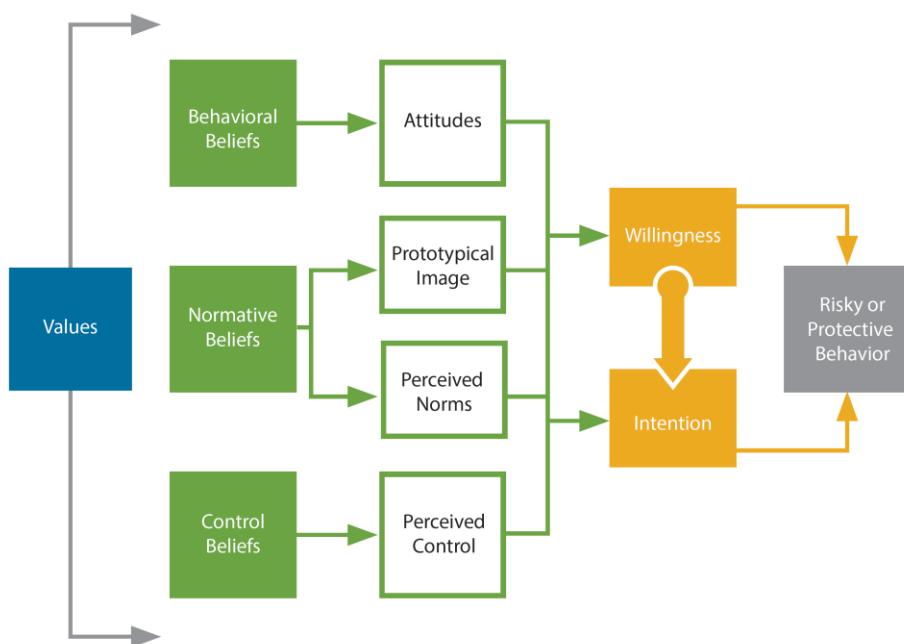


Figure 1. Behavioral Model

3.2 Survey Components

Table 1 summarizes the definitions of the components in the behavioral model. When possible, multiple questions are used to assess each component. The literature review and formative interviews completed in Task 1 of this project 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 1. 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”).

3.2.1 Traffic Safety Enforcement Behaviors

Engagement in traffic safety enforcement behaviors is measured using five questions: one asks about general traffic safety enforcement, and four ask about specific enforcement related to four safety areas (seat belt use, speeding / aggressive driving, impaired driving, and distracted driving). The four safety areas were identified after reviewing the Strategic Highway Safety Plans for all 50 states (see Appendix B). The specific question asks: “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 asks: “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 asks 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 are: seat belt use, speeding/aggressive driving, impaired driving, and distracted driving.

3.2.2 Willingness and Intention

Willingness is 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 are: (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 is measured using five questions following similar language as 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 asks about the same five enforcement behaviors: general traffic safety enforcement, seat belt enforcement, speeding / aggressive driving enforcement, impaired driving enforcement, and distracted driving enforcement.

3.2.3 Attitudes

Attitudes are measured using semantic differentials (Krosnick, Judd, and Wittenbrink 2005, pp. 21-76) using 10 pairs of words. The respondent is asked to indicate how they feel about engaging in traffic safety enforcement activities using these 10 pairs of words. The word pairs address 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.

3.2.4 Behavioral Beliefs

Potential behavioral beliefs relevant to traffic safety enforcement behaviors are 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 are 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, strongly agree.

Eight statements explore 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 only 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 explore 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.

Three statements explore 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.

3.2.5 Prototypical Image

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

3.2.6 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 are assessed. Perceived injunctive norms are 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 are provided for each question.

Perceived descriptive norms are assessed using five questions which mirror 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 are used: general traffic enforcement; seat belt enforcement, speeding / aggressive driving enforcement; impaired driving enforcement; and distracted driving enforcement.

3.2.7 Normative Beliefs

Only injunctive normative beliefs are assessed (due to space limitations other descriptive normative beliefs were excluded). Injunctive normative beliefs are measured using two questions. The first question asks 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, strongly agree. The question asks 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 asks 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).

3.2.8 Perceived Control

Perceived control is measured using three questions. The first question measures 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 asks 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 asks 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, strongly agree.

3.2.9 Control Beliefs

Control beliefs include potential barriers to regularly engaging in traffic safety enforcement activities as well as knowledge about traffic safety. Potential barriers are 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 ask about specific barriers to regularly engaging in traffic safety enforcement activities. The question asks: “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 are 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 are used to explore knowledge about traffic safety. The first explores 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 ask 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 use the same response choices as the first question.

