

PATROL SERVICES DIVISION BUSINESS PLAN (2005 – 2007)



**Priority Enforcement
And
Support Programs**

MISSION STATEMENT

The mission of the Oregon State Police is to develop, promote, and maintain protection of people, property, and natural resources of the State, and to enhance the safety and livability by serving and protecting its citizens and visitors through leadership, action, and coordination of Oregon's public safety resources.

PATROL SERVICES DIVISION

Goal: To make Oregon's state and interstate highways safer.

Oregon Benchmarks:

- Benchmark #41 "Infant mortality rate per 1,000."
- Benchmark #45 "Premature Death: Years of life lost before age 70."
- Benchmark #61 "Overall reported crimes per 1,000 Oregonians."
- Benchmark #62 "Juvenile Crime."

Performance Measures¹:

- Performance Measure 25700-02: Number of crashes per one million miles traveled on rural state and interstate highways.
- Performance Measure 25700-03: Number of fatal crashes per one hundred million miles traveled on rural state and interstate highways.
- Performance Measure 25700-04: Percentage of arrests verses total reported crimes on rural state and interstate highways and state property.
- Performance Measure 25700-05: Number of people killed on rural state and interstate highways.

Performance Outcomes for 2003-2005:

The Patrol Services Division with an authorized strength of 329 members did not meet any of the projected outcomes for this biennium. The projected outcomes were based on the 2001-2003 authorized staffing level of 464 members.

¹ Performance measurement crash data provided by the Oregon Department of Transportation Crash Analysis Unit. Performance measurement crime data provided by the Law Enforcement Data System Uniform Crime Index.

PRIORITY ENFORCEMENT AND SUPPORT PROGRAMS (2005 – 2007)

The following are the Patrol Services Division Priority Enforcement and Priority Support Programs. They are more specifically detailed later in this business plan. The Patrol Services Division has a 2003-2005 authorized strength of 329 sworn members and has a 2005-2007 Governor recommended strength of 329 members.

Priority Enforcement Programs

- High Visibility Traffic Enforcement and Motorist Assistance
- Impaired Driving
- Commercial Vehicle Enforcement
- Occupant Safety
- Workzone Safety (Construction Zones)
- Criminal Apprehension Through Patrol Enforcement (CAPE)
- At-Risk Juvenile Crime Enforcement

Primary Support Programs

- Collision Reconstruction
- Drug Recognition Evaluators
- Aggressive Driving
- Narcotics Canines
- Motorcycles
- Aircraft
- Towing

*****For additional information please visit the Oregon website www.gov.or.us*****

PRIMARY ENFORCEMENT PROGRAMS

The seven primary enforcement programs are priority programs designed to enhance transportation safety on Oregon's state and interstate highway system. The first five programs target crash reduction and crash survivability, while the last two programs target crime reduction.

HIGH VISIBILITY TRAFFIC ENFORCEMENT AND MOTORIST ASSISTANCE

This program is designed to provide citizens/motorists with emergency care and assistance and to generate voluntary compliance to traffic laws. This is predominantly comprised of the 329 patrol officers who provide a uniformed presence on Oregon's state and interstate highways in marked patrol vehicles.

GOAL: To make Oregon's state and interstate highways safer.

PERFORMANCE MEASURES:

- Performance Measure 25700-02: Number of crashes per one million miles traveled on rural state and interstate highways.
- Performance Measure 25700-03: Number of fatal crashes per one hundred million miles traveled on rural state and interstate highways.
- Performance Measure 25700-05: Number of people killed on rural state and interstate highways.

OBJECTIVES:

- Generate voluntary compliance through high-volume traffic enforcement contacts.
- Provide emergency care to motorists.
- Reduce the crash rate on the rural state and interstate highway system.
- Reduce the fatal crash rate on the rural state and interstate highway system.

MEASURABLE OUTCOMES:

- Number of crashes on the rural state/interstate highway system.
- Number of fatal crashes on the rural state/interstate highway system.
- Number of self-initiated traffic stops.
- Number of disabled motorists assisted.

PRIMARY PARTNERS:

- Local police agencies.
- NHTSA.
- Department of Motor Vehicles.
- ODOT Transportation Safety Division.
- ODOT Motor Carrier Transportation Division.
- Federal Highway Administration.
- Media.
- Local traffic safety advocates.

- Tow Truck Companies.

PRIMARY CUSTOMERS:

- The Public.
- ODOT.
- Private highway construction contractors.
- Local traffic safety advocates.

