

# TECHBeat

*Dedicated to Reporting Developments in Technology for Law Enforcement, Corrections and Forensic Sciences*

FOCUS ON  
OFFICER TRAFFIC  
SAFETY

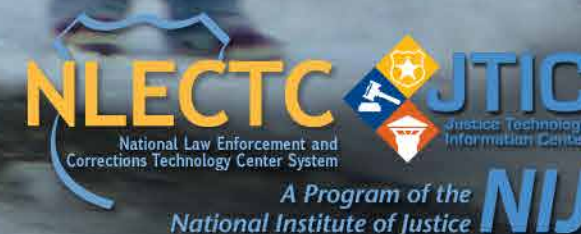
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TechBeat is the monthly newsmagazine of the National Law Enforcement and Corrections Technology Center System. Our goal is to keep you up to date on technologies for the public safety community and research efforts in government and private industry.

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## The NLECTC System

The Justice Technology Information Center (JTIC), a component of the National Institute of Justice's National Law Enforcement and Corrections Technology Center (NLECTC) System, serves as an information resource for technology and equipment related to law enforcement, corrections and courts and as a primary point of contact for administration of a voluntary equipment standards and testing program for public safety equipment.

JTIC is part of the realignment of the NLECTC System, which includes the Justice Innovation Center for Small, Rural, Tribal, and Border Criminal Justice Agencies, which focuses on the unique law enforcement challenges faced by those types of agencies; the National Criminal Justice Technology Research, Test and Evaluation Center, which provides technology-related research and testing and operational evaluations of technologies; and the Forensic Technology Center of Excellence, which supports technology research, development, testing and evaluation efforts in forensic science. In addition, a Priority Criminal Justice Needs Initiative exists to assess and prioritize technology needs across the criminal justice community.

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**For information, visit [www.ncjrs.gov](http://www.ncjrs.gov).**

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# Focus on **OFFICER TRAFFIC** Safety



Traffic-related incidents are a leading cause of death for law enforcement officers in the United States.

From 2005 through 2014, 616 officers died in traffic-related incidents, according to the National Law Enforcement Officers Memorial Fund (NLEOMF) (<http://www.nleomf.org/facts/officer-fatalities-data/causes.html>). That figure includes 414 auto crashes, 68 motorcycle crashes and 134 instances of officers struck by vehicles. During that same period, 539 officers died from gunfire. According to preliminary data from NLEOMF, 52 officers died in traffic-related incidents in 2015.

To help inform law enforcement on available information, this issue of *TechBeat* highlights a selection of programs and resources that focus on officer traffic safety initiatives, including training, policies and public awareness.



