Law Enforcement I

Our Law Enforcement I curriculum was developed in cooperation with the National Partnership for Careers in Law, Public Safety, Corrections and Security. It provides an estimated 178 hours of instruction for secondary and post-secondary students interested in pursuing a law enforcement career, and is aligned with an end-of-instruction assessment produced by the CareerTech Testing Center. The Teacher Edition includes a CD with Powerpoints for each unit and printable written tests.

This full-color curriculum includes the following units:

- Careers in Law Enforcement and Public Safety
- Law Enforcement and Victim Assistance
- Ethics in Law Enforcement
- Communication and Writing Skills
- The Criminal Justice System
- Day-to-Day Operations
- Criminal and Constitutional Law
- Civil Law
- Citizens’ Rights
- Criminal Laws and the Criminal Justice System
- Investigations
- Arrests
- Juveniles and the Justice System
- Search and Seizure
- Conflict Resolution
- Models of Policing
- Traffic Codes and Enforcement
- Trials, Sentencing and Corrections

Law Enforcement I
2017
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Law Enforcement I
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FOREWORD

Law enforcement agencies face many challenges in recruiting aspiring officers today who have the necessary competencies for this vital public service profession. Policing requires specialized skills, knowledge, and personal attributes. One way to help meet the hiring challenge is to expand the pool of qualified candidates through instruction in which students develop the technical and behavioral career competencies so critically demanded for public service. Through a rigorous law enforcement curriculum provided to career and technical educators nationwide, a pathway takes shape which expands a pipeline of future law enforcement officers and which has the potential to reduce the resources needed to recruit, train, hire and maintain an effective and diverse workforce.

The Curriculum and Instructional Materials Center (CIMC)—a division of Oklahoma CareerTech—has collaborated with the National Partnership for Careers in Law, Public Safety, Corrections and Security to produce this Law Enforcement I curriculum. Since 1967, the CIMC has been a leader in developing instructional materials for career and technology education. The National Partnership serves as the lead organization for the Law, Public Safety, Corrections and Security Career Cluster. Law Enforcement I introduces students to the field of law enforcement and the criminal justice system in the United States. It also provides a comprehensive overview of basic laws and police procedures.

Law Enforcement I represents a comprehensive resource in support of certification efforts. The curriculum is aligned to the standards used to develop a certification assessment, which is endorsed by the National Partnership for Careers in Law, Public Safety, Corrections and Security and offered by the CareerTech Testing Center.
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Objectives

1. Explain the benefits of effective traffic enforcement.
2. Discuss the types of traffic statutes that can apply to traffic incidents.
3. Describe the functions of traffic patrol units.
4. Explain the risks associated with traffic stops.
5. List the phases of a traffic stop.
6. Identify common mistakes made during traffic stops.
7. Describe how vehicle alignment improves officer safety.
8. Develop a plan for a high risk traffic stop.
9. Evaluate traffic stops.
10. Discuss traffic citations.
11. Compare a citation to an arrest.
12. Perform traffic stop scenarios and issue a citation. (Assignment Sheet 1)
13. Discuss state and local DWI/DUI laws.
14. Discuss the legal standards for DUI and DWI.
15. Describe the types of driver behavior present in possible and probable DWI/DUI cases.
16. Administer the Standardized Field Sobriety Test (SFST) Battery. (Assignment Sheet 2)
17. Discuss how video technology is used to collect evidence in DWI/DUI cases.
18. Prepare or discuss evidence and reports required to give testimony in court related to DWI/DUI.
19. Discuss crash scene investigation.
20. Use Newton’s laws of motion to describe vehicular behavior during a crash.
21. Perform mathematical calculations used in crash scene investigation. (Assignment Sheet 3)
22. Discuss traffic collision reports.
23. Investigate and document a mock vehicle accident. (Assignment Sheet 4)
24. Discuss basic techniques for controlling traffic.
**Key Terms**

**Actual physical control:** Having the means to drive a vehicle (for example, standing next to a car with the keys in your pocket) even if you are not actually driving it.

**Ancillary lighting:** Additional lighting that provides illumination support to a police car’s headlights.

**Evidentiary:** Being or relating to evidence in a criminal investigation.

**Ignition interlock service:** A device connected to vehicle’s ignition that checks for the presence of alcohol in the driver. The driver must blow into the device to start the vehicle. If the device senses alcohol, the vehicle will not start.

**Prima facie evidence:** Evidence that is legally sufficient to prove a case absent substantial contradictory evidence.
Police officers spend a large amount of time engaging in traffic-related activities. This unit explores how police officers conduct traffic stops, enforce traffic and DUI laws, investigate collisions, and control traffic.

**Benefits of Traffic Enforcement**

**Objective 1**

Traffic enforcement is an important function of police officers. Driving motor vehicles is a dangerous activity. According to the National Highway Traffic Safety Administration, more than 33,000 people were killed as a result of motor vehicle collisions in 2012. Because traffic is so dangerous, lawmakers have established licensing requirements and traffic laws to make driving as safe as possible for the general public.

Drivers are required to meet a minimum standard of driving ability. They are also required to hold a current driver’s license. Driving without a license or with one that has been suspended or revoked is an offense.

Effective traffic enforcement benefits drivers and the public as a whole. Enforcement stops individual drivers while they are committing offenses. It gives them notice that their driving behaviors are not tolerated. Ideally, enforcement should cause drivers to cease the prohibited behavior. Conducting traffic stops also provides notice to other drivers that the police are watching and are actively enforcing the law. This provides drivers, or at least those within sight of an active traffic stop, with notice and a reminder to obey traffic laws. As a result, vehicles within the immediate area will likely operate in a manner that is safer to others.
Types of Traffic Statutes

Objective 2

There are different types of traffic laws. Many laws regulate moving violations, such as speeding, changing lanes improperly, failure to yield, or disregarding a signal light. These driving behaviors present the greatest safety threat to others in traffic and around roads. Other laws regulate vehicle equipment. For example, some laws require drivers to maintain proper lighting, signal devices, and tires. Still others are designed to provide safety to the individual drivers and passengers themselves. For example, some laws require passengers to wear seatbelts and children to wear child restraint devices. Some laws are merely intended to reduce nuisances, such as excessive noise or exhaust.

Traffic Patrol Units

Objective 3

Police officers are responsible for enforcing traffic laws. The primary method of enforcing these laws is by conducting traffic stops and issuing citations.

Patrol officers do not spend every minute of a shift on a call. Much of the shift is unassigned. Many of these officers enforce traffic laws during this time. Sometimes a patrol officer may be on the way to a call and observe a traffic violation. The officer may stop the vehicle and issue a citation to the driver as long as the call was not urgent.

Patrol officers are not the only ones conducting traffic stops. Many law enforcement agencies use special units designated solely to traffic enforcement. These officers are generally not subject to calls and are responsible only for enforcing traffic laws.

Directed traffic enforcement focuses traffic patrol units on specific targets. Traffic patrols may be increased in areas where violations or collisions are more frequent, or at certain times of the day or year. For example, an area that has several bars may show an increased number of impaired drivers at closing time, or a vacation area may have a pattern of speeding drivers on national holidays. Targeted enforcement aims at reducing these clusters of incidents.

Risks with Traffic Stops

Objective 4

Conducting a traffic stop is a critical part of a police officer’s duties. It is also one of the most dangerous and difficult tasks. Conducting traffic stops is a hazardous activity for police officers. Officers never know what they might encounter as they make contact with the driver and/or occupants of a vehicle.

