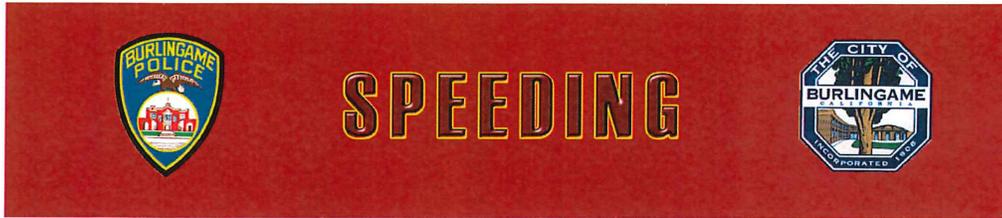




# Burlingame Police Department

National Law Enforcement Challenge  
2013



## INTRODUCTION

The City of Burlingame is located in San Mateo County, California, and has a population of approximately 28,000 residents. The Burlingame Police Department (BPD) consists of 37 sworn full time peace officers, three of which (one sergeant, one corporal, and one officer) are assigned exclusively to the Traffic Unit. All members of the BPD Traffic Unit are currently POST certified solo motor officers. Of note is that for the first time since 2003, BPD has a fully staffed Traffic Unit. The Burlingame Police Department is committed to providing safe roadways within the City of Burlingame. To accomplish this, BPD takes a proactive approach in identifying problem traffic areas within the City of Burlingame and conducting education and enforcement accordingly.

## PROBLEM IDENTIFICATION

Through data analysis, CompStat collision mapping, and an extensive review of collision investigation reports, the BPD Traffic Unit identified two pressing issues which reduced their ability to ensure traffic safety for its residents. These two problems were 1) unsafe speed on the local roadways by motorists, and 2) a lack of staffing in its Traffic Unit. By mid-2012, the Traffic Unit consisted of a single Traffic Sergeant or Director of Traffic, and no motor officers on the streets, whereas in 1998, it consisted of a Director of Traffic and three solo motor officers; the latter of whom worked exclusively to conduct traffic enforcement and education, and take collision reports.

BPD patrol officers made a dedicated effort to supplement the lack of a fully staffed Traffic Unit, and conducted education and enforcement of the motoring public regarding the importance of driving at a speed that is safe for conditions; however, they weren't able to focus exclusively on traffic safety due to regular calls for service. Despite the Patrol Divisions' efforts, excessive speed was the leading cause of injury collisions between 2010 and 2012. In 2010 there were a total of 435 collisions, which resulted in 163 injured. 57 of these collisions indicated the driver was traveling at a rate of speed that was unsafe for the roadway conditions as the primary collision factor (PCF). In 2011 there were a total of 370 collisions, which resulted in 149 injured parties and 2 victims killed. 36 of these collisions indicated the driver was traveling at a rate of speed that was unsafe for the roadway conditions as the primary collision factor (PCF). In 2012 there were a total of 451 collisions, which resulted in 180 victims injured and 2 victims killed. 56 of these collisions indicated the driver was traveling at a rate of speed that was unsafe for the roadway conditions as the primary collision factor (PCF). In all three of these years, speeding was the foremost cause of all injury collisions in Burlingame.

Research has shown that speeding is not just a problem in Burlingame; but rather, a national issue. In 2010, the California Office of Traffic Safety (OTS) completed California's first ever statewide survey to assess the opinions of motorists across the state on a multitude of important traffic safety issues. The results of the survey indicated approximately 25 percent of all respondents stated speeding and aggressive driving are the number one safety concerns on California's roadways.

In 2012 the City of Burlingame Engineering Department conducted a preliminary Engineering and Traffic Survey

## BURLINGAME POLICE DEPARTMENT

to evaluate the current speed limits which were set in May 2005. The survey revealed that the critical speed on major arterials had risen to approximately 48 miles per hour, in spite of a 35 MPH posted limit on these roadways. This spike in the 85th percentile was directly attributed to an enforcement problem, which stood to reason, as there weren't any solo motor officers to focus on regular enforcement. This rise in the critical speed posed two major problems, the first being that when collisions did occur on these roadways, injuries would be much more severe, serious injuries were more likely, and the risk of death to motorists was higher, since the physics of a high speed collision tend to amplify the severity of injury. Secondly, pursuant to new legislation (AB 529), the higher critical speed meant that all roadway speed limits would need to be changed from 35 MPH to 45 MPH if the enforcement problem was not immediately remedied. Again, the higher the speeds traveled, the greater the risk of serious and severe injury the motoring public was exposed to.