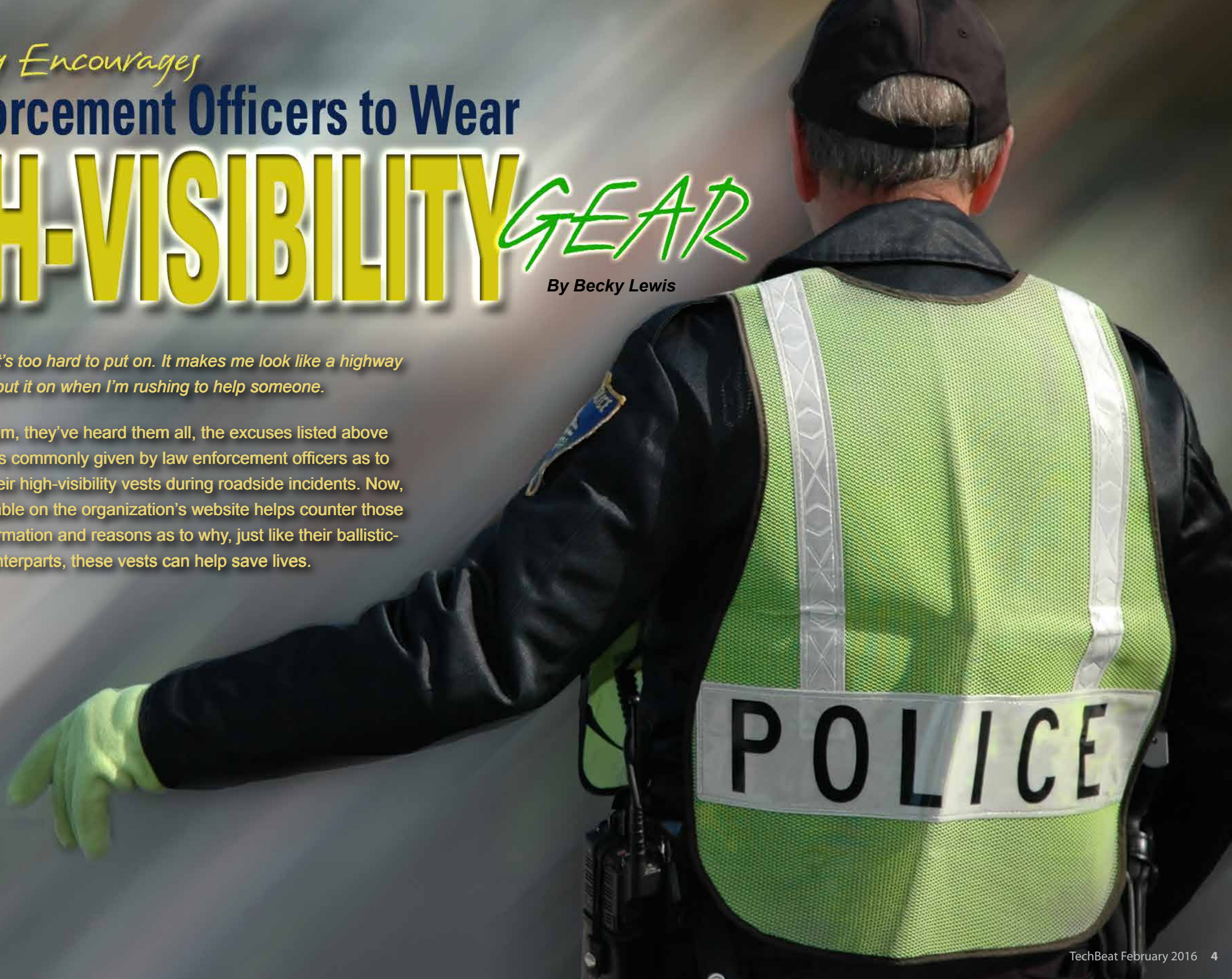


*Training Encourages*  
**Law Enforcement Officers to Wear**  
**HIGH-VISIBILITY GEAR**

By Becky Lewis

*It makes me a target. It's too hard to put on. It makes me look like a highway worker. I just forget to put it on when I'm rushing to help someone.*

At ResponderSafety.com, they've heard them all, the excuses listed above and half-a-dozen others commonly given by law enforcement officers as to why they don't wear their high-visibility vests during roadside incidents. Now, new free training available on the organization's website helps counter those excuses with solid information and reasons as to why, just like their ballistic- and stab-resistant counterparts, these vests can help save lives.







“Law Enforcement and High Visibility PPE,” a new, free, one-hour training module located on the [ReponderSafety.com](http://ReponderSafety.com) website, uses a combination of resource materials, dashcam and news footage on struck-by deaths, and video training segments to encourage law enforcement officers to improve their personal safety by wearing their high-visibility gear. The self-paced online training also includes a post-test and a certificate of participation. Participants who earn the module’s certificate of completion can then download a handout for their own personal reference that covers the major teaching points. This handout is intended for personal use only.

The training content summarizes relevant federal regulations and counters the common objections to wearing high-visibility apparel with a goal of improving compliance with federal and state regulations and department policies. Studies have shown that wearing high-visibility gear significantly improves





the visibility of emergency responders working on or near roadways, yet many officers do not consistently wear their traffic safety vests.

“We’ve always had a broader focus than just fire even though we’re a fire-based group,” says Steve Austin, project manager of the Emergency Response Safety Institute (ESRI) sponsored by the Cumberland Valley Volunteer Firemen’s Association. (ESRI maintains [www.respondersafety.com](http://www.respondersafety.com) and its Responder Safety Learning Network.) “Fire, law enforcement, DOT, EMS, towing and recovery operators, we’re all partners on the roadway. We’re here to educate everybody, not just the firefighting discipline.”

Austin says that in order to produce effective training targeting law enforcement, ESRI assembled a team of law enforcement professionals to develop training content.

“We didn’t want this to be construed as fire telling law enforcement what to do,” Austin says. “We used their expertise to come up with training to



convince officers that wearing high-visibility gear at the appropriate time is the safe thing to do. It pretty much debunks many of the myths that we hear from law enforcement folks about why they don't want to wear vests."

Until recently, he says, law enforcement did have one legitimate concern about wearing high-visibility vests: They were too long and interfered with officers' ability to reach items on their duty belts, including their firearms. With the development of law enforcement-specific vests that are shorter and include a breakaway component if someone grabs them, that concern has been addressed.