Most of the time, officers find that drivers and/or occupants are generally cooperative. These persons present no harm to the officer and are usually only to be warned. At the same time, officers will stop vehicles where the driver and/or occupants are derogatory and hostile. Officers will come across persons...
who are under the influence, have a mental illness, or who are otherwise without their faculties. These persons may become volatile and may attack the officer. Still others may simply not want to go back to jail. Officers never know when a person may have a warrant or other reason to flee.

Any person could be armed with a weapon. Any person may be willing to fight. These threats are real.

The drastic range of types of persons and situations officers may come across on traffic stops creates special problems for police officers. Officers cannot engage every driver as if they are armed and ready to attack, even though a very small percentage of drivers actually are. Police officers would lose credibility and the support of the community if they treated everyone as a threat. At the same time, if officers treated every person who was hostile with the same courtesies as those who are cooperative, their safety could be compromised—the officer could be injured or killed and a suspect could escape.

It is not easy task to balance these tensions. It is difficult to be friendly and cordial to everyone when a significant percentage of the people you interact with each day are hateful and aggressive towards you. In addition, there is the insecurity of not knowing who might also be willing and ready to attack you. However, police officers accept the risk in order to effectively perform the job.

Police officers should remain professional and friendly while maintaining a high level of attentiveness with a mind for safety. Officers who struggle to achieve this balance may end up dealing with complaints and internal investigations.

Traffic stops are also difficult because they require that officers apply a range of knowledge and skills at the same time. Officers must understand legal concepts, statutes and ordinances, agency policies and procedures, and geography. Officers have to identify violations, know where they are at all times, provide dispatch with information over the radio, engage emergency equipment, and consider the location of the stop and the threat level of the occupants—all while navigating traffic and avoiding collisions.

Discussion: Why would knowledge of geography be important during a traffic stop?
Traffic Stop Phases, Safety and Evaluation

Objectives 5 through 9

Traffic stops are divided into five phases:

1. Legal justification for the stop
2. Initiating the stop
3. Positioning the stop
4. Approach and contact
5. Completion and separation

Procedures for traffic stops vary with each agency. Officers should always follow agency policy first.

The following procedures for standard and high-risk traffic stops assume that the occupants of the stopped vehicle cooperate with the police officers' instructions. When a person refuses to cooperate, attacks an officer, or initiates a pursuit, the circumstances change and a different set of procedures will apply.

Phase 1: Legal Basis for Traffic Stops

Police officers stop vehicles for three general reasons. The most common reason is for traffic violations. When police officers observe a traffic violation, they have the legal authority to stop the vehicle and issue a traffic citation to the driver.

Police officers also stop vehicles for purposes of criminal investigation. When officers have reasonable suspicion that the driver or an occupant of a vehicle has committed or is committing a crime, they may stop the vehicle for a reasonable length of time to investigate.

EXAMPLE: A police officer responding to a robbery may observe a vehicle and/or occupants in the vehicle on the way to the call who fit the description of the robbery suspects given over the radio. The officer is authorized to stop the vehicle and detain the occupants to investigate.

Police officers may also stop a vehicle to make an arrest. They can do so when they have probable cause to believe that the driver or an occupant has committed, or is committing, a crime or has a valid warrant for their arrest. A traffic stop is a seizure for purposes of the Fourth Amendment to the United States Constitution. Without probable cause, or reasonable suspicion in limited circumstances, any traffic stop initiated by a police officer is a violation of the person's Fourth Amendment rights. Therefore, officers must be sure they have the proper basis for the seizure, prior to initiating the traffic stop.

"The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures; and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized."

—Fourth Amendment, U.S. Constitution
Phase 2: Initiating the Stop

Once a police officer is authorized to make a traffic stop, the officer must then safely stop the vehicle.

First, the officer must maneuver into a position directly behind the violator vehicle. When the officer is traveling somewhere behind the violator vehicle in the same direction, this is an easy process. The officer may only need to pass a vehicle or two before getting directly behind the violator vehicle. When the officer is traveling in the opposite direction, or if parked off the road, the officer may face a greater challenge to get behind the vehicle, especially if there is heavy traffic. Officers will often have to turn around, speed up, and maneuver safely around other vehicles to get directly behind a violator.

Even though police officers are authorized to stop a vehicle, they cannot do so any way they want. In all cases, officers must consider the safety of both other drivers and pedestrians in the area. Reckless or negligent driving that results in injury is not excusable simply because the officer was trying to stop a traffic violator. All police officers are charged with the duty to drive with due regard for the safety of all persons. Officers should constantly weigh the benefit of apprehending a traffic violator against the risk to the public and act accordingly.

Once positioned behind the violator vehicle, the officer will engage the police car’s overhead emergency lights. This signals the violator to pull over to the right-hand side of the road and remain stopped. If the violator does not notice the emergency lights, the officer should engage the siren. These are all of the legally necessary signals for the violator to stop.

As the traffic stop is initiated, the officer should also get on the radio and advise a dispatcher of the stop. Procedures will vary with each agency. In general, officers should give the location of the stop, the vehicle tag, vehicle description, occupant descriptions, and any other relevant information. This information is valuable to other officers in the event of a struggle or incident. If the officer anticipates problems with the occupants, the officer should also request an additional officer at this time.

During all phases of the stop, it is important to remain aware of passing traffic. Distracted drivers are a safety concern.

Phase 3: Positioning the Stop

After an officer has initiated a traffic stop and the violator has stopped, the officer is responsible for ensuring the location and position of the stop is as safe as possible. Drivers react differently when stopped by a police officer and do not always stop in accordance with the law. Drivers are normally required by law to pull over to the right-hand edge or curb of the road, clear of any intersection, and remain stopped. This does not always happen. When a driver stops in an unsafe or less desirable position, officers should use their loudspeaker or otherwise direct the driver to the desired position.
Once the driver has stopped in a safe location, the officer should align the police car so that it overlaps on the driver side of the violator vehicle. This provides a lane of safety for the officer when walking up to the violator vehicle and while interacting with the driver. Some agencies also require officers to turn the front wheels of the police car towards traffic during stops. Turning the wheels may offer greater protection to an officer in the event of gunfire and may deflect a vehicle away from the officer in the event of a collision during the stop.

The officer should also leave a car length or two between the police car and the stopped vehicle. The officer should be able to see the license plate of the vehicle. Maintaining this distance gives the officer a safety barrier in the event occupants exit their vehicle and/or approach the police car.

At night, officers should also engage ancillary lighting. Most police cars have both a spotlight and “take-down” lights. Officers should aim their spotlight on the rear-view mirror or the driver-side mirror of the violator vehicle. This improves officer safety by illuminating the interior of the violator vehicle and by making it more difficult for the driver to see when the officer is approaching. “Take-down” lights generally consist of two bright lights mounted within the emergency overhead light bar that illuminate the inside of a vehicle during a traffic stop.

**Phase 4: Approach and Contact**

Once a vehicle is stopped, officers’ actions will depend upon the nature of the stop. Two approach models for traffic stops are (1) standard and (2) high-risk.

**Standard Approach**

The standard approach model is the most common. This approach is used when there is no known threat from the driver and/or occupants. The majority of traffic stops are simply for traffic violations; most of these do not involve a known threat.