The fourth question asks 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 are: 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).

3.2.10 Values

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

Concern regarding traffic safety is measured using three questions. The first asks: "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 ask 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 is assessed using the following choices: strongly disagree, moderately disagree, somewhat disagree, neither agree nor disagree, somewhat agree, moderately agree, strongly agree.

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

The prioritization of traffic safety as an issue is 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 asks the respondent to indicate how eight different groups would prioritize 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 is 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 asks the respondent to indicate how eight different groups would prioritize 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.

3.2.11 Officer Characteristics

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

3.3 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 are removed (49 minutes and 47 minutes), the average time is reduced to 17 minutes.

Table 2 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 (see Appendix C).

In an effort 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 2. 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”	2	0.954	4.7	1.81
- others about traffic safety	7	0.856	4.6	1.27
- others about traffic safety enforcement	7	0.853	4.6	1.22
Concern for traffic safety	3	0.896	5.5	1.63

1. All scales range from 1 to 7.

4 INTERVIEW DESIGN

The CHSC will interview 16 law enforcement leaders (four from each state). The interviews will be used to provide additional understanding of the core research questions. The interviews will take place over the phone. Two CHSC research staff will participate in each interview (one to lead the interview; the other to take notes). The notes from all the interviews will be summarized and included in the final report.

The following questions were developed based on the research questions as well as the formative interviews conducted in Task 1 of this project (see Appendix D for the full interview protocol):

- 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 CONCLUSIONS AND NEXT STEPS

A survey instrument and interview questions have been developed based on a strong theoretical behavioral model to address the objectives of this research project and to inform methods of increasing engagement in traffic safety efforts based on the beliefs identified in this study. The survey was piloted with a small number of officers in one law enforcement agency. Analyses of the results of the pilot test showed strong internal reliability and did not raise concerns regarding “ceiling” or “floor” effects caused by limitations in the response options.

Upon approval of the survey, draft emails for recruiting participation in the survey will be written along with guidance for law enforcement leaders on how to engage officers. The CHSC staff will then begin contacting the recruited agencies to complete the survey as well as engage in the interviews.

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7 APPENDIX A

7.1 Survey

Note: The actual survey will be implemented online and will 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!

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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"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. "I believe the only acceptable number of deaths and serious injuries <u>among my family and friends</u> on our roadways is zero."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 all the issues law enforcement addresses, how would the following people prioritize traffic safety?

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

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

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

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

Thinking back over the past 12 months, how often have YOU 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	<input type="checkbox"/>						
B. seat belt enforcement	<input type="checkbox"/>						
C. speeding/ aggressive driving enforcement	<input type="checkbox"/>						
D. impaired driving enforcement	<input type="checkbox"/>						
E. distracted driving enforcement	<input type="checkbox"/>						

In your opinion, how often did MOST OFFICERS 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	<input type="checkbox"/>						
B. seat belt enforcement	<input type="checkbox"/>						
C. speeding/ aggressive driving enforcement	<input type="checkbox"/>						
D. impaired driving enforcement	<input type="checkbox"/>						
E. distracted driving enforcement	<input type="checkbox"/>						

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	<input type="checkbox"/>							
B. seat belt enforcement	<input type="checkbox"/>							
C. speeding/aggressive driving enforcement	<input type="checkbox"/>							
D. impaired driving enforcement	<input type="checkbox"/>							
E. distracted driving enforcement	<input type="checkbox"/>							

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	<input type="checkbox"/>							
B. speeding/aggressive driving	<input type="checkbox"/>							
C. impaired driving	<input type="checkbox"/>							
D. distracted driving	<input type="checkbox"/>							

[Page Break]

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)		Moderately willing (4)		Extremely willing (7)	
	(2)	(3)	(5)	(6)		
A. Under current conditions at your office or agency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. If overtime pay was available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. If our agency got more equipment as a result of engaging in more traffic safety enforcement activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. If traffic safety enforcement activities were a more significant component of individual performance evaluations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="checkbox"/>						
B. Seat belt enforcement	<input type="checkbox"/>						
C. Speeding/ aggressive driving enforcement	<input type="checkbox"/>						
D. Impaired driving enforcement	<input type="checkbox"/>						
E. Distracted driving enforcement	<input type="checkbox"/>						