"A lot of this has to do with culture change, with addressing the belief that 'I don't want to look like a road worker, I want to look important,'" Austin says. "The technology is there and the technology is good. It's relatively low priced. It often takes some adverse event to trigger a culture change, but I'd rather see it happen educationally."

Funding and support for "Law Enforcement and High Visibility" and other ESRI training programs comes from the U.S. Fire Administration,

the U.S. Department of Homeland Security, the U.S. Department of Justice and the Federal Highway Administration. Visit [www.ResponderSafety.com](http://www.ResponderSafety.com) for more information, to register and to take the training.

*For information on other public safety protective technology efforts, contact Brian Montgomery, program manager for the National Institute of Justice Officer Safety and Protective Technologies Program, at [Brian.Montgomery@usdoj.gov](mailto:Brian.Montgomery@usdoj.gov), and Bill Troup of the U.S. Fire Administration at [Bill.Troup@fema.dhs.gov](mailto:Bill.Troup@fema.dhs.gov).*







# *Getting to the Call Safely* **TIPS FOR LAW ENFORCEMENT DRIVERS**

*By Becky Lewis*

*As the officer races toward the call, her mind quickly runs over the unknown factors and dangers she's heading toward. Does the accident involve injuries? Will she get there before fire and EMS and need to render aid? Was the truck carrying hazardous materials?*

*The biggest danger of all isn't on her personal radar. She doesn't think about the cars ahead of her who might not react to the siren in time or the two inches of rain that have pelted the area in the past hour, turning the roads as slick as if they were ice covered. She doesn't think that the mere act of driving a police cruiser at high speed is dangerous.*

*But it is.*



Law enforcement officers are involved in three times the number of accidents per million miles as the general public, according to National Safety Council statistics referenced online in *Bob Bondurant on Police and Pursuit Driving*, p. 56.

According to Sgt. Andy Douville, instructor with the Michigan State Police (MSP) Precision Driving Unit, the majority of these accidents happen not during pursuit, but under routine driving conditions. Officers often work 10- to 12-hour shifts, spending the majority of that time in their cars, and the amount of time they spend behind the wheel alone increases the odds of their being in an accident.

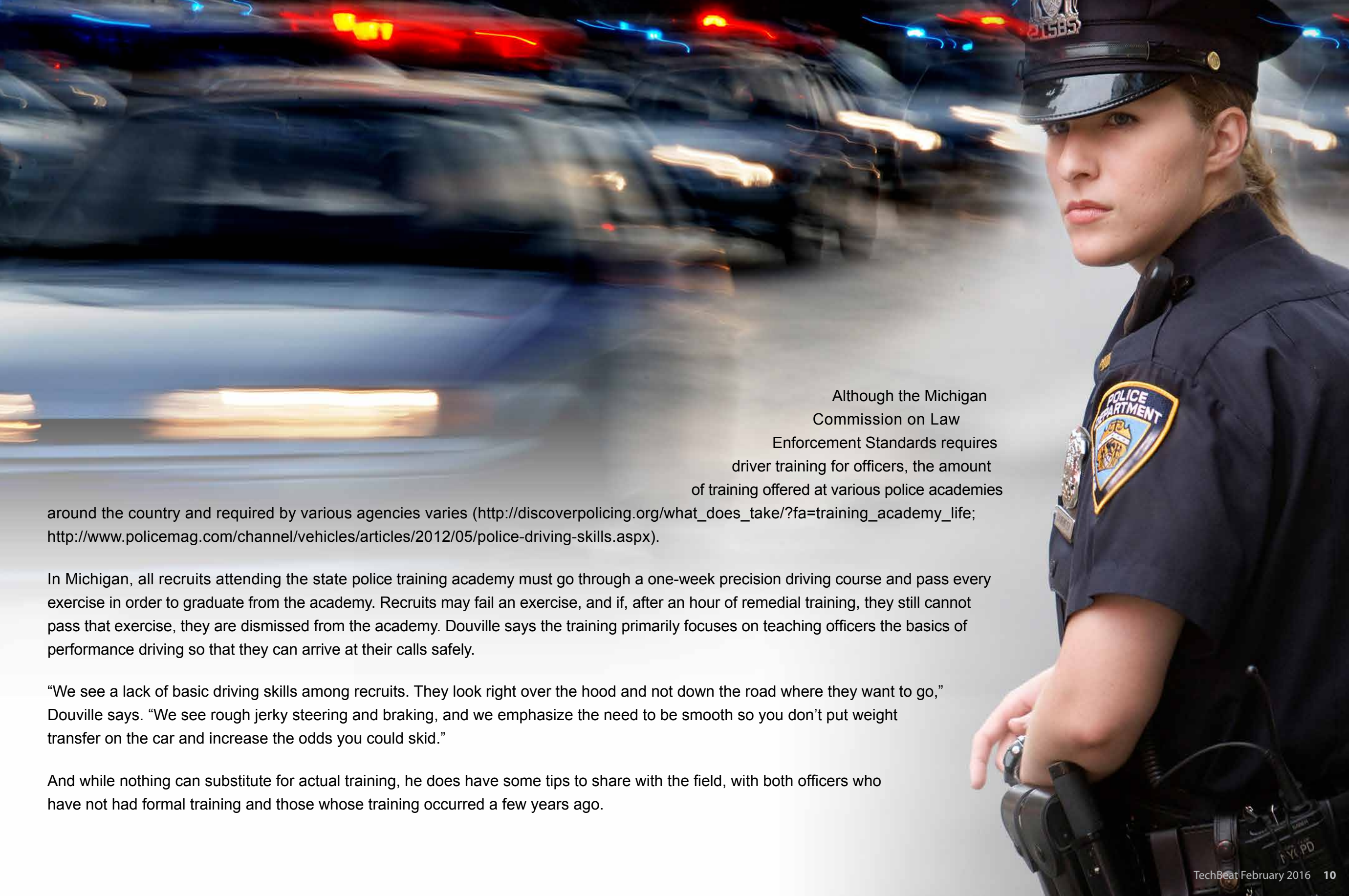
“The most important characteristic that a good law enforcement driver can have is the maturity to realize that being in a uniform in a police car doesn’t mean that nothing can