On a standard approach, officers will exit their vehicle and cautiously approach the stopped vehicle. The side of the vehicle the officers should approach will vary with each agency.

**CAUTION:** On approach, officers should avoid walking in between the stopped car and their own. This prevents officers from getting crushed between the two vehicles.
Some agencies require officers to "print" the trunk by tapping their hand or fingers on as they approach the driver. This allows the officer to ensure the trunk is closed, eliminating the possibility that someone is hiding in the trunk. It also allows the officer to transfer his or her finger- or handprint onto the vehicle for evidentiary purposes, in the event an incident occurs and the vehicle drives off.

The officer should actively watch the driver and occupants of the vehicle as he or she moves forward. The officer should specifically watch for any sudden movements. As the officer reaches the threshold of the back seat door, the officer should look for any weapons or other safety hazards. If there are any occupants in the back seat, the officer should also look at their hands to ensure no one is holding a weapon. After clearing the back, the officer should move forward to the front seat, but not past the threshold of the driver door.

**CAUTION:** Officers should not stand directly in front of the driver. By standing back, the officer is less of a target and has more room and more time to react to any possible threat from the driver.

During a standard approach, officers should portray a casual demeanor and be polite to the driver. At the same time, the officer should be alert and ready to react to a threat. The officer should identify himself or herself to the driver and explain why the driver was stopped. If the stop is for a traffic violation, officers should describe what they observed. If the stop is for purposes of a criminal investigation, officers may ask questions specific to the investigation.

Next, the officer should ask the driver for a driver’s license and proof of vehicle insurance. Some states may also require drivers to carry their vehicle registration. Officers should advise the driver to remain in their vehicle.

**CAUTION:** As officers return to their vehicles, they should keep an eye on the stopped vehicle.

Once back inside the police vehicle, officers should run a check on the license plate, if they had not already done so, as well as the driver’s license and the insurance. The procedures for these checks may vary with each agency. Citations should be written at this time, if appropriate.

**CAUTION:** While conducting these tasks, officers should maintain eye contact with the vehicle as much as possible.

Once complete—assuming the checks did not reveal any offenses or warrants—officers should return to the driver in the same manner they first approached.

**CAUTION:** On return, officers should try to keep all documents and citations in one hand so that their gun hand is free in the event it became necessary to unholster their firearm.
After reaching the driver, return the driver’s documents. If a citation was written, officers should explain what the citation is for and ask the driver for their signature. Officers should advise the driver that their signature is not an admission of guilt, but merely receipt of the citation. Officers should be knowledgeable about citation payment and court procedures and be able to respond to related questions the driver might have.

Once officers are finished with the driver, they should advise the driver that he or she is free to go. Many officers finish the traffic stop by thanking the driver for their cooperation or by telling the driver to drive safely.

**CAUTION:** When officers return to their vehicle, they should again maintain visual contact with the driver’s vehicle to guard against assault from behind.

On a standard approach at night, officers should use their flashlight. All of the procedures of the stop are the same, but officers will use their flashlight to observe the occupants and interior of the stopped vehicle.

**CAUTION:** Officers should hold their flashlight in their off-gun hand so that, in the event the officer needs to unholster their weapon, they may do so without having to switch the flashlight into their other hand.

**High-Risk Approach**

The second approach model is the high-risk approach. This model is used less often than the standard but is just as dangerous. This model is used anytime an officer is attempting to stop a vehicle that contains a known threat. The threat may be a person who is, or is likely to be, armed or otherwise dangerous, or a person wanted for a violent or felony crime.

**Did You Know?**

In years past, officers might charge the vehicle, often with firearms drawn, and physically force out the occupants. This approach can leave officers more vulnerable than necessary. In recent years, as police administrators and officials have approached police operations with a greater focus on safety, most police departments are taking a more cautious approach to minimize the risk to officers. In fact, many police departments now require officers to maintain their distance from the stopped vehicle at gunpoint, wait for backup if feasible, and order the driver and/or occupants out of the vehicle one at a time in a structured manner.
On a known high-risk traffic stop, the first thing the stopping officer should do is request backup. If possible, the officer should not act until at least one other officer has arrived.

Assuming the driver and/or occupants remain in the vehicle, officers should not charge the stopped vehicle. They should stay either inside their police vehicle, behind the cover of the engine block, or around their vehicle behind some form of cover. Generally, the stopping officer and any other officers on scene will have their firearms drawn and pointed at the vehicle at this time.

As other officers arrive at the scene, they should spread out behind the stopped vehicle. This allows for multiple vantage points. It is important not to create a crossfire situation. There should be at least one officer positioned behind the stopped vehicle in between police vehicles.

Once other officers have arrived and are ready to make contact, one officer should initiate verbal contact with the driver and/or occupants of the vehicle. This officer may use a loudspeaker, if available, or may project his or her natural voice. The first thing this officer should command is for all occupants in the vehicle to place their hands in the air where they can be seen. Next, the officer should give the driver the following commands:

1. Driver, take the keys out of the ignition and throw them out your window.
2. Driver, slowly exit the vehicle, keeping your hands in the air.
3. Driver, slowly turn around. (Stop the driver after he/she has turned all the way around and is facing away. As the driver is turning around, look for any obvious weapons.)
4. Driver, walk backwards towards the sound of my voice. (Direct the driver to his/her left or right as needed.)
5. Stop. (Stop the driver just before reaching the police vehicles.)
6. Driver, get down to your knees and cross your legs.

If the driver follows these commands, one of the officers may now approach the driver. This officer should now place the driver in handcuffs, stand him/her up, and escort him/her to the rear of the police vehicles so that he/she can be searched prior to being placed in the backseat of a police vehicle. This process should be repeated for each occupant in the stopped vehicle, until the vehicle is empty.
Once the vehicle is apparently unoccupied and all of the occupants are in custody, officers should form an approach team to secure the vehicle. Officers should approach the vehicle with tact, keeping in mind an occupant could still be inside posing a threat.

This process and these commands are designed to provide the safest way possible for officers to take a known dangerous person into custody from a traffic stop. However, each situation is unique. Officers may have to improvise their approach based on the circumstances. The goal during a high-risk stop is to get all of the occupants of the vehicle into custody as safely as possible.

**Phase 5: Completion and Separation**

On a standard traffic stop, the risk is not over until the driver has been released and the officer has left the area. When the officer returns to the police vehicle, he or she should not engage in paperwork or be distracted. The officer should maintain visual contact with the stopped vehicle and leave the area. Remaining at the scene of the stop poses too great a risk to the officer.

On a high-risk stop, the risk is over once all of the occupants in the vehicle are in custody and the vehicle is secured. Once this is accomplished, officers may go about with their tasks.

Common mistakes made during traffic stops include:

- Remaining in your vehicle when a driver or person approaches you
- Walking or standing between the police vehicle and the stopped vehicle
- Failing to make sure that the stopped vehicle is in “Park”
- Failing to check for traffic before stepping out of the police vehicle
- Failing to maintain visual contact with the stopped vehicle and its occupants at all times
- Not requesting backup when needed

Officers should remember that most citizens come into contact with them during traffic stops. As a result, traffic stops offer the perfect opportunity to impress citizens. Be professional. Be personable. Above all, be safe.
Traffic Citations

Objectives 10 and 11

Traffic citations are legal complaints charging a person with a violation of a traffic law or ordinance. They are generally issued in place of making a formal custodial arrest. The authority to issue citations is regulated by individual states, cities and towns.