IMPAIRED DRIVING

This program is designed to deter, detect and apprehend drivers who operate vehicles while under the influence of alcohol and/or controlled substances. This is predominantly comprised of the 329 patrol officers who provide a uniformed presence on Oregon's state and interstate highways in marked patrol vehicles. The Oregon Department of Transportation – Transportation Safety Division provides overtime funds to assist in this endeavor.

GOAL: To make Oregon's state and interstate highways safer.

PERFORMANCE MEASURES:

- Performance Measure 25700-02: Number of crashes per one million miles traveled on rural state and interstate highways.
- Performance Measure 25700-03: Number of fatal crashes per one hundred million miles traveled on rural state and interstate highways.
- Performance Measure 25700-05: Number of people killed on rural state and interstate highways

OBJECTIVES:

- Generate voluntary compliance through high-volume traffic enforcement contacts.
- Provide emergency care to motorists.
- Reduce alcohol and/or controlled substance related crashes on the rural state and interstate highway system.
- Reduce alcohol and/or controlled substance related fatal crashes on the rural state and interstate highway system.

MEASURABLE OUTCOMES:

- Number of alcohol and/or controlled substance related crashes on the rural state/interstate highway system.
- Number of alcohol and/or controlled substance related fatal crashes on the rural state/interstate highway system.
- Number of self-initiated traffic stops.
- Number of DUII Arrests.
- Number of Drug Recognition Evaluations.
- Number of trained Drug Recognition Evaluators.

PRIMARY PARTNERS:

- Local police agencies.
- NHTSA.
- ODOT Transportation Safety Division.
- ODOT Motor Carrier Transportation Division
- Federal Highway Administration
- Media.
- Local traffic safety advocates.
- Tow Truck Companies.

PRIMARY CUSTOMERS:

- The Public.
- ODOT.
- Private highway construction contractors.
- Local traffic safety advocates.

COMMERCIAL VEHICLE ENFORCEMENT

This program is designed to deter and detect operators of commercial vehicles who do not comply with traffic laws or who violate out of service criteria. This is predominantly comprised of the 329 patrol officers who provide a uniformed presence on Oregon's state and interstate highways in marked patrol vehicles. The Oregon Department of Transportation – Motor Carrier Transportation Division provides funding to assist in this endeavor.

GOAL: To make Oregon's state and interstate highways safer.

PERFORMANCE MEASURES:

- Performance Measure 25700-02: Number of crashes per one million miles traveled on rural state and interstate highways.
- Performance Measure 25700-03: Number of fatal crashes per one hundred million miles traveled on rural state and interstate highways.
- Performance Measure 25700-05: Number of people killed on rural state and interstate highways

OBJECTIVES:

- Generate voluntary compliance through high-volume traffic enforcement contacts and commercial vehicle inspections.
- Reduce commercial vehicle related crashes on the rural state and interstate highway system.
- Reduce commercial vehicle related fatal crashes on the rural state and interstate highway system.

MEASURABLE OUTCOMES:

- Number of commercial vehicle related crashes on the rural state/interstate highway system.
- Number of commercial vehicle related fatal crashes on the rural state/interstate highway system.
- Number of self-initiated traffic stops.
- Number of commercial vehicles inspected.
- Number of commercial vehicles/drivers placed out of service.

PRIMARY PARTNERS:

- Local police agencies.
- NHTSA.
- ODOT Transportation Safety Division.
- ODOT Motor Carrier Transportation Division.
- Federal Highway Administration.
- Federal Motor Carrier Safety Administration.
- Oregon Trucking Association.
- Media.
- Local traffic safety advocates.
- Tow Truck Companies.

PRIMARY CUSTOMERS:

- The Public.
- ODOT.
- Local traffic safety advocates.

OCCUPANT PROTECTION

This program is designed to gain voluntary compliance in the usage of safety restraint systems while operating motor vehicles. This is predominantly comprised of the 329 patrol officers who provide a uniformed presence on Oregon's state and interstate highways in marked patrol vehicles. The Oregon Department of Transportation – Transportation Safety Division provides overtime funds to assist in this endeavor.

GOAL: To make Oregon's state and interstate highways safer.