happen to you,” he says. “We teach them that they need a level of driving skill beyond that of the general public and the ability to remain cool, calm and collected under stressful driving conditions. For example, on a day like today when we’re getting significant snowfall, they’re going to be running from accident to accident on slippery roads, whereas much of the general public may elect telecommute or take the day off.”

Noting a recent accident in metropolitan Detroit where a patrol car responding to a crash was rear-ended by an inattentive driver, he adds, “Officers need to be more aware of other drivers because the other drivers are not necessarily aware of them.”







Although the Michigan Commission on Law Enforcement Standards requires driver training for officers, the amount of training offered at various police academies

around the country and required by various agencies varies ([http://discoverpolicing.org/what\\_does\\_take/?fa=training\\_academy\\_life](http://discoverpolicing.org/what_does_take/?fa=training_academy_life); <http://www.policemag.com/channel/vehicles/articles/2012/05/police-driving-skills.aspx>).

In Michigan, all recruits attending the state police training academy must go through a one-week precision driving course and pass every exercise in order to graduate from the academy. Recruits may fail an exercise, and if, after an hour of remedial training, they still cannot pass that exercise, they are dismissed from the academy. Douville says the training primarily focuses on teaching officers the basics of performance driving so that they can arrive at their calls safely.

“We see a lack of basic driving skills among recruits. They look right over the hood and not down the road where they want to go,” Douville says. “We see rough jerky steering and braking, and we emphasize the need to be smooth so you don’t put weight transfer on the car and increase the odds you could skid.”

And while nothing can substitute for actual training, he does have some tips to share with the field, with both officers who have not had formal training and those whose training occurred a few years ago.





“As already mentioned, one of the most important things I teach recruits is make sure they get to their calls safely. Don’t overdrive beyond your abilities,” Douville says. “If you’re responding to an emergency and you end up in a ditch, not only does someone have to come help you, but someone else has to take the call, and you’ve tied up two more people. In bad weather, I tell them the same thing I would tell the general public; slow down and be aware of icy roads. Be sure you do a surface appraisal, because conditions can be vastly different between freeways and unplowed side streets. And remember that heavy rain and standing water can be just as slippery as snow and ice.”

The MSP training also covers reduced visibility caused by darkness, storms in general and fog. Another lecture focuses on defensive driving and being in control of the vehicle no matter the road and weather conditions. Douville also says officers need to keep in mind that posted speed limits pertain to daylight driving on dry pavement, and their speed needs to be adjusted accordingly.