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	<input type="radio"/>	Useless						
Dangerous	<input type="radio"/>	Safe						
Foolish	<input type="radio"/>	Quick-Thinking / Smart						
Pleasant	<input type="radio"/>	Unpleasant						
Efficient	<input type="radio"/>	Wasteful						
Exciting	<input type="radio"/>	Boring						
Harmful	<input type="radio"/>	Beneficial						
Stressful	<input type="radio"/>	Calming						
Important	<input type="radio"/>	Not important						
Effective	<input type="radio"/>	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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strong	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dishonest	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Responsible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ambitious	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hardworking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Foolish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Successful	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bad	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weak	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Honest	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Irresponsible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not ambitious	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lazy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quick-Thinking / Smart	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unsuccessful	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

[Page Break]

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Traffic safety enforcement efforts are a waste of time because prosecutors and judges will not follow through.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Writing citations is an important source of revenue.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Enforcing traffic safety laws is not real police work.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Traffic safety enforcement efforts should occur only during special enforcement campaigns when overtime pay is available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Traffic crashes are a leading cause of death and injury in our jurisdiction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Our agency is responsible for the traffic safety of the public in our jurisdiction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Regularly engaging in traffic safety enforcement efforts will improve the safety of the community(ies) I serve.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Engaging in traffic safety enforcement efforts identifies criminals.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. I know my supervisor will think positively of me if I regularly engage in traffic safety enforcement activities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Officers who regularly engage in traffic safety enforcement activities receive special recognition in our office or agency.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. There is too much paperwork involved to make traffic safety enforcement activities a good use of my time.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Local prosecutors and judges do not seem to support our traffic safety enforcement efforts.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. This community gets upset with our agency if we engage in traffic safety enforcement activities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[Page Break]

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Most officers in your office	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Your immediate supervisor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. The highest commanding officer in your office	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Most elected officials in your community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Most prosecutors in your jurisdiction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Most judges in your jurisdiction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Most adults in your community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)			Moderate control (4)			Total control (7)
	(2)	(3)	(5)	(6)			
A. General traffic safety enforcement	<input type="checkbox"/>						
B. Seat belt enforcement	<input type="checkbox"/>						
C. Speeding/ aggressive driving enforcement	<input type="checkbox"/>						
D. Impaired driving enforcement	<input type="checkbox"/>						
E. Distracted driving enforcement	<input type="checkbox"/>						

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Lack of equipment needed for traffic safety enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Lack of support for traffic safety enforcement from my immediate supervisor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Lack of support for traffic safety enforcement from the highest commanding officer in your office	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Lack of follow through by prosecutors and judges on traffic violations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Lack of training for officers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[Page Break]

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 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.

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

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.

- 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Safety Resource Prosecutor (TSRP) Impaired Driving Training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Advanced Roadside Impaired Driving Enforcement (ARIDE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drug Recognition Expert (DRE) Training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Distracted Driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speed Management (radar, laser, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Training on seat belt and child occupancy protection use and laws	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
"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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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!

8 APPENDIX B

8.1 Summary of Strategic Highway Safety Plans

Table 3. Strategic Highway Safety Plan Areas of Focus by State

State	DUIA	DUID	Seat Belt	Speeding / Aggressive	Distracted	Young Drivers
Totals	50	42	49	43	34	39
Alabama (2017)	X	X	X	X		
Alaska (2013)	X		X			X
Arizona (2014)	X	X	X	X	X	X
Arkansas (2017)	X	X	X	X	X	X
California (2015)	X	X	X	X	X	X
Colorado (2014)	X	X	X	X	X	X
Connecticut (2017)	X	X	X	X	X	X
Delaware (2015)	X	X	X	X		
Florida (2016)	X	X	X	X	X	X
Georgia (2015)	X		X	X	X	X
Hawaii (2013)	X	X	X	X		
Idaho (2016)	X	X	X	X	X	X
Illinois (2017)	X	X	X	X	X	X
Indiana (2016)	X	X		X	X	X
Iowa (2017)	X	X	X			
Kansas (2015)	X	X	X			X
Kentucky (2017)	X	X	X	X	X	
Louisiana (2017)	X		X	X	X	X
Maine (2017)	X	X	X	X	X	X
Maryland (2017)	X	X	X	X	X	
Massachusetts (2013)	X	X	X	X		X
Michigan (2016)	X	X	X	X	X	X
Minnesota (2014)	X	X	X	X	X	
Mississippi (2014)	X	X	X			
Missouri (2016)	X	X	X	X	X	X
Montana (2015)	X	X	X			
Nebraska (2017)	X		X		X	X
Nevada (2016)	X	X	X			
New Hampshire (2017)	X	X	X	X	X	X
New Jersey (2015)	X	X	X	X	X	X
New Mexico (2017)	X	X	X	X	X	X
New York (2017)	X	X	X	X	X	X
North Carolina (2014)	X	X	X	X		X
North Dakota (2013)	X		X	X	X	X
Ohio (2014)	X		X	X	X	X
Oklahoma (2017)	X	X	X	X	X	X
Oregon (2015)	X	X	X	X	X	X
Pennsylvania (2017)	X	X	X	X	X	X
Rhode Island (2017)	X		X	X		X
South Carolina (2015)	X	X	X	X		X