A person is considered under arrest at the point the person is actually restrained by an officer or has submitted to the officer’s authority to be held answerable for an offense. A person stopped by a police officer for a traffic offense, who actually stops and otherwise submits to the officer’s authority, is under arrest for purposes of the law. However, this does not necessarily mean that the person is going to be handcuffed, searched, and transported to jail. In most states, police officers are generally required to issue traffic citations, as opposed to conducting a formal custodial arrest, upon stopping a driver for a traffic violation.

The appearance and format of traffic citations may vary with each issuing authority. However, most citations include:

1. The traffic charge
2. All of the information from the person’s driver’s license
3. The motor vehicle make, model and tag information
4. The date, time, and location of the offense
5. The date and time the person is required to take action or appear in court
6. The person’s signature
The procedures for satisfying the legal obligations associated with receiving a traffic citation may vary with the issuing authority. Police officers will write an arraignment date on a traffic citation. Defendants—those receiving the citation—must determine their course of action by this date or request a continuance. They are generally given three plea options after receiving a traffic citation: guilty, no contest, or not guilty.

A guilty plea is an admission by the defendant of guilt or acceptance of wrongdoing of an alleged violation.

A plea of no contest, sometimes referred to as nolo contendere, is notification to the court that the defendant will not contest the charge, but will also not admit to guilt. In traffic court, a plea of no contest will generally be treated as if it was an admission of guilt. A plea of no contest typically becomes significant when a defendant wishes to avoid a guilty plea being used against the defendant in a civil lawsuit.

A plea of not guilty is a claim that the defendant has not committed the violation alleged. If a defendant pleads not guilty and posts bond, the defendant receives a trial date. The defendant will have an opportunity to present testimony and evidence in front of a judge. At the end of the trial—which usually lasts only a few minutes for a traffic citation—the judge will decide whether the defendant is guilty.

If a defendant chooses to plead guilty or no contest, the defendant must pay the appropriate fine. Most court systems provide multiple payment methods, including in person, by mail, by phone, and online. Many court systems give traffic offenders the opportunity to attend a driver improvement school at their own expense. This offers violators the opportunity to keep their insurance costs down.

If a defendant fails to appear or take action by the arraignment date on the citation, a judge will issue a bench warrant for the defendant’s arrest and may increase the fine. Many court systems will also notify the state agency responsible for regulating driver’s licenses that the citation was not satisfied as provided by law and the state agency will suspend the license.
Directions:

Part 1: In a safe and controlled area, such as a vacant parking lot, your instructor will set up a standard traffic stop scenario. A “police” vehicle will be parked approximately one car length behind a “violator” vehicle, facing the same direction, with the police vehicle overlapping the driver side of the violator vehicle. (See Figure 1.) Take turns acting as a violator and as a police officer. The police officer should follow the procedures involved in a standard approach traffic stop. During the stop, the officer should issue a traffic citation to the violator. When issuing the citation, the officer should be sure to practice the following:

1. Officer safety techniques on approach and retreat
2. Fill in a citation completely
3. Keep a watchful eye on the violator vehicle while completing the citation
4. Explain to the violator what his or her signature on the citation represents
5. Have the violator sign the citation

Part 2: In a safe and controlled area, such as a vacant parking lot, your instructor will set up a high-risk traffic stop scenario. A “violator” vehicle will be parked facing any direction. Two or three “police” vehicles will be parked at least one car length behind the violator vehicle, facing the same direction. There should be room between the police vehicles. (See Figure 2.)

Take turns acting as suspects and as police officers. Officers should pay attention to proper positioning and practice directing suspects from the vehicle and taking them into custody one at a time. Once all of the suspects are out of the vehicle, officers should form an approach team and tactfully secure the vehicle.
## Grading Rubric

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
<th>Comments</th>
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</tr>
<tr>
<td>Followed correct procedures for high-risk traffic stop</td>
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<td></td>
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<tr>
<td>Followed instructor’s guidelines</td>
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DUI and DWI

Objectives 13 and 14

While engaging in traffic enforcement and other law enforcement duties, police officers often discover drivers who are under the influence of drugs or alcohol. DUI stands for driving under the influence; DWI stands for driving while intoxicated. Sometimes officers may suspect a driver is under the influence; other times, it comes as a surprise.

Police officers must have a working knowledge of DUI laws and procedures and be able to identify intoxicated drivers. This is not a simple task. DUI laws and procedures are complex. They involve a unique combination of both criminal laws and civil regulations.

DUI offenses vary by state. However, the elements of the offenses are very similar. In general, it is an offense for any person to operate or be in actual physical control of a motor vehicle while under the influence of alcohol or drugs.

In all states, a person is considered under the influence of alcohol if (1) they have a breath or blood alcohol concentration of 0.08 or more, or (2) a police officer has probable cause that the person is under the influence of alcohol. Most states also make it an aggravated offense if the person has a blood alcohol concentration of 0.15 or more.

A person is considered under the influence of drugs if (1) the person has any amount of a Schedule I controlled substance in their system, or (2) if a police officer has probable cause that the person is under the influence of an intoxicating substance.

Discussion: What is a Schedule I controlled substance?

DUI offenses are stricter for persons under twenty-one (21) years of age. In most states, a person under 21 is considered under the influence if there is any measurable quantity of alcohol in their breath or blood. A measurable quantity ranges from any concentration above zero (0) to two-hundredths (0.02) or more in the breath or blood.
DUI offenses generally extend to public roads, highways, streets, turnpikes, other public places or upon any private road, street, alley or lane which provides access to a dwelling. Not all states allow a DUI arrest in a person’s own driveway, however.

Unlike DUI offenses, DUI punishments can vary significantly by state. In many states, a first offense DUI is a misdemeanor and a second DUI conviction within ten years is a felony. While some states have mandatory jail time for first offenders, one state does not even make DUI a crime—it is a civil offense subject only to a ticket. Some states also have heightened penalties for aggravated DUI. Penalties can include supervision, periodic testing, use of an ignition interlock device, electronic monitoring, and attending victim impact panel programs.

In general, all persons found guilty of a violation are required to participate in an alcohol or drug substance abuse evaluation and assessment program and are subject to various fees and fines. The programs are typically offered by certified assessment agencies. Most states also revoke a person’s driving privileges upon a conviction for a DUI offense.

In addition to criminal offenses, persons arrested for a DUI offense are also subject to implied consent laws. These laws provide for civil regulation and penalties. In most states, any person arrested for a DUI offense is deemed to have given consent to test his or her breath or blood for the purpose of determining alcohol concentration.

When the person is arrested, the arresting officer is required to read an implied consent test request to the person. The request informs the arrested person of state law and their rights regarding the test and asks whether they wish to take the test.

If the person agrees to take the test, the officer is authorized to administer or direct the administration of the test. If the person refuses to take the test, the person’s driver’s license will automatically be revoked or denied by the state, unless the person is unconscious or otherwise incapable of refusing the test.
Driver Behavior in DWI/DUI Cases

Objective 15

Police officers may come across impaired drivers in a variety of contexts. It may be during a traffic stop. It may be at the scene of a collision. Or, it may be while investigating suspicious circumstances involving a person parked somewhere or sleeping inside their vehicle.

Traffic Stops

Police officers must always have a lawful reason to stop a vehicle. They can stop a vehicle if a traffic violation is committed in their presence. However, officers do not have to wait for a traffic violation to stop a vehicle if they are able to develop reasonable suspicion that the driver of a vehicle is impaired.