Other tips include:

- When sitting in your car during a traffic stop or while working an accident, put your seat-belt on. If an inattentive driver strikes your car, you’ll need its protection even though you’re not moving.
- Only transmit on your radio when you’re driving in a straight line, and return the mike to its holder when you finish.
- Be familiar with the location of all the controls in any type of vehicle you might be called on to drive, so you can reach with muscle memory rather than looking.
- Above all, don’t allow the amount of time you spend behind the wheel to make you complacent. Remain alert at all times.

For more information, contact Sgt. Andy Douville at [DouvilleA@michigan.gov](mailto:DouvilleA@michigan.gov).







*New Emphasis on*  
**DRIVER TRAINING NEEDED**  
*A Call for Cultural Change*

*By Becky Lewis*

*Every officer's firearms qualifications are up to date, every six months without fail. The entire agency participated in a community-wide active threat exercise last week, working cooperatively with local fire and EMS personnel.*

*But when was the last time these officers took a driver training class?*

All too often the answer is "back at the academy," according to Matt Nasser, a branch chief with the Driver and Marine Division, Driver Instructor Branch, of the Federal Law Enforcement Training Centers (FLETC).



“With the shortage of time and funding available for training, driver training seems to become an accepted casualty,” Nasser says. “With almost half of line-of-duty deaths coming in traffic accidents, there needs to be a cultural change throughout the country to make driver training as important as firearms qualification. There are a lot of agencies out there that do a great job with it, but the vast majority who come to us aren’t getting the training they need.”

FLETC offers a number of driver training programs. Some are required training for the more than 95 federal agencies that comprise its partners; others are designed and tailored to meet the individual needs of specific state, local and tribal agencies. And through its Driver Instructor Training Programs, both basic and advanced, 9.5 days each, FLETC helps ensure that training spreads across the country (see <https://www.fletc.gov/training-program/law-enforcement-driver-instructor-training-program> and <https://www.fletc.gov/training-program/law-enforcement-advanced-driver-instructor-training-program>).

“The goal of the driver instructor training program is to lower the number of officer-related vehicle crashes and incidents,” Nasser says. “It’s a force multiplier in that the participants, who are mainly from state, local and tribal agencies, can go back to their departments and implement what they’ve learned to help reduce the number of law enforcement-involved accidents.”

FLETC has adopted the principles of the Below 100 initiative, which includes principles that advocate wearing seatbelts, being aware of speed, and remembering “complacency kills.” (<http://below100.org/>). (See “Below 100 Program Emphasizes Safety Training to Reduce Officer Deaths, e-TechBeat Winter 2014, [https://justnet.org/InteractiveTechBeat/eTECHBEAT/201401/pdf/eTechBeat\\_Winter\\_Issue\\_2014.pdf](https://justnet.org/InteractiveTechBeat/eTECHBEAT/201401/pdf/eTechBeat_Winter_Issue_2014.pdf)).

“One of our labs focuses on the danger of distracted driving. Students, while using lights and sirens, may be asked to recite the alphabet backwards, to tell us about their favorite football team, anything we



can think of to distract their minds from driving. The object is to get through the course as quickly as possible without striking cones,” Nasser says. “We base a lot of our curriculum around dealing with distractions, and we study line of duty deaths and design exercises around what is causing crashes.”

Training also addresses basics such as vehicle dynamics, and being aware of all four corners of the vehicle when backing and parallel parking, using them as building blocks. Following the crawl-walk-run approach, the training moves on to high-speed training and proper line of travel, how to mitigate weight transfers, turns, pursuits, multi-tasking, night driving, bad weather driving and more, all to prepare students to teach their fellow officers when they return to their agencies.

Although the FLETC facilities are state of the art, Nasser says the driver instructor training emphasizes that students can set up effective training at a local fairground or in a parking lot.

“We conduct exercises where students have to implement a driving course to help the officers at their agency overcome an issue. For example, maybe their agency has a lot of backing accidents, so students design and develop an exercise to improve their officers’ backing skills. We have other students in class participate in that exercise. The students are ultimately graded on how well they designed, developed and implemented the course.”

FLETC also offers advanced driver instructor training, which includes a focus on high center of gravity/SUV training and how the dynamics and handling differ from those of a sedan. Advanced training includes driving over rough terrain and through water, and addresses pursuit termination techniques, to include the Precision Immobilization Technique. In both courses, students must first demonstrate proficiency in practicing a skill, then follow up with proficiency in teaching the same skill.

The instructor trainees also have an opportunity to experience training with FLETC’s driving simulators. Tom Brabson, also a branch chief in the Driver and Marine Division who oversees the Simulator Instructor Branch, says FLETC has 48







driving simulators across its three FLETC training sites that offer a safe and cost-effective venue for students to experience some of the inherent dangers in driving without being placed in peril.