PERFORMANCE MEASURES:

- Performance Measure 25700-02: Number of crashes per one million miles traveled on rural state and interstate highways.
- Performance Measure 25700-03: Number of fatal crashes per one hundred million miles traveled on rural state and interstate highways.
- Performance Measure 25700-05: Number of people killed on rural state and interstate highways

OBJECTIVES:

- Generate voluntary compliance through high-volume traffic enforcement contacts.
- Reduce fatal and injury crashes on the rural state and interstate highway system that occur due to lack of safety restraint usage.
- Increase safety belt compliance to 95% as measured by ODOT.

MEASURABLE OUTCOMES:

- Number of fatal crashes on the rural state/interstate highway system where occupants are not utilizing safety restraint equipment.
- Number of self-initiated traffic stops for safety restraint violations.
- Statewide compliance rates by ODOT.

PRIMARY PARTNERS:

- Local police agencies.
- NHTSA.
- ODOT Transportation Safety Division.
- ODOT Motor Carrier Transportation Division.
- Federal Highway Administration.
- Media.
- Local traffic safety advocates.
- Tow Truck Companies.
- ACTS Oregon/ Child Safety Seat Resource Center.
- Local and State Health Departments.
- International Association of Chiefs of Police.

PRIMARY CUSTOMERS:

- The Public.
- ODOT.
- Local traffic safety advocates.

HIGHWAY WORK ZONE SAFETY

This program is designed to gain voluntary compliance of traffic laws as motorists approach and transit work zone areas. This is predominantly comprised of the 329 patrol officers who provide a uniformed presence on Oregon's state and interstate highways in marked patrol vehicles. The Oregon Department of Transportation – Transportation Safety Division provides funding to assist in this endeavor.

GOAL: To make Oregon's state and interstate highways safer.

PERFORMANCE MEASURES:

- Performance Measure 25700-02: Number of crashes per one million miles traveled on rural state and interstate highways.
- Performance Measure 25700-03: Number of fatal crashes per one hundred million miles traveled on rural state and interstate highways.
- Performance Measure 25700-05: Number of people killed on rural state and interstate highways

OBJECTIVES:

- Generate voluntary compliance through high-volume traffic enforcement contacts.
- Reduce workzone related crashes on the rural state and interstate highway system.
- Reduce workzone related fatal crashes on the rural state and interstate highway system.

MEASURABLE OUTCOMES:

- Number of workzone related crashes on the rural state/interstate highway system.
- Number of workzone related fatal crashes on the rural state/interstate highway system.
- Number of self-initiated traffic stops.
- Number of workzone related traffic stops.
- Number of people killed in workzone areas.

PRIMARY PARTNERS:

- Local police agencies.
- NHTSA.
- ODOT Transportation Safety Division.
- ODOT Motor Carrier Transportation Division.
- Federal Highway Administration.
- Media.
- Local traffic safety advocates.
- Tow Truck Companies.

PRIMARY CUSTOMERS:

- The Public.
- ODOT.
- Private highway construction contractors.
- Local traffic safety advocates.

CRIMINAL APPREHENSION THROUGH PATROL

This program is designed that while on high visibility, hazardous violation enforcement to deter and detect all forms of criminal activity that occur on Oregon's highways. This is predominantly comprised of the 329 patrol officers who provide a uniformed presence on Oregon's state and interstate highways in marked patrol vehicles.

GOAL: To make Oregon's state and interstate highways safer.

PERFORMANCE MEASURES:

- Performance Measure 25700-04: Percentage of arrests verses total reported crimes on rural state and interstate highways and state property.

OBJECTIVES:

- Generate voluntary compliance through high-volume traffic enforcement contacts.
- To frustrate all forms of criminal activity that occur during transit on Oregon's state and interstate highways through patrol enforcement.
- Increase, through high-volume traffic enforcement, information gained regarding the activities and whereabouts of known criminals.
- Increase the training in criminal apprehension provided to Division members.

MEASURABLE OUTCOMES:

- Number of self-initiated traffic stops.
- Number of warrants served through patrol enforcement.
- Number of seizures through patrol enforcement by narcotics canines.
- Number of criminal arrests through patrol enforcement.

PRIMARY PARTNERS:

- Local police agencies.
- NHTSA.
- ODOT Transportation Safety Division.
- ODOT Motor Carrier Transportation Division.
- Federal Highway Administration.
- Media.
- Local traffic safety advocates.
- Tow Truck Companies.

PRIMARY CUSTOMERS:

- The Public.
- ODOT.
- Private highway construction contractors.
- Local traffic safety advocates.