Impaired drivers often exhibit certain driving behaviors. These behaviors include:

- Weaving within or between lanes
- Crossing lane or center lines
- Unusually slow or fast speeds
- Abnormal starting and stopping
- Improper signaling

Once an officer lawfully stops a vehicle and the officer suspects the driver is impaired—whether before the stop or only after making contact with the driver—the officer should investigate the driver's condition. Many signs and smells can indicate that a driver may be impaired. These include:

- The odor of an alcoholic beverage on the driver's breath or person
- The presence of alcoholic beverages inside the vehicle
- A disheveled and/or soiled appearance (disorderly or untidy clothing and/or hair, spilled drinks, or other stains)
- Slurred or interrupted speech
- Repeating questions or comments
- The driver's demeanor (aggressive, combative, indecisive, confused, short attention span, sleepy, talkative, silent, apologetic, etc.)
- Unbalanced, unnatural, or erratic motor skills
- Statements and/or admissions of intoxication

Officers may also ask the driver questions related to alcohol consumption prior to driving. For example, officers may ask:

1. Have you had any alcoholic beverages today?
2. How many?
3. What time did you have your last drink?
Officers may also administer standard field sobriety tests (SFSTs) to evaluate whether and to what extent a driver is impaired. SFSTs are a series of three tests administered and evaluated in a standardized way to analyze indicators of impairment. They test coordination, balance, dexterity, and the ability to perform simple tasks at the same time. The higher a person’s alcohol concentration, the more these abilities diminish. The results of SFSTs may develop or support probable cause to believe that a driver is impaired. SFSTs do not determine actual levels of alcohol concentration.

If the driver exits the vehicle to participate in SFSTs or for any other reason, officers should also take note of the driver’s movements and behaviors. These behaviors may indicate impairment:

- Difficulty exiting the vehicle
- Unsteady or unbalanced while standing up or walking
- Holding onto the vehicle or other objects for stability

Officers should consider all of these possible indicators of impairment when developing probable cause that a driver is impaired. If the officer arrests the driver, the officer should include detailed descriptions of all of these indicators in the arrest report.

**Actual Physical Control**

Police officers must sometimes respond to suspicious persons in parked vehicles or to a person asleep at the wheel. When officers make contact with individuals in these circumstances, they may develop probable cause that the person is impaired. Even though the person is not driving or operating a vehicle, they may still be charged with being impaired while in actual physical control of the vehicle. This charge is often referred to as APC or DUI-APC.

When arresting a person for APC, police officers have additional responsibilities. In addition to developing probable cause that the person is impaired, officers must also ensure the vehicle that the person was in control of was actually capable of being operated. This means that officers must check the vehicle to see if it is operable under its own power (will it turn on and drive). They must also check to see if the person has the vehicle’s keys in his/her possession or control. The engine does not have to be running for a person to be charged with APC; all that is necessary is for the person to have the ability to manage the vehicle. A person cannot be arrested for APC in their own driveway, unless the officer or witness observes them driving on a public road or private road.
Traffic Collisions

Sometimes while investigating a traffic collision, an officer will develop probable cause that one of the involved drivers is impaired. Even though the officer may not necessarily have witnessed the driver operating or in actual physical control of the vehicle, the officer can arrest the driver for a DUI offense if there is probable cause based upon evidence of the investigation. For a DUI charge to stand in court, however, the officer may have to establish evidence that the driver did not drink from the time he or she was driving to the time the officer made contact. This may be established by a witness, by the evidence at the scene, or by the driver's own statements.

Testing Procedures

Law enforcement agencies generally have discretion to designate whether breath or blood is to be tested for the purposes of determining blood alcohol concentration. The designated test depends on the circumstances of the case. In the context of alcohol, most agencies use a breath test. In the context of drugs or other intoxication, blood is the only substance capable of testing. Blood tests generally apply when the person arrested is in a hospital due to injury, the person arrested is involved in a fatality accident, the officer has evidence of drug influence, the person arrested requests a blood test at their own expense, or a breath-alcohol testing device is malfunctioning. Blood tests are most often administered at a hospital. All tests must be administered within two hours of the person's arrest. The arrested person may also have an additional test administered at his or her own expense.

A person arrested for a DUI offense has the option to refuse to take the state's test to determine breath or blood alcohol concentration. However, the refusal will lead to the surrender and revocation of the person's driver's license. Anything less than clear consent to the requested test constitutes a refusal. Silence or non-response is the same as a refusal. If the person at first refuses the test, but later consents in a clear and timely way, some courts have required that officers test the person.
Exact procedures for SFSTs may vary by agency. In general, they involve three tests: the horizontal gaze nystagmus test, the walk-and-turn test, and the one-leg-stand test.

**Pre-Test Procedures**

To start, the officer should find an area that is well-lighted and safe. If the driver is wearing glasses, the officer should ask the driver to remove them. The officer should also ask the driver whether he or she has any medical condition that would affect the tests.

**Horizontal Gaze Nystagmus (HGN) Test**

The HGN test evaluates the degree of gaze nystagmus in a driver’s eyes. Nystagmus is the involuntary jerking of the eye. Gaze nystagmus occurs when the eye is following an object, begins to lag, and then has to correct itself with a jerky movement in the direction the eye was gazing. Alcohol affects the ability of the brain to control eye muscles and causes the involuntary jerk. The greater the impairment, the more pronounced the nystagmus.

The HGN test requires the driver to follow a stimulus (such as a pen) with their eyes without moving their head. The officer places the stimulus about 12 inches from the driver’s face, slightly above eye level. The officer first checks if the driver’s pupils are equal size. The officer then moves the stimulus across the driver’s field of vision to check for equal tracking (the ability of both eyes to follow an object together). If the driver’s pupils or tracking are not equal, the driver may have a condition or injury and the officer should discontinue the HGN test. Next, the officer conducts three exams. These exams account for a total of six clues of impairment, three in each eye, which the officer marks as he/she goes.

- **Lack of Smooth Pursuit**—The officer smoothly moves the stimulus to the right to maximum deviation for two seconds and then to the left. If the driver indicates nystagmus while following the stimulus to either side, the officer marks a clue.

- **Distinct and Sustained Nystagmus at Maximum Deviation**—The officer smoothly moves the stimulus to the right to maximum deviation and holds for four seconds and then to the left. If the driver indicates distinct and sustained nystagmus in either eye, the officer marks a clue.

- **Onset of Nystagmus prior to 45 Degrees**—The officer smoothly moves the stimulus to the right shoulder at a speed that takes about four seconds and then to the left. If the driver indicates nystagmus before the stimulus reaches 45 degrees from the center of the driver’s face in either eye, the officer marks a clue.
**Walk-and-Turn Test**

The walk-and-turn test requires a driver to listen to a set of instructions and perform physical and mental exercises at the same time. Most unimpaired people can easily complete the test. However, an impaired driver will have difficulty.

To start the test, the officer instructs the driver to place his/her feet heel-to-toe with the right foot in front and to keep hands at the side. The officer instructs the driver not to begin until advised. The officer then explains that the driver is to take nine heel-to-toe steps along a straight line, turn, and take nine heel-to-toe steps back—while counting each step and keeping arms at the side. The officer instructs the driver not to stop once started. The officer asks the driver if he/she understands the instructions and then advises the driver to begin.