## PLANNING

The Burlingame Police Department immediately realized that in order to correct the speeding problem, they first needed to fix the staffing problem. Ed Wood, the Burlingame Chief of Police, was able to not only fully staff traffic with two solo motors in addition to the traffic sergeant, he also put in place a traffic corporal as one of the solo motors, to ensure that succession planning occurred in the traffic unit, as the traffic sergeant mentored the corporal to take over for him when he rotated out of the unit.

Once fully staffed, the BPD Traffic Unit made it their foremost priority to get speeds down across all major arterials in the City. The goal set was to get the critical speed back to 35 MPH, and retain the current speed limits. The date this needed to be done by the end of 2013. Both solo motors were instructed to go out and conduct speed enforcement as often as possible every day. All moving citations written by the motors were to be turned in at the end of the day to the traffic sergeant, who would review the daily citation activity to ensure that the motor officers were in fact out conducting speed enforcement in the problem locations. Evaluation of the effectiveness of this strategy, and to support the state Strategic Highway Safety Plan, effectiveness would be achieved through a speed survey to be conducted by the Burlingame Engineering Department.

### *Saturation Traffic Enforcement Program (STEP)*

Chief Wood realized that the staffing problem experienced by the Burlingame Police Department was not exclusive to BPD; but rather, a pervasive issue that afflicted most agencies in the County. He came up with the idea of a county wide traffic enforcement team, which was ultimately developed by the BPD Operations Division. This team was launched under the umbrella of The San Mateo County Police Chiefs and Sheriff Association and dubbed the San Mateo County Saturation Traffic Enforcement Program (S.T.E.P.). STEP is a collaborative effort, consisting of traffic officers from all law enforcement agencies throughout San Mateo County. The mission of this program is to increase traffic safety on the Peninsula, in problem areas, through saturated enforcement. Instead of relying exclusively on the diminished traffic units of individual agencies, STEP utilizes the combined resources of all motor units assigned to the STEP program. Each deployment yields 18-23 motor officers. Burlingame PD has spearheaded this effort, and coordinated the monthly deployments with all local law enforcement agencies, including the California Highway Patrol and San Mateo County Sheriff's Office.

Participating officers are detailed to problem locations in San Mateo County based on collision data, community complaints, and expert officer opinion. The expectation is this collaborative monthly detail will yield cities immediate and tangible solutions to traffic issues, and make San Mateo County safer for motorists and pedestrians.

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Enforcement deployments fall on the third Wednesday of every month, and all participating agencies liaison with the Burlingame Police Department. BPD coordinates the various PD resources, and identifies traffic problems present in respective San Mateo County communities. Operation Plans are then prepared and tailored to the needs of the hosting agency. Two cities per deployment receive saturated enforcement, in order to ensure that all cities are visited within the calendar year. The deployment spends the first half of the day in one city, and spends the latter half of the day in an adjacent jurisdiction.

The goal of this program is to enhance traffic safety efforts in our County, and provide all cities an opportunity to dramatically impact critical traffic safety issues in their respective jurisdictions. Given the collective size of this unit, consisting of the combined resources of agencies throughout the County, communities throughout San Mateo County are experiencing enormous strides towards safer streets. Through saturated traffic safety efforts, results showed a 10% reduction in injury traffic collision for 2013 throughout the County.

### ***Saturated Traffic Enforcement Program (STEP) Grant***

Based on the success of the STEP program, BPD submitted a request to the California Office of Traffic Safety (OTS) for funding of additional deployments, which would supplement the preexisting STEP deployments. The OTS funded activities would be modeled on the STEP deployments already in place, but on a smaller scale. Burlingame PD was ultimately awarded the grant to be administered throughout San Mateo County. This grant provided funding to enhance the STEP program with the addition of monthly traffic safety deployments and monthly DUI saturation patrols. This grant also funded traffic enforcement deployments specific to Burlingame PD, wherein solo motors went out to conduct speeding enforcement throughout the day.