AT-RISK JUVENILE BEHAVIOR

This program is designed that while on high visibility, hazardous violation enforcement to deter and detect all forms of juvenile crime. This is predominantly comprised of the 329 patrol officers who provide a uniformed presence on Oregon's state and interstate highways in marked patrol vehicles.

GOAL: To make Oregon's state and interstate highways safer.

PERFORMANCE MEASURES:

- Performance Measure 25700-04: Percentage of arrests verses total reported crimes on rural state and interstate highways and state property.

OBJECTIVES:

- Generate voluntary compliance through high-volume traffic enforcement contacts.
- To deter and detect all forms of juvenile criminal activity that occur during transit on Oregon's state and interstate highways through patrol enforcement.

MEASURABLE OUTCOMES:

- Number of self-initiated traffic stops.
- OSP arrests of juvenile criminal offenders.
- Number of juvenile at-risk behavior offense enforcement activities:
 - M.I.P. – alcohol
 - M.I.P. – tobacco
 - Drug Offenses
 - Hazardous driving and safety restraint offenses
 - Driver license offenses, including violations of provisional driver license restrictions.

PRIMARY PARTNERS:

- Local police agencies.
- Juvenile Authorities.
- ODOT Transportation Safety Division.
- ODOT Motor Carrier Transportation Division.
- Federal Highway Administration.
- Media.
- Local traffic safety advocates.

PRIMARY CUSTOMERS:

- The Public.
- ODOT.
- Private highway construction contractors.
- Local traffic safety advocates.

PRIMARY SUPPORT PROGRAMS

The seven primary support programs are designed to support the Primary Enforcement Programs. While the primary goal still remains to keep Oregon's state and interstate highways safer they have more specific goals and objectives tailored towards the support program.

COLLISION RECONSTRUCTION PROGRAM

The collision reconstruction program provides for the practical application of mathematical and physics concepts to investigate/reconstruct motor vehicle crashes. The program also supports the Criminal Investigative Services Division and Forensics Services Division with specialized scene and 3-dimensional mapping abilities. Select members are trained at the highest level to provide professional, objective, and accurate reconstruction analysis. Members also provide civil litigation services to the state of Oregon when necessary.

GOAL: Provide specialized technical investigative reconstruction services for successful criminal prosecution or civil litigation to protect the states' interests.

OBJECTIVES:

- Training and mentoring for attrition at all levels.
- Increase technical proficiency of Reconstructionists and Technical Collision Investigators in using available computer programs.
- Enhance quality of motor vehicle crash investigations/reconstructions.
- Performance Excellence through Quality Assurance Program.

MEASURABLE OUTCOMES:

- Number of Technical Collision Investigators.
- Number of ACTAR-accredited Reconstructionists.
- Number of crashes reconstructed.
- Number of reconstruction reports reviewed.
- Annual total training hours in the reconstruction field.

PRIMARY PARTNERS:

- Local police agencies.
- Inter-agency crash investigation teams.
- District Attorney's Offices.
- ODOT Transportation Safety Division.
- Media.
- Local traffic safety advocates.
- Accreditation Commission for Traffic Accident Reconstruction (ACTAR).

PRIMARY CUSTOMERS:

- Local police agencies.
- District Attorney's Offices.
- ODOT Transportation Safety Division.
- Local traffic safety advocates.
- The Public.

Drug Recognition Evaluator Program

The Oregon Drug Evaluation Classification (DEC) Program is managed and coordinated by the Oregon State Police and has been since its inception in 1995. The DEC Program trains police officers to recognize impairment caused by drugs other than alcohol. Oregon is one of 38 states in the program, which is under the guidance and direction of the International Association of Chiefs of Police supported by the National Highway Traffic Safety Administration.

GOAL: To provide a professional and impartial scientific analysis of individuals who may be under the influence of illicit drugs and controlled substances. The mission of the Oregon DEC Program is to reduce the number of drug and alcohol related crashes and incidents by improving law enforcement detection skills in identifying persons under the influence of drugs, alcohol and other psychoactive substances.

OBJECTIVES:

- To increase the number of Oregon State Police Drug Recognition Evaluators by 50.
- To increase the number of statewide Drug Recognition Evaluators from 201 to 301.