While the driver performs the test, the officer looks for eight clues of impairment. These clues are when the driver:

- stops walking
- misses heel-to-toe steps
- steps off the line
- raises his/her arms
- takes the wrong number of steps
- cannot keep balance
- starts too soon
- makes an improper turn

The officer marks each clue observed.

**One-Leg-Stand Test**

The last test is the one-leg-stand test. Like the walk-and-turn test, the one-leg-stand test is a divided attention test. To start the test, the officer instructs the driver to stand with heels together, arms at side, and one foot approximately six inches off the ground—while counting “one thousand-one, one thousand-two, one thousand-three,” etc. The officer advises the driver to keep his/her arms at the side and to watch his/her raised foot. The officer asks if the driver understands and advises the driver to begin.

The officer measures the driver’s response for about 30 seconds. During this time, the officer looks for four clues of impairment: the driver sways while balancing, uses arms to balance, hops, and puts the raised foot down. The officer marks each clue observed.
Directions

1. Review the procedures above. Follow any guidelines you instructor.
2. Practice conducting SFSTs with a partner. Take turns acting as a “driver” and a “police officer.”
3. The officer should complete all three tests: the horizontal gaze nystagmus test, the walk-and-turn test, and the one-leg-stand test.
4. The officer should mark clues while conducting the tests.
5. The officer should practice officer safety techniques while conducting the tests.

Grading Rubric

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<tr>
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<th>Comments</th>
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<td>Followed correct procedures for walk-and-turn test</td>
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<td>Followed instructor’s guidelines</td>
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</table>
Evidence Relating to DWI/DUI Cases

Objectives 17 and 18

Evidence of alcohol concentration provided by proper analysis of the breath or blood of a person arrested for a DUI offense is generally admissible as evidence in any administrative hearings or criminal actions against the person. An alcohol concentration of 0.08 or more is *prima facie evidence* that a driver is under the influence of alcohol.

Any other evidence bearing on the question of whether a person was under the influence or impaired is admissible as well. For example, all of the officer’s observations of the driver’s behavior, actions, and smells are valid evidence. So are the statements and observations of witnesses.

DUI cases also involve video and audio recordings. Law enforcement agencies are increasingly using in-car cameras and body-worn cameras. These devices allow police officers to capture video and audio during the performance of their duties. They can produce valuable evidence in DUI cases by capturing driving behavior before a stop and by the actions and statements of the driver after the officer makes contact.

Police officers must understand DUI laws and procedures and be able to discuss their actions in relation to them. Before testifying at a hearing or in court, officers should thoroughly review their reports, affidavits, and any other relevant evidence.

Crash Scene Investigation

Objective 19

Investigating traffic collisions is a common activity for police officers. There are different types of traffic collisions. Police departments typically use codes for each type. Collisions may first be categorized as injury or non-injury collisions. These collisions may be between two motor vehicles, between a vehicle and a train, between a vehicle and a fixed object, or between a vehicle and a pedestrian. The collision may also involve a hit-and-run.

Response and Arrival Procedures

How the officer responds to a collision depends upon department policy. Officers may be permitted to respond with lights and sirens to injury collisions, but most officers are not authorized to respond with lights and sirens to a collision with no reported injuries.

Did You Know?

Over ten million traffic collisions take place in the United States every year.

Source: [www.census.gov](http://www.census.gov)
Upon arrival at the scene of a collision, an officer’s first consideration is the protection of the scene and placement of the police vehicle. If the involved vehicles or parties are still in the roadway, the officer should place his/her vehicle in a position to shield them and ensure that the emergency lights are activated. If the officer identifies the need for more police officers and cars to assist with protecting the scene and directing traffic, the officer advises dispatch as soon as possible.

The officer should make contact with the involved parties, determine if there are any injuries, ensure emergency medical services have been dispatched if there are any injuries, and provide emergency aid if necessary. If there are no injuries and the vehicles are not disabled, the officer should have the parties move their vehicles off the roadway, if they had not already done so. The officer should note the location and position of the vehicles prior to removal. Moving the vehicles off the road provides a safer zone for the driver, occupants, and officer to interact. It also allows traffic to resume.

If the vehicles are disabled or a party is injured and inside a vehicle, the officer should leave the police vehicle parked in a position to protect the scene. If the officer identifies a significant or fatal injury, the officer should request additional assistance and have the entire roadway or intersection blocked as soon as possible.

**Investigation**

Once the collision scene is either protected or off the roadway, the officer should begin the investigation. Collision investigations are very involved and often chaotic, especially when a collision involves an injured person. An officer has many responsibilities to accomplish at the same time. The investigation process may vary with the circumstances, but the following procedures describe a general approach.

**Step 1:** The officer interviews the drivers and obtains their driver’s licenses and insurance verification. The officer may then interview other passengers and/or witnesses.

The officer should interview all persons separately. The officer should have witnesses write a statement, when possible. While conducting interviews, the officer should determine what direction the vehicles were traveling, what traffic control devices were present, and any other related information.

- **NOTE:** An injured person may be taken to a hospital before the officer has a chance to interview. Officers will have to follow up with the injured person after the investigation at the scene. They may also request another officer to meet with the person at the hospital to gather the needed information.
Step 2: The officer examines the involved vehicles and/or fixtures.

The officer should look for points of impact on the vehicles, paint transfer, and any other damage or evidence related to the collision. The officer should record the license plate or tag number of each involved vehicle. The officer should also determine the final resting position for each involved vehicle. A vehicle may have struck a sign, a pole, a tree, or other fixed object. If a fixed object was struck, the officer should examine the fixture in relation to the vehicle. The damage on the vehicles and/or fixtures indicates the speed and position of the vehicle upon impact.

Step 3: The officer examines any marks and/or debris in the roadway.

Marks common to collisions are skid marks, yaw marks, and scrape marks. If any marks are present at a collision scene, the officer should measure them. These measurements can help determine vehicle speed and driver actions before and after the collision.

Discussion: Study photographs of skid marks, yaw marks, and scrape marks that your instructor provides. What do you notice about each type of mark?

Step 4: The officer gathers the data needed to accurately draw a diagram of the collision.

The officer must determine the point of impact and the point of rest. The point of impact is the point at which the collision occurred. There may be multiple points of impact involving multiple vehicles and/or objects. The officer must also determine the point of rest for all of the vehicles involved. This is the point at which the vehicle came to a stop after the collision. If the driver moved a vehicle after the collision, the point of rest is not where the driver parked the vehicle. The officer must determine where the vehicle actually came to a stop after the collision.

The most common method of reporting these points is in relation to two fixed reference points or lines. For example, the officer may measure from a point perpendicular (at a 90-degree angle) to the nearest east or west curb and to the nearest north or south curb. These reference points would allow for an exact reconstruction of the collision. Officers may also take photographs of the collision scene and the vehicles involved.

Investigations of fatality collisions are usually more extensive and more technical. Many police departments have special units and officers with added training to respond to fatality collisions. These investigations often use laser technology to map the scene.
Step 5: The officer verifies that the driver's licenses and license plates are current.

A computer system commonly performs this task. It will instantly notify the officer whether the driver's license is valid and if a license plate is current. It also advises the officer if the driver has any warrants or if the license plate or vehicle is reported stolen.

Step 6: The officer arranges for a wrecker or tow truck if necessary, gathers any remaining information to complete the collision report, and releases the involved parties.