“Overall, the emphasis is to improve a student’s cognitive decision-making skills with the primary objective of crash avoidance,” Brabson says. “We place students in a wide range of law enforcement patrol scenarios that require them to quickly assess real-world situations and make rapid decisions. We pay particular attention to various visual, manual and cognitive distractions to help students better understand the importance of identifying, prioritizing and mitigating hazards. Members of the Simulator Instructor Branch develop program-specific scenarios tailored to the unique patrol operations conducted by the FLETC partner organizations. This individualized training helps officers and agents to better prepare for and accomplish their missions. Research suggests that a blended learning approach utilizing classroom instruction, driving simulators and live range training, reduces officer-involved vehicle crashes.”

Another advantage of using the simulators is that every student is actively participating in training, whereas in exercises involving actual vehicles, usually one student drives and another observes. Federal agencies make good use of the simulators in required training, and they can be incorporated into training packages designed for state and local agencies as well (<https://www.fletc.gov/state-local-tribal>).

Brabson echoed what Nasser said about the need for awareness of the dangers of driving and for culture change, adding that the culture shift not only needs to take place among officers but police managers as well.

*To learn more about driver training and other types of training offered by FLETC, visit <https://www.fletc.gov/> or contact Christa Crawford Thompson, communications officer, Protocol and Communications Office, at [Christa.Thompson@fletc.dhs.gov](mailto:Christa.Thompson@fletc.dhs.gov) or (912) 267-2913.*



# Resource Sampler

# OFFICER TRAFFIC SAFETY



A variety of information is available from government and private sources to help promote law enforcement officers' and other first responders' safety in the course of their duties on the road. Following is a sampling of resources.

**Below 100.** Below 100 is an initiative that emphasizes safety training to reduce the number of line-of-duty officer deaths. Among the program's five basic tenets are wear your belt, wear your vest and watch your speed. Using volunteer trainers, Below 100 conducts one-day officer training sessions across the United States. The website includes sample policies on seatbelt use and vehicle pursuit.

<http://below100.org/>

**High Visibility Enforcement Toolkit.** The National Highway Traffic Safety Administration notes that one of the most effective countermeasures in reducing highway traffic fatalities is creating general deterrence through High Visibility Enforcement (HVE). HVE is a traffic safety approach to change unlawful traffic behaviors among the public. The High Visibility Enforcement Toolkit has been designed to assist law enforcement agencies, communities and states implement or enhance their HVE efforts. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law.

<http://www.nhtsa.gov/Driving+Safety/Enforcement+&+Justice+Services/HVE>

**International Association of Chiefs of Police/Highway Safety Committee and Traffic Officer Safety Subcommittee.** Contains links to policies, articles and various resources. Traffic stops are essential to effective traffic law enforcement and frequently act as the gateway to detecting serious crimes and arresting dangerous criminals;

however, they are inherently dangerous to police officers. The Traffic Officer Safety Subcommittee is tasked to improve the environment in which officers operate and explores better ways to ensure officer safety during traffic stops and other roadside contacts.

<http://www.iacp.org/Highway-Safety-Committee>

<http://www.iacp.org/TrafficOfficerSafetySubcommittee>

**Law Officer Magazine.** Article on Traffic Stop Survival.

<http://lawofficermagazine.com/article/patrol/cruiser-corner-traffic-stop-su>

**National Institute of Justice (NIJ).** NIJ works in partnership with law enforcement agencies, fire service and other agencies toward the shared goal of increasing safety for law enforcement officers, firefighters and other first responders as they perform their duties on the nation's streets and highways. NIJ has supported studies on vehicle reflectivity, for example, *Emergency Vehicle Visibility and Conspicuity Study*, which examines whether retro-reflective striping (striping that reflects light back to its source), high-visibility paint, built-in lighting and other reflectors make emergency vehicles more visible and improve roadway safety. The NIJ-funded research was conducted by the U.S. Fire Administration (USFA) and the International Fire Service Training Association.

[https://www.usfa.fema.gov/downloads/pdf/publications/fa\\_323.pdf](https://www.usfa.fema.gov/downloads/pdf/publications/fa_323.pdf)

USFA and the Society of Automotive Engineers conducted an NIJ-funded study to examine warning lights on emergency vehicles, *Effects of Warning Lamp Color and Intensity on Driver Vision*. The study examined how the color and intensity of warning lights affect driver vision and emergency vehicle safety during both day and night.