To measure the success of this grant, BPD established goals and objectives. The primary goal of this grant was to increase traffic safety through saturated enforcement, save lives, and to reduce injuries. Additionally, to increase awareness to the dangers of DUI, distracted driving, unsafe driving, and all OTS related traffic safety concerns.

To ensure the plan was implemented and activities were conducted in accordance with departmental policy as well as the OTS grant contract, BPD designated a grant coordinator. The grant coordinator was required to provide quarterly reports to OTS documenting the results of the activities.

### ***The OTS STEP grant was divided into three components:***

- Burlingame specific traffic safety enforcement
- County-wide traffic safety enforcement
- County-wide DUI saturation patrols

### ***Burlingame Specific Traffic Enforcement (OTS Grant Funded)***

The Burlingame specific enforcement incorporated all roadways within the City of Burlingame, with a special emphasis on speed enforcement on the aforementioned arterials. To convey a strong visible presence within the City of Burlingame, the OTS funded grant included seventeen Burlingame specific enforcement deployments:

- Eight general traffic enforcement deployments (emphasis on unsafe speed)
- Seven cell phone/distracted driving traffic enforcement deployments
- Two motorcycle specific traffic enforcement deployments
- One DUI enforcement deployment

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Speeding, seat belt, distracted driving violations, and pedestrian safety were strictly enforced. All targeted enforcement deployments occurred between the hours of 0800 and 1600 hours, which is when the majority of unsafe speed related collisions occur.

### ***County-Wide Specific Enforcement (OTS Grant Funded)***

As a component of the STEP grant program, each "Hosting" city for the regular monthly STEP deployment would receive a "Mini-Step" (OTS funded) deployment. This deployment would include one sergeant and seven officers for each deployment. The STEP grant "Mini-STEP" deployments conducted 12 traffic enforcement deployments (one each month) and 12 DUI enforcement deployments (one each month). The County-Wide specific enforcement deployments included:

- Five general traffic enforcement deployments
- Five cell phone/distracted driving traffic enforcement deployments
- Two motorcycle specific traffic enforcement deployments
- Twelve DUI enforcement deployments

Statistics show that speeding is not just an issue in Burlingame, and it continues to be one of the leading causes of all traffic collision throughout the County. The primary focus of the general enforcement deployments was based on the needs of the hosting cities. Although speeding, seat belt compliance, distracted driving violations, and pedestrian safety were strictly enforced.

Motorcycles have the highest percentage in PCF speed related collisions. In 2011, over 47% of the 6012 injury motorcycle collisions in California were caused by unsafe speed. Due to the leading cause of injury motorcycle collision having a PCF of unsafe speed, primary focus of the motorcycle specific enforcement deployments was speeding and aggressive driving behavior on major arterial roadways.

All traffic enforcement deployments occurred between the hours of 0800 and 1600 hours, which is when the majority of unsafe speed related collisions occur.

### ***Traffic Safety Presentations***

In addition to addressing the speeding problem in Burlingame, the Traffic Unit was mindful not to overlook other pressing safety matters in the community before they became real problems. Therefore, special attention was paid to ensuring the not only the safety of the motoring public, but also that of the cycling public.

In 2013, BPD conducted several education events at schools within the City of Burlingame. BPD participated in the Roosevelt Bike to School Day event, which was held on June, 5 2013. This event focused on education for children from kindergarten to fifth grade on the importance of wearing helmets, proper bicycle safety, and rules of the road. Additionally, BPD had officers escorting the children to and from school from pre designated staging areas. This allowed the children to ride to school in a safe environment which promoted bicycle safety, education, and awareness. For this event, BPD utilized several social media outlets such as Facebook, Twitter, Nixle, The City of Burlingame e-Newsletter, the San Mateo County Alert System (SMC Alerts), Burlingame Rapid Notify System, and the Roosevelt School newsletter. The goal was to reach out to the citizens of the community, and the parents of the school to increase awareness about the event. In addition, the San Mateo County Alert System (SMC Alerts), and Burlingame Rapid Notify System were used to advise residents in the area to use extra caution and to be aware of increased bicycle traffic for the day of the event. This event was well received in the community and helped to promote traffic safety, as well as support the green initiative City of Burlingame promotes.