PERFORMANCE OUTCOMES:

- Number of OSP Drug Recognition Evaluators
- Number of All Drug Recognition Evaluators in the state
- Number of Drug Recognition Evaluations

PRIMARY PARTNERS and CUSTOMERS:

- Oregon Department of Transportation - TSD
- National Highway Traffic Safety Administration (NHTSA)
- International Association of Chiefs of Police (IACP).
- Oregon State Sheriff's Association
- The Oregon Association of Chiefs of Police
- The Oregon District Attorneys Association
- MADD.
- DPSST.
- The Public.

Aggressive Driver Enforcement Program (ADEP)

The Aggressive Driver Enforcement Program (ADEP) is a high profile effort to educate drivers who act out frustrations or aggressions while driving on the rural state and interstate highways of Oregon. These driving actions are commonly referred to as "Road Rage" by the public and media.

Aggressive Driving is defined by the National Highway Traffic Safety Administration (NHTSA) as the operation of a motor vehicle in a manner that endangers or is likely to endanger persons or property. Road Rage is defined as assault with a motor vehicle or other dangerous weapon by the operator or passenger(s) of one motor vehicle on the operator or passenger(s) of another motor vehicle or vehicles, precipitated by an incident, which occurred on a roadway.

The Department defines aggressive driving as the simultaneous commission of two or more hazardous moving violations that are likely to endanger persons or property, or any single intentional hazardous violation that requires a defensive action by another driver or committing a traffic violation in an effort to intimidate motorists.

Vehicles used in this program are unmarked, non-traditional enforcement vehicles designed to detect the flagrant violators.

GOAL: To deter, detect, and apprehend motorists who commit flagrant violations of traffic law that are of such nature that they cause undue public alarm or increase the likelihood of a traffic crash.

OBJECTIVE: To take reactive, proactive, and coactive approach in locating and reducing abhorrent driver behavior that is likely to cause crashes and/or menacing behavior that is associated with aggressive driving.

MEASURABLES:

- Area command specific driving complaints for the computer aided dispatch system (CAD).
- Area command crash rates from ODOT.
- Number of self-initiated traffic stops.
- Number of ADEP enforcement activities.

PRIMARY PARTNERS and CUSTOMERS:

- Oregon Department of Transportation.
- Local Law Enforcement.
- Media.
- The Public.

MOTORCYCLE PROGRAM

This program is trained to perform traffic enforcement with the utilization of motorcycles and to provide services distinct to motorcycle type operations. They are utilized in areas of high crash rates, work zones, congested traffic areas, and for such services as presidential motorcades.

GOAL: To provide a specialized service capability for the support and enhancement of crash reduction efforts, and to provide other specialized public safety services as needed.

OBJECTIVES:

- Provide a motorcycle officer training program that meets or exceeds industry standards. In an effort to maximize service and minimize incidence of officer injury and damage to equipment and other property.
- Maximize Unit members' motorcycle operational time to provide safety services and strict enforcement of speed and other hazardous traffic offenses, under circumstances for which conventional patrol vehicles are not practical:
 - Heavily congested highways
 - Construction zones
 - Support for Tactical Plan project areas
 - Dignitary escorts
 - Provide tactical support as part of the Mobile Field Force in conjunction with the Mobile Response Team for civil disorder situations.
 - Traffic Safety Corridors

MEASURABLES:

- Number of Motorcycle Officers
- Number of Specialized Events

PRIMARY PARTNERS:

- Local Law Enforcement
- O.D.O.T. – Traffic Safety Section
- Woodburn Dragstrip
- Portland International Speedway
- DPSST

PRIMARY CUSTOMERS:

- Secret Service
- Citizens
- Local Law Enforcement

AIRCRAFT PROGRAM

GOAL: Provide a tool to assist enforcement of speed and aggressive driving on the rural state and interstate system. Assist in criminal apprehension or other public safety support.

OBJECTIVE: To gain voluntary compliance of traffic laws by using aircraft to deter and detect vehicles traveling at excessive speeds or committing other flagrant traffic violations.

MEASURABLE OUTCOMES:

- Number of patrol flights.
- Number of enforcement action contacts.

PRIMARY PARTNERS:

- Local police agencies.
- ODOT Transportation Safety Division.
- Media.
- Local traffic safety advocates.
- Criminal Justice System.

PRIMARY CUSTOMERS:

- The Public.
- ODOT.

CANINE PROGRAM

GOAL: To provide specialized narcotics canine services to patrol members.

OBJECTIVES: To provide field support and searches of vehicles suspected of transporting contraband on Oregon's rural state and interstate highways.

