

**Appendix D3b
Agency Head Interview**

This collection of information is voluntary and will be used to document attitudes, resources, and challenges related to traffic safety enforcement. The results of the study will be used to develop an understanding of agency resources and priorities and to develop programs designed to improve traffic safety enforcement. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is XXXX-XXXX. Public reporting for this collection of information is estimated to be approximately 25 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are voluntary. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, National Highway Traffic Safety Administration, 1200 New Jersey Ave, S.E., Washington, DC, 20590

**Survey of Law Enforcement Officers/Agencies:
Attitudes Towards and Resources for Traffic Safety Enforcement**

Thank you for agreeing to participate in this interview. This survey will take approximately 25 minutes to complete. Your name and responses will never be linked to your answers. We will treat your answers as private and confidential and none of your responses will be reported back to your agency. You may also refuse to answer any questions.

1. Have you ever been in a line-level, supervisory or command position directly in charge of a traffic enforcement unit, or where one of your core duties was traffic safety enforcement?

1. Yes
2. No

2. Would you say <u>traffic enforcement</u> is more important, about the same level of importance or less important in relation to the following duties?	Traffic enforcement is more important	Traffic Enforcement is about the same level of importance	Traffic enforcement is less important	NOT APPLICABLE
a. Directed patrols (e.g., daytime patrol in residential areas to prevent burglaries)	O	O	O	O
b. High visibility presence (e.g., occupying problem area while conducting another task, like finishing a report)	O	O	O	O
c. Citizen field contact	O	O	O	O
d. Engaging in problem solving policing for specific issue / area	O	O	O	O
e. Community-oriented policing (COP) such as interacting with the public	O	O	O	O
f. Parking enforcement and control	O	O	O	O
g. Commercial vehicle traffic safety enforcement	O	O	O	O
h. Other: PLEASE SPECIFY _____	O	O	O	O

3. Can you explain how agency priorities at the command-level are communicated and emphasized through the chain-of-command? [OPEN ENDED]

3a. What mechanisms do you use to disseminate information? [OPEN ENDED]

4. As an agency, how do you motivate officers to prioritize traffic safety enforcement? [OPEN ENDED]

5. In what ways do budget constraints affect the way you establish priorities, specifically in terms of traffic safety enforcement? [OPEN ENDED]

6. In what ways do staffing constraints affect the way you establish priorities, specifically in terms of traffic safety enforcement? [OPEN ENDED]

7. How well do you feel staff in your agency are trained in the following areas? Would you say very well, well, not very well, or not well at all?	Very Well	Well	Not Very Well	Not Well at All
a. Standardized Field Sobriety Training (SFST)	O	O	O	O
b. Drug Recognition Expert (DRE)	O	O	O	O
c. Advanced Roadside Impaired Driving Enforcement program (ARIDE)	O	O	O	O
d. Training on approaching and engaging drivers	O	O	O	O
e. Training in identifying impaired drivers	O	O	O	O
f. Training on safety as it relates to commercial vehicles	O	O	O	O
g. Identification and citation of traffic violations	O	O	O	O
h. Training on identification of distracted drivers	O	O	O	O
i. Training on identification of fatigue-impaired drivers	O	O	O	O
j. Training on officer safety during traffic stops	O	O	O	O
k. Training in speed determination (e.g. radar)	O	O	O	O
l. Cultural sensitivity training	O	O	O	O

8. What barriers, if any, does your agency face in traffic safety enforcement training of officers? [OPEN ENDED]

9. Are there traffic safety enforcement technologies currently available that you would like adopt within your agency?

1. Yes – Can you describe the technologies?

[Follow-up]: What are the barriers you face in accessing these technologies?

2. No

10. What resources, training, and technology from outside the agency do you access, or would like to access to help with traffic safety enforcement? [OPEN ENDED]

11. At the command-staff level, what types of policies and practices do you employ to ensure that traffic safety laws are being enforced? [OPEN ENDED]

[Follow-up]: Are there any mechanisms in place in your agency to track how traffic safety laws are being enforced and if the agency is successful at increasing traffic safety in your jurisdiction?