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BPD also participated in the Roosevelt Bike Rodeo event, which was held on July, 3 2013. This event focused on education for children from kindergarten to fifth grade on the importance of wearing helmets, proper bicycle safety, and improving bicycle riding skills. This event was held at Roosevelt School. The participants ran through a series of obstacle courses (cone patterns) and simulated roadways. This event was a huge success and was well received within the community, school, and BPD.

On October, 15, 2013, members of the BPD Traffic Unit conducted a traffic safety presentation at McKinley Elementary School. In this presentation, BPD traffic officers spoke with kindergarteners and first graders on the importance of bicycle safety, helmets, gloves, knee and elbow protection. We also addressed the importance of wearing a seat belt while in car seats, reminding parents to “Buckle-up”, pedestrian safety, and general traffic safety issues. Additionally, BPD conducted a motorcycle skills demonstration for the students and explained to them that officers always wear helmets, gloves, and eye protection when operating police motorcycles. The presentation was very interactive and the students thoroughly enjoyed the event.

## **TRAINING**

Due to the need for police officers to operate police vehicles in a variety of diverse weather conditions, operate them a high speeds, and at a professional level, officers receive biennial vehicle drivers training. As part of this training, it is the Department’s goal is to ensure every BPD officer has the ability to drive a patrol vehicle with the utmost precision and safety. This training helps insure that officers can safely apprehend speeding vehicles.

Motorcycles are a very effective way to conduct speed enforcement. In 2013, BPD sent three motor officers to a POST certified 80 hour basic motor school. Two successfully passed this rigorous program. Motor school is considered by many as the most difficult school in law enforcement. Motor officers must demonstrate their proficiency in several “tested” cone patterns which include the 40 Deceleration (braking), the 30 MPH Cone Weave, the Eliminator (multiple combined u-turns), and the 180 Deceleration (braking and turning). Once they have completed this rigorous program, officers gain the skills and confidence to operate a police motorcycle with precision and safety. This training helps develop the skills to safely apprehend speeding vehicles and safely conduct speed enforcement without endangering the public.

BPD also coordinated several perishable motor skills training days through 2013 for all motor officers on the Peninsula, as part of the San Mateo County STEP program. On these training days, POST certified solo motor officer were given the opportunity to refresh their perishable motor skills. Training was conducted on all of the cone patters which were previously taught in basic motor school. BPD arranged to have motor school instructors present to offer guidance, pointers, and tips for improving each rider’s skill level. By refreshing the officer’s perishable motor skills, motor officers have developed the ability to operate their police motorcycles with precision and safety. This training helps to maintain the motor officers skills, thus greatly reducing the likelihood of a collision while operating a police motorcycle, and subsequently keeping the motor officer on the street conducting speed enforcement.

All BPD traffic officers are scheduled to attend basic (40 hours), intermediate (40 hours), and advanced (80 hour) traffic collision school. In 2013, BPD sent two officers to basic and three officers to intermediate traffic collision school. Since speeding continues to be a leading cause of collisions in Burlingame, this training helps officers recognize the cause of collisions, making for more accurate PCF findings, reports, and possible criminal charges.

### ***Pacing***

To ensure accuracy, the BPD calibrates and logs all patrol vehicles, traffic unit vehicles, and all police motorcycles

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speedometers annually. Any documented difference in actual speed versus the vehicle's indicated speed is noted within the log. A copy of this log is kept in the traffic office and certified copies are on file with the court. These logs provide reference at a later time if needed for courtroom testimony for speed violations. By having accurate and calibrated vehicles and motorcycles, officers can rely on the vehicle speedometers to conduct accurate speed enforcement.