If a city fixture—such as an electric pole or signal light pole—was damaged in the collision, the officer should contact the appropriate authorities. The officer must also gather remaining information to include in the collision report, such as road conditions, weather conditions, the posted legal speed limits, and the presence of any traffic control devices. The officer obtains a case number for the collision. Most law enforcement agencies have an information card or pamphlet to give to the involved parties. These cards usually identify the case number, insurance information, wrecker information, and steps to take after being involved in a collision.

Once the officer has obtained all of the needed information from the involved parties and has returned any documents, the officer advises them that they are free to leave.

While police officers are investigating a traffic collision, they may determine that a traffic or criminal offense was committed. Most states authorize officers to issue traffic citations to drivers involved in a traffic collision, even though the officer did not witness a violation. When a traffic investigation leads an officer to have probable cause to believe that a driver committed a traffic offense, the officer may issue a traffic citation. The officer will have the driver sign the citation before leaving the scene.

Officers may also arrest a driver or an involved party if they develop probable cause to believe the individual committed a crime. For example, officers may work a collision involving an intoxicated driver, then discover that the driver has a valid warrant after checking the validity of the driver's license.

If a driver or an involved person is arrested during a collision investigation, the officer is responsible for both the arrest and the collision investigation. If another officer is available to help, the primary officer should split responsibilities so that one officer is working the collision and one is working the arrest. This is especially important if the arrest is for a DUI—there is a two-hour time limit for testing. If no help is available, the officer must complete both the collision investigation and the arrest as best as possible. To aid the process, the officer may gather all of the needed information from the collision, then process the arrest, and then complete the collision report.
Newton’s Laws of Motion and Vehicle Behavior in a Crash

Objective 20

English physicist and mathematician, Sir Isaac Newton, formulated the laws of motion in the 1600s. These laws apply to motor vehicles and collisions today. For example:

- A vehicle in motion will stay in motion until acted upon by outside forces. Outside forces include the friction of the tires on the road, gravity, or the impact of a collision with another vehicle.

- When a vehicle collides into another vehicle, a pole, a person, or any other object, the force of the vehicle is equal and opposite to the force of the other object.

- When a vehicle collides into another vehicle, the force acting on both vehicles is the same. However, assuming the vehicles have different mass, their acceleration is not the same—the acceleration of the vehicle having the smaller mass would be greater than the vehicle having the bigger mass.

Review Newton’s laws of motion by using online sources. Your instructor may provide some sources. Look for video demonstrations of these laws.

Many mathematical formulas are useful in determining vehicle motion before and after a collision. These formulas are complex and are difficult to understand for many police officers. Most departments have special units that are responsible for complex crash investigations. These officers usually have advanced training in the physics of vehicle motion.

Newton’s Laws of Motion

1. An object at rest stays at rest and an object in motion stays in motion with the same speed and in the same direction unless acted upon by an unbalanced force.

2. The acceleration of an object as produced by a net force is directly proportional to the magnitude of the net force, in the same direction as the net force, and inversely proportional to the mass of the object.

3. For every action, there is an equal and opposite reaction.
Many mathematical formulas are useful for evaluating motor vehicle movement and collisions. The most common calculation is determining the minimum speed of a vehicle prior to braking, based upon skid marks. The speed of the vehicle depends upon the average distance of the skid marks, the drag factor of the road surface, and the vehicle’s braking efficiency. The formula is as follows:

\[ S = \sqrt{30Dfn} \]

- **S** = Speed before braking (miles per hour)
- **30** = Constant value
- **D** = Average skid distance (feet and inches as a decimal)
- **f** = Drag factor of the road surface
- **n** = Braking efficiency (as a decimal)

If there are two to four visible skid marks, the average skid distance will be the sum of the mark lengths divided by the number of marks. If there is just one visible skid mark, the average skid distance will be the length of that mark.

The **drag factor** is the amount of friction force that the road exerts on a vehicle’s tires. Drag factor is most accurately determined by performing a drag factor test. However, if a test is not practical or possible, the officer may use a drag factor from a published table.

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<td>Snow</td>
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<td>Ice</td>
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**Braking efficiency** is the degree of braking applied to the wheels of a moving vehicle. Braking efficiency runs from 0% (0.0) to 100% (1.0) with 0.0 representing no brakes at all and 1.0 representing brakes in excellent condition. Braking efficiency depends on weight distribution and the friction of each wheel. Determining braking efficiency may involve a mechanical inspection of a vehicle’s brakes and tires.

This formula determines the minimum speed a vehicle was traveling—not an exact speed. There are several reasons for this. When a driver applies the brakes, the wheels do not lock up instantly. Once the wheels do lock up, they do not necessarily instantly leave a visible skid mark. An officer measuring the length of a skid mark can only measure what is visible. Because the length of a visible skid mark is shorter than the true length the wheels were locked, the actual speed of the vehicle before braking is greater than the speed the formula will produce. However, the formula is relatively accurate and is widely accepted.
Directions

1. Review the problem-solving process and the sample problem that follows.
2. Solve any problems that your instructor provides.
3. Check your answers and request your instructor’s feedback, if needed.

Problem-Solving Process

A vehicle skids to a stop on an asphalt road with properly functioning brakes leaving two skid marks, one 25 feet long and another 29 feet long. How fast was the vehicle going prior to braking?

The first step to calculating the minimum speed of the vehicle prior to braking is to determine the values of $D$, $f$, and $n$.

The average skid distance ($D$) is the sum of 25 (feet) and 29 (feet) divided by 2 (marks).

$$ D = \frac{(25 + 29)}{2} = \frac{54}{2} = 27 $$

Therefore, $D = 27$.

You are unable to conduct drag tests. Instead, you use the Table of Drag Factors. The vehicle was driving on asphalt. The drag factor range for asphalt is 0.50 to 0.90. You decide to use the average drag factor within that range which is 0.70. Therefore, $f = 0.70$.

The vehicle’s brakes were functioning properly. The braking efficiency for properly functioning brakes is 1.0. Therefore, $n = 1.0$.

The second step is to plug the established values into the speed formula.

$$ S = \sqrt{30Dfn} = \sqrt{(30 \times 27 \times 0.70 \times 1.0)} = \sqrt{567} = 23.8 $$

Answer: The vehicle was driving at least 23.8 miles per hour prior to braking.

Problem (Student)

A vehicle skids to a stop on a cement road leaving one skid mark 18 feet long. A later mechanical inspection determined that the vehicle’s brakes were braking at 90% (0.9) efficiency. Using the Table of Drag Factors, how fast was the vehicle going prior to braking?

Grading Rubric

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solved all problems provided by instructor</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Obtained instructor's feedback to problem solutions</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Followed instructor's guidelines</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>
Traffic Collision Reports

Objective 22

Traffic collision reports record data relating to the investigation of a vehicle collision. Traffic collision reports can be very detailed and very technical. They often include exact instructions for how to fill out each section of the report.

Traffic collision reports collect information such as:

- Collision date, time, and location
- Driver, passenger, and witness information and statements
- Vehicle information
- Insurance information
- Traffic, roadway, and weather conditions
- Measurements of significant points involved in the collision

Most reports also require officers to draw a diagram of the collision and to write a narrative describing the collision. Depending on the agency, forms may be available as a pre-printed form for handwritten entry, as a computer-fillable form in PDF format, or in both formats.