Table 3. Strategic Highway Safety Plan Areas of Focus by State (continued)

State	DUIA	DUID	Seat Belt	Speeding / Aggressive	Distracted	Young Drivers
South Dakota (2014)	X	X	X	X	X	
Tennessee (2014)	X		X	X		X
Texas (2017)	X	X	X	X	X	X
Utah (2016)	X	X	X	X	X	X
Vermont (2017)	X	X	X	X	X	X
Virginia (2017)	X	X	X	X	X	X
Washington (2016)	X	X	X	X	X	X
West Virginia (2017)	X	X	X	X		X
Wisconsin (2014)	X	X	X	X	X	X
Wyoming (2017)	X	X	X	X	X	X

9 APPENDIX C

9.1 Summary of Pilot Test Results

Table 4. Means, Standard Deviations, and Spearman Correlation Coefficients of Pilot Test Results (n=11)

Model Component	Mean ¹	SD	Spearman Correlation Coefficients											
			EB	CE	CB	W	I	A	P	PI	PD	PC	PY	C
Enforcement Behavior (EB)	4.8	1.82	1.00	0.35	0.58	.79**	.91**	.81**	.72*	.64*	0.57	0.60	0.49	0.56
Change in Enforcement (CE)	5.2	1.80		1.00	0.22	0.27	0.20	0.19	0.34	0.18	0.15	0.23	0.20	0.17
Change in TS Behavior (CB)	5.3	1.34			1.00	0.41	0.53	0.53	0.36	.66*	.72*	0.26	0.20	0.22
Willingness (W)	5.3	1.59				1.00	.85**	.96**	.91**	.83**	0.20	.95**	.77**	.65*
Intention (I)	5.3	1.75					1.00	.86**	.76**	.64*	0.45	.70*	0.50	.64*
Attitude (A)	4.8	1.25						1.00	.92**	.91**	0.30	.91**	.79**	.74**
Prototypical Image (P)	5.8	1.07							1.00	.82**	0.27	.90**	.87**	.76**
Perceived Injunctive Norm (PI)	5.2	1.68								1.00	0.39	.83**	.79**	.66*
Perceived Descriptive Norm (PD)	5.3	1.42									1.00	0.04	0.21	0.25
Perceived Control	5.2	1.60										1.00	.82**	.70*
Prioritization – You (PY)	4.7	1.81											1.00	.72*
Concern (C)	5.5	1.63												1.00

1. All scales range from 1 to 7.

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

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

10 APPENDIX D

10.1 Interview Protocol

Informed Consent Statement

You are being asked to participate in an interview as part of a research project for the Center for Health and Safety Culture. The goal of this project is to understand how values, attitudes, and beliefs within law enforcement agencies impact the extent and effectiveness of their traffic enforcement efforts. As you may be aware, a survey is being conducted of officers in your agency regarding their attitudes, beliefs, and behaviors regarding traffic safety enforcement activities. The purpose of this interview is to augment the findings from the survey.

Several state departments of transportation are sponsoring this project. Your participation is voluntary. If you agree to participate, I will interview you, and my colleague will be taking notes. The interview will last about one hour depending on your answers. We will take written notes during the interview. You may choose not to answer any questions that you do not want to answer and/or you may stop at any time. Your responses will be shared with the research team to augment the findings of the survey and to inform recommendations. The final report may identify individuals who were interviewed, but specific statements will not be attributed to individual participants.

There are no foreseen risks, and the benefit to you is you can share your knowledge and understanding of this topic and readiness to engage in this project.

If you have any questions about the project, you can contact me at any time in the future. If you have additional questions about the rights of human subjects, please contact the Chair of the Institutional Review Board, Dr. Mark Quinn (mquinn@montana.edu).

By participating in the interview, you acknowledge that you have been read and understand the discomforts, inconvenience, and risk of this study and agree to participate in this research.

- To get us started, in one or two sentences:
 - How would you define traffic safety enforcement for your agency?
 - 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?
- prosecutors and judges?
- your state's department of transportation?
- general members of the public?

- What does “support for traffic safety enforcement” look like from these various stakeholders?
- 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?