<http://www.sae.org/standardsdev/tsb/cooperative/warninglamp0810.pdf>



For additional information, see <http://www.nij.gov/topics/law-enforcement/officer-safety/roadside-safety/Pages/welcome.aspx> or contact Brian Montgomery, program manager for the NIJ Officer Safety and Protective Technologies Program, at [Brian.Montgomery@usdoj.gov](mailto:Brian.Montgomery@usdoj.gov).

**National Institute for Occupational Safety and Health.** Highlights NIOSH research activities in motor vehicle safety of law enforcement officers, including articles, blogs and links to additional information.

<http://www.cdc.gov/niosh/topics/leo/>

**National Law Enforcement Officers Memorial Fund.** Offers traffic safety tips to help decrease officer injuries and fatalities, such as wear your seat belt, be alert, focus on driving, wear high-visibility apparel and remember your training. <http://www.nleomf.org/facts/nhtsa-officer-safety-initiatives/traffic-safety-tips.html?referrer=https://www.google.com/>. The site also includes tips for the public to help keep officers safe on the road. <http://www.nleomf.org/programs/drive/10-easy-steps.html>

**National Sheriffs' Association (NSA).** NSA's traffic safety department has the duty to perpetuate traffic safety issues, facilitate traffic safety program implementation, provide technical assistance to the office of sheriff and other agencies, and offer general support to the office of sheriff and National Highway Traffic Safety Administration (NHTSA) staff in developing traffic safety plans that target NHTSA's national traffic safety priority issues. NSA also promotes NHTSA traffic safety campaigns. NSA and NHTSA sponsor technology and training seminars to familiarize state, county, tribal, and local highway safety and law enforcement officials with current countermeasures related to alcohol and other drugs; occupant protection; speed and aggressive driving; motor vehicle and driver control issues; dangerous driving behaviors; policies and procedures; older driver issues; distracted driving issues; and other traffic safety issues.

<http://www.sheriffs.org/content/traffic-safety>

**Police Chief Magazine.** Article on Preventing Traffic-Related Line-of-Duty Deaths. [http://www.policechiefmagazine.org/magazine/index.cfm?fuseaction=display&article\\_id=2422&issue\\_id=72011](http://www.policechiefmagazine.org/magazine/index.cfm?fuseaction=display&article_id=2422&issue_id=72011).

**Police Magazine.** Article emphasizes the importance of improving and maintaining training programs and driving skills as car technologies change. <http://www.policemag.com/channel/vehicles/articles/2012/05/police-driving-skills.aspx>

**PoliceOne.com.** Contains helpful articles and video links for officer traffic safety.

For example:

- Five basic principles for safe traffic stops. <https://www.policeone.com/patrol-issues/articles/7336680-5-basic-principles-for-conducting-a-safe-traffic-stop/>.
- Reality training video, Surviving a High-Risk Traffic Stop. <https://www.policeone.com/reality-training/videos/6936420-Reality-Training-Surviving-a-high-risk-traffic-stop/>.

**Traffic Incident Management (TIM).** TIM consists of a planned and coordinated multi-disciplinary process to detect, respond to and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders. The TIM program of the Federal Highway Administration is part of a larger all-hazards program called Emergency Transportation Operations. The TIM coordinated process involves a number of public and private sector partners, including law enforcement, fire and rescue, emergency medical services, transportation, public safety communications, emergency management, towing and recovery, hazardous materials contractors and traffic information media.

[http://ops.fhwa.dot.gov/eto\\_tim\\_pse/about/tim.htm](http://ops.fhwa.dot.gov/eto_tim_pse/about/tim.htm)



TECHshorts is a sampling of the technology projects, programs and initiatives being conducted by the Office of Justice Programs' National Institute of Justice (NIJ) and the National Law Enforcement and Corrections Technology Center (NLECTC) System, as well as other agencies. If you would like additional information concerning any of the following TECHshorts, please refer to the specific point-of-contact information that is included at the end of each entry.

In addition to TECHshorts, *JUSTNET News*, an online, weekly technology news summary containing articles relating to technology developments in public safety that have appeared in newspapers, newsmagazines and trade and professional journals, is available through the NLECTC System's website, [www.justnet.org](http://www.justnet.org). Subscribers to *JUSTNET News* receive the news summary directly via email. To subscribe to *JUSTNET News*, go to <https://www.justnet.org/app/puborder/subscribe/subscribe.aspx>, email your request to [asknlectc@justnet.org](mailto:asknlectc@justnet.org) or call (800) 248-2742.