Look online for the official collision report form in your state. Your instructor can assist you in locating that information. One example is the Oklahoma Traffic Collision Report Instruction Manual. It is available online at www.dps.state.ok.us/otcr/.
OBJECTIVE 23

Name: _________________________________________________________ Date:_____________

**Directions:**

1. Your instructor will set up a mock collision involving two vehicles in a safe and controlled area, such as a parking lot.
2. Work in teams as directed by your instructor.
3. Using the collision report form that your instructor provides, complete a collision report based on the incident.
4. Request your instructor’s feedback, if needed.
5. Compare your report with the reports from other teams.

**Grading Rubric**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adequately performed all steps of the collision investigation process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Filled in collision report form completely</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Followed detailed instructions for completing each form section, using either a pre-printed form or a computer-fillable form, as appropriate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Worked effectively as a team member</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Followed instructor’s guidelines</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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Traffic Control

Objective 24

Controlling traffic at emergency scenes is an important responsibility for police officers. Emergency scenes interfere with the natural flow of traffic and are sometimes a source of confusion to drivers. Traffic control may take place in connection with law enforcement activity, or may be done to assist other public service agencies (such as a state department of transportation project). Police officers are often called upon to provide traffic control at a fire, a vehicle collision, or a crime scene.

Proper traffic control is necessary for the safety of first responders and the public. Failure to control traffic at a scene can delay emergency response, lead to safety hazards, cause vehicle collisions, and injure first responders.

Controlling or directing traffic involves multiple considerations. The first consideration is equipment and uniform. Available equipment will depend upon individual agencies. Officers should be aware that the more visible they are, the more safe they are. A bright colored or reflective vest and a whistle may be helpful. At night, officers will also need a flashlight or traffic wand. Some officers may also have cones, flares, or other traffic control devices.

Upon arrival at a scene, officers must think about the placement of their vehicle. The vehicle's position should provide a safe working area for first responders. At the same time, the vehicle's position provides a clear message to drivers. Factors that affect the best vehicle position include:

- Is the scene on a street or in an intersection?
- How many lanes are in the street?
- How heavy is traffic?
- Is there a hazardous material present?

When a scene is on a street, officers must decide whether to block one lane or the entire street. This decision depends upon how many lanes the street has, how large the scene is, and where the scene is on the street. If the scene is small or on the edge of the street, the officer may block only one lane. If the scene is large, in the center of the street, or involves a significant injury or crime, officers may block the entire street in both directions.

When officers have to block an entire street, they must consider an alternate route and at what point to redirect traffic. The decision depends on the type of street, the amount of traffic, and the availability of a side route. In general, officers should look for the nearest side street to divert traffic and place their police vehicle at the side street with emergency lights activated.

Tips for Effective Traffic Control

1. Position the police vehicle effectively.
2. Provide advance warning to motorists.
3. Pay attention to traffic and pedestrians.
4. Wear the appropriate uniform and gear (highly visible and reflective at night).
When a scene is in the middle of an intersection, traffic control may become more difficult due to multiple lanes feeding into streets. Blocking an intersection may require more officers than simply blocking a street. Officers will have to decide to block only some lanes or the entire intersection. This decision depends upon the size and number of lanes in the intersection and how large or serious the emergency scene is. If the scene is small or would otherwise allow some traffic to pass through, officers may block only the necessary lanes. If a scene is large or involves a significant injury or crime, officers may block the entire intersection.

If a scene involves a hazardous material, officers should consult an emergency response guide and their agency policy to determine the appropriate evacuation distances. They will then redirect traffic at that distance.

While officers should use their police vehicles to block and control traffic, they also have to actively direct traffic in the street. Officers may have to direct traffic in an intersection or on a street. The number of officers required to direct traffic will depend on the size and location of the scene.

An officer who is directing traffic on a street should be in a clearly visible position for oncoming traffic, though not necessarily in the middle of the street. If the officer is directing traffic at an intersection, the officer should generally be in the center of the intersection. If the street or intersection is very large, several officers may have to assist.
Officers must be able to signal four general movements: to stop, to start, a right turn, and a left turn.

**To Stop:** Make eye contact with oncoming drivers and extend the arm and palm out towards the oncoming vehicles. Hold this position until the vehicles stop.

**To Start:** Make eye contact with the stopped drivers and wave them forward.

**Right Turn:** Make eye contact with the drivers and swing an arm in the direction of the turn.

**Left Turn:** Make eye contact with the drivers and swing an arm in the direction of the turn.

Officers should try to make eye contact with the drivers they are directing. They should use their whistle if necessary or desired.

**CAUTION:** Directing traffic is a dangerous activity for police officers. Many drivers do not pay attention to their surroundings. Others become confused or “freeze up.” It is common for some drivers to disregard blockades and officer directions. Officers should stay alert when directing traffic.
Unit Summary

- Police officers spend a lot of time engaging in traffic enforcement activities. These activities include conducting traffic stops, enforcing traffic and DUI laws, investigating collisions, and controlling traffic.

- Traffic enforcement provides many safety benefits to drivers and to the public. The primary method of enforcing traffic laws is by conducting traffic stops and issuing citations to drivers.

- Traffic stops are a necessary but dangerous activity for police officers. A traffic stop has five phases: (1) legal justification, (2) initiating the stop, (3) positioning the stop, (4) approach and contact, and (5) completion and separation.

- The two types of traffic stops are standard and high-risk. The standard traffic stop is used in the absence of a known threat from the driver or occupants in a vehicle. It includes procedures designed to minimize risk while interacting with an unknown person in a vehicle. The high-risk traffic stop is used when an officer stops a vehicle that contains a known threat. The threat may be that an occupant is likely to be armed or dangerous or an occupant is wanted for a felony or violent crime. It includes procedures designed to immediately take the occupants into custody in a controlled manner.

- Police officers often discover drivers under the influence while performing traffic related duties. Officers must be able to identify intoxicated drivers and have a working knowledge of DUI laws and procedures.

- Investigating collisions is another common activity for police officers. Many considerations come together when responding to and investigating a collision. Officers must provide a safe working area at the scene; interview drivers, passengers and witnesses; examine vehicles and marks in the road; and complete a collision report.

- Many mathematical formulas are useful in determining vehicle motion before and after a collision. These formulas are complex and are difficult to understand for many police officers. Most departments have special units that are responsible for complex crash investigations. These officers usually have advanced training in the physics of vehicle motion.

- Police officers must be able to control and direct traffic. Many activities that involve police officers require roads to be blocked and traffic to be rerouted. Officers must be able to evaluate a scene or incident and be able to establish a traffic control plan.

- Traffic enforcement activities pose many risks to police officers. Officers should be aware of the risks, minimize hazards, and stay attentive.
Discussion Questions

1. Name benefits of traffic enforcement.
2. What are examples of traffic laws?
3. Discuss risks with traffic stops.
4. What are the five phases of a traffic stop?
5. On a known high-risk traffic stop, the first thing the stopping officer should do is what?
6. What are common mistakes that police officers make during traffic stops?
7. What are three plea options after receiving a traffic citation?
8. DUI laws and procedures are complex and involve a unique combination of what?
9. When is a person considered under the influence of alcohol?
10. What are examples of driving behaviors that impaired drivers exhibit?
11. What do the standard field sobriety tests test?
12. How do video and audio recordings relate to evidence in DUI cases?
13. What are six common steps in the crash scene investigation process?
14. List examples of the information included in a traffic collision report.
15. Why is proper traffic control necessary?
16. What are four general movements that officers must be able to signal?