MEASURABLES:

- Number of Narcotics Canines
- Number of self-initiated traffic stops.
- Number of seizures resulting from narcotic canine contacts.

PRIMARY PARTNERS and CUSTOMERS:

- High Intensity Drug Trafficking Area (HIDTA)
- Local Law Enforcement
- Drug Enforcement Agency

TOWING PROGRAM

GOAL: To provide a non-preference, professional, tow program to assist the field and motoring public in the removal of abandoned vehicles, traffic hazards and other vehicles as called upon by this agency.

Statutory Authority ORS 181.440.

OBJECTIVES:

- 1) To provide and maintain a non-preference, professional tow program, with high professional standards established and governed through administrative rules and Oregon laws, with a minimum response time by companies approved for this rotational list.
- 2) To reduce the number of complaints received by this agency regarding towing practices of companies involved in this program while maintaining a cooperative, professional working environment with all working partners involved in this program.
- 3) To ensure field training to all officers on the minimum requirements of the administrative rules, and spot inspections of equipment responding to calls for service.
 - a) To provide regional training to OSP officers regarding the minimum requirement of the administrative rules, minimum requirements for spot inspections of equipment within the program, and scene safety when towing operations are performed.

MEASURABLES:

- 1) Number of Vehicles Towed
- 2) Number of internal and external complaints regarding the non-preference tow program.
- 3) Number of spot inspections of tow companies and drivers.
- 4) Level of compliance – number of drivers and companies maintaining compliance.

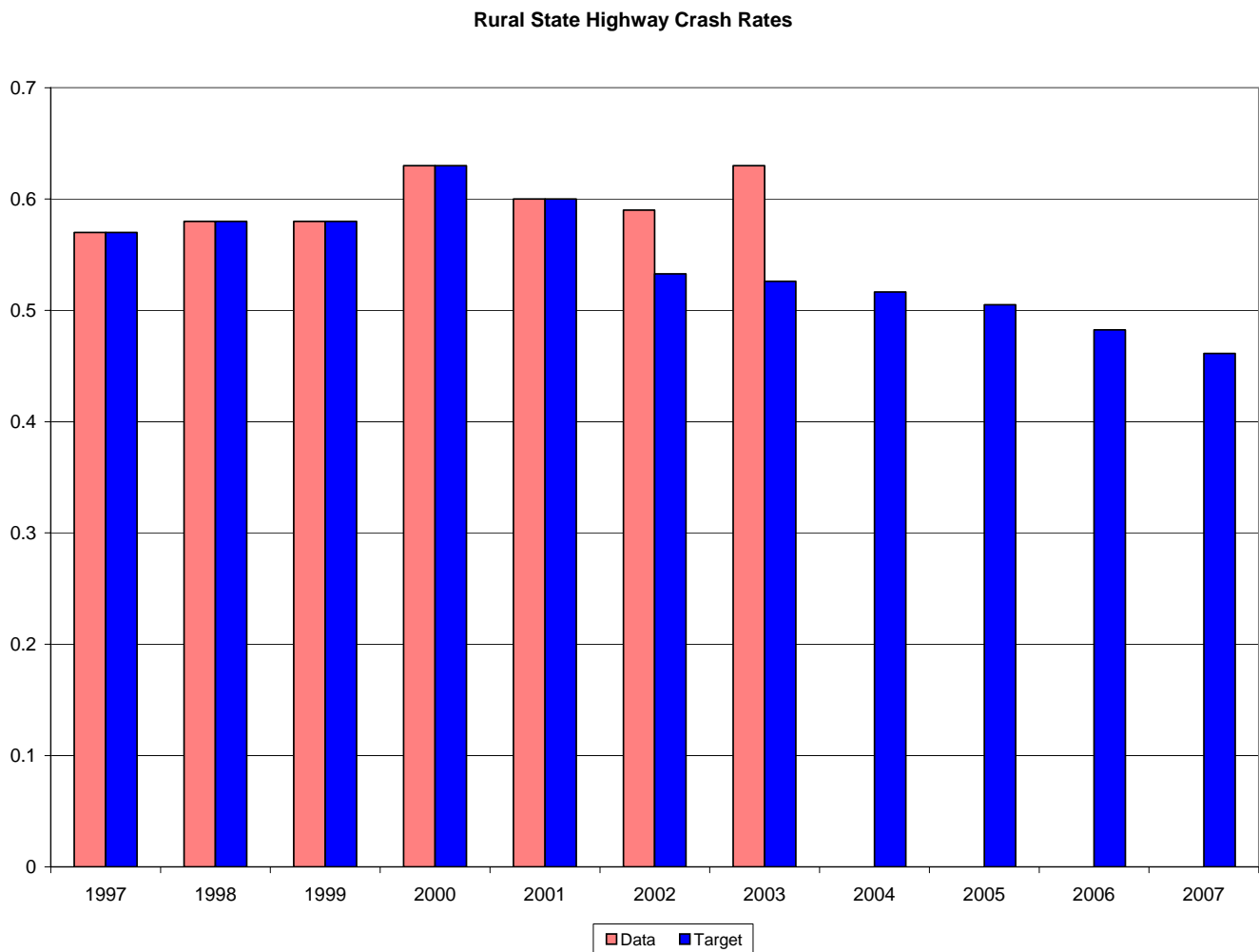
PRIMARY PARTNERS and CUSTOMERS:

- 1) Oregon Department of Transportation
- 2) All members of the Law Enforcement Community within Oregon.
- 3) The Citizens of Oregon
- 4) Oregon's Tourist Industry
- 5) Oregon's Transportation Industries
- 6) Insurance Industry.

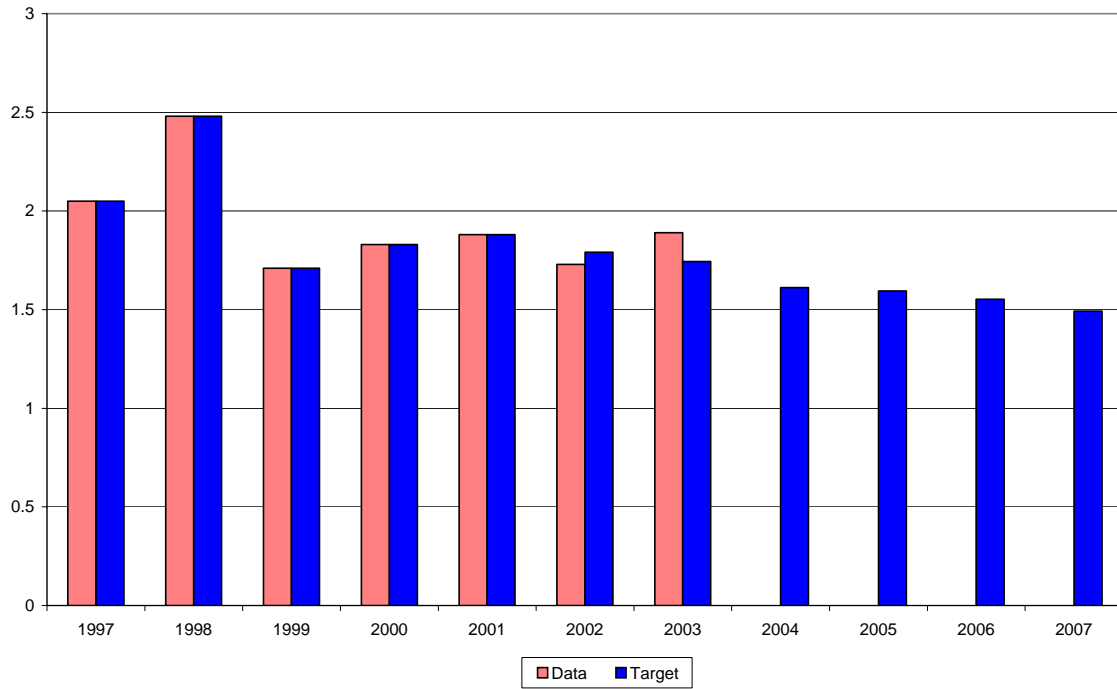
Summary:

The Performance Measures for the 2003 – 2005 biennium were not reached. Crashes, fatal crashes, and the number of people killed on state and interstate highways all increased. With 464 authorized positions at the beginning of the 2001-2003 biennium, the 2002 performance measure objectives were achieved. After the reduction of the force in February 2003 to the eventually 329 current members the 2003 performance measure objectives were not achieved.

Increasing the levels back to 464 members or the more preferable 728 members under the GAP allocation model would allow for the Department to reach the stated objectives, subsequently reducing the number of fatalities, fatal crash rates and overall crash rates on state and interstate highways. This would in turn reach our goal of making Oregon's highways safer.



Fatal Crash Rate on Rural State Highways



Fatalities on Rural State Highways