*Note: The mentioning of specific manufacturers or products in TECHshorts does not constitute the endorsement of the U.S. Department of Justice, NIJ or the NLECTC System.*

## Slow Down, Move Over

The wording varies from state to state, but the intent is the same: Whenever a driver approaches a stationary emergency vehicle on or immediately adjacent to a roadway, the driver must move to a different lane if practicable, and if not, slow down to a speed deemed safe for the conditions. Some states require emergency lights to be flashing, others do not; many specifically call out tow trucks as included in the definition of "responding emergency vehicles"; some specify slowing down to a determined number of miles per hour below the posted speed limit.

Regardless of the wording, it's the law in all 50 states (although not in the District of Columbia and Puerto Rico), and drivers who fail to follow the law could find

themselves facing a hefty fine, points on their license or both. For a summary of applicable laws, visit the American Automobile Association's Digest of State Laws at <http://drivinglaws.aaa.com/tag/move-over-law/>.



In addition, a questions and answers factsheet aimed at educating the public about Move Over laws is available at [http://www.nleomf.org/assets/pdfs/nhtsa/MoveOver\\_QA.pdf](http://www.nleomf.org/assets/pdfs/nhtsa/MoveOver_QA.pdf).



## Officer Leadership Program on Traffic Safety

### National Sheriffs' Association/National Highway Traffic Safety Administration

The National Sheriffs' Association and the Office of Traffic Injury Control Programs jointly sponsor the Officer Leadership Program, which allows agencies to send officers to work in Washington, D.C. for one year at the National Highway Traffic Safety Administration (NHTSA).

These officers help develop resource materials, traffic enforcement strategies and training programs. Both agencies benefit from the program: NHTSA gains a law enforcement perspective and officers return to their agencies with a better understanding of NHTSA and its role in traffic safety. Officers also learn about the federal contract and grant process, and have the opportunity to network with federal, state and local highway safety professionals.

The Officer Leadership Program is open to active, full-time law enforcement officers who have a strong interest in traffic safety. Individuals who have five or more years of service at the rank of sergeant or lieutenant and supervisory traffic experience are preferred.



For more information on qualifications and the application process, visit <http://www.sheriffs.org/content/officer-leadership-program-olp>.





# PUBLIC SAFETY TECHNOLOGY

JUSTNET

## In The News

Following are abstracts on public safety-related articles that have appeared in newspapers, magazines and websites.

### **Framingham PD to Increase Staffing in Narcotics, Domestic Violence Units**

*The MetroWest Daily News, (01/27/2016), Jim Haddadin*

The Framingham Police Department in Massachusetts will use a state grant to fund its Narcotics Unit and add staff for investigating domestic violence. The \$81,133 grant is part of a \$4 million grant program administered by the Department of Public Safety. The Narcotics Unit had gone from four officers to two and the agency had dropped plans to add a domestic violence investigator. The department responded to more than 30 drug overdoses and more than 500 hundred domestic disputes during the first nine months of 2015, according to the department's grant application.

<http://www.metrowestdailynews.com/news/20160127/framingham-pd-to-increase-staffing-in-narcotics-domestic-violence-units>

### **New Device Helps Inmates Learn and Communicate**

*WFXL (01/31/2016), Donovan Long*

Georgia inmates are using customized tablets to access educational materials and connect with their families. The Georgia Offender Alternative Learning devices also come preloaded with inmate handbooks. The tablets do not allow access to the Internet. Inmates can use the devices to email or video chat with their families.

<http://wfxl.com/news/local/new-device-helps-inmates-learn-and-communicate>

### **MEMS to Buy Vests to Protect Little Rock Medics**

*ArkansasOnline.com, (01/27/2016), Scott Carrol*

Metropolitan Emergency Medical Services of Little Rock, Ark. plans to buy ballistic-resistant body armor for its medics. Ambulance crews have not worn bullet-resistant gear since the mid-1990s, during the height of gang violence in the city. Officials estimate buying new armor for the agency's 220 uniformed personnel will cost about \$150,000.

[http://www.arkansasonline.com/news/2016/jan/27/mems-to-buy-vests-to-protect-lr-medics-/](http://www.arkansasonline.com/news/2016/jan/27/mems-to-buy-vests-to-protect-lr-medics/)

### CONTACT US

Call the NLECTC Information Hotline at 800-248-2742 or email [asknlectc@justnet.org](mailto:asknlectc@justnet.org)

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