### ***Radio Detection and Ranging (RADAR)***

BPD has over 75% of the 37 sworn police officers currently POST certified to operate radar devices. This POST certified training also includes the visual estimation of speed. This visual ability, combined with the use of handheld radar devices, enhances an officer's ability to enforce California's speed laws by allowing them to monitor a greater number of vehicles. One BPD officer was radar certified in 2013.

Currently, the BPD has six handheld Genesis-VP directional radar units. To ensure accuracy, these units are all certified annually. A copy of these certifications are kept in the traffic office and certified copies are on file with the court for reference at a later time. By maintaining accurate and calibrated radar devices officers can conduct accurate speed enforcement. Although California law requires radar units to be certified every three years, BPD certifies their units annually to maintain a higher standard.

### ***Light Detection and Ranging (LIDAR)***

Starting 1997, in an effort to combat speed violators, BPD deployed lidar devices. This tool has proven effective in the apprehension of speeders. By directing a narrow beam of light on a single vehicle, which may be traveling on a busy roadway, the officer can accurately determine the speed of that particular vehicle. The lidar device allows officers to obtain multiple readings from multiple vehicles.

BPD has over 68% of the 37 sworn police officers currently POST certified to operate lidar devices. This POST certified training also includes the visual estimation of speed. This visual ability, combined with the use of handheld lidar devices enhances an officer's ability to enforce California's speed laws by allowing them to monitor a greater number of vehicles. One BPD officer was lidar certified in 2013.

Modern lidar technology has eliminated several issues that faced the first generation of lidar devices. The new lidar devices can obtain a reading from inside a patrol vehicle, send the lidar beam through glass (ie window, windshield), and be used during inclement weather (rain and fog). The new lidar devices are compact, lightweight, easy to use, very precise, and can quickly obtain a reading. This allows officers to conduct quick, effective, and accurate speed enforcement.

In June 2013, BPD purchased and deployed 2 new Stalker lidar units. These new lidar units replaced the 3 departmental units purchased in 1997. Due to the ease of use, of these lidar devices, officers are more inclined to conduct speed enforcement.

Currently, the BPD has four handheld lidar units. To ensure accuracy, these units are all certified annually. A copy of the certifications are kept in the traffic office and certified copies are on file at the court for reference at a later time. By maintaining accurate and calibrated lidar devices, officers can conduct accurate speed enforcement.

**PUBLIC INFORMATION & EDUCATION**

*Speed Trailers*

Speed trailers have proven to be an exceptional public relations tool for BPD. In 2012, BPD purchased a Stalker radar/message sign trailer. The trailer is portable and takes little effort to set up, but the effect it provides is invaluable. One key feature of the speed trailer is the ability to set a target speed. When an approaching vehicle reaches the predetermined target speed, the message board displays a warning message. BPD uses the speed trailer in conjunction with citizen complaints to gather statistical data and identify where speeding problems exist.

In 2013, BPD deployed speed trailer approximately 30 times, a substantial increase over 2012. The trailer is commonly placed within residential areas, high traffic areas, and school zones, allowing the motoring public to be aware of their speed. Additionally, the speed trailer was deployed on several of the major arterials in the City. The message advised the public of their speed, the posted speed limit, and warned speeding vehicles to slow down. This proved to be an exceptional tool in reducing speeds.

*Start Smart*

Traffic collisions are the leading cause of death among American teenagers. Nationally, approximately 3,000 teenagers are killed in vehicle collisions every year. That is about eight teenagers killed every day. The goal of Start Smart Program is aimed at helping newly licensed and future licensed teenage drivers, ages 15-19 years old, to understand the critical responsibilities of driving and to understand that collisions do happen. New drivers often do not recognize a dangerous driving situation until it is too late, usually resulting in a collision. Over 31% of the 225,602 collision in 2011 involved unsafe speed for conditions. It is imperative that new drivers understand the importance of driving at a speed safe for conditions.

Several of California's traffic courts, through the Start Smart Program, offer first-time traffic offenders the option of successfully completing a Start Smart class in lieu of a documented traffic violation on their driving record. This teaches students the importance of safe driving habits, and the dangers of distracted driving. Parents are grateful the program has saved them the increased insurance cost associated with a traffic ticket. BPD is working with the California Highway Patrol to implement a Start Smart Program for 2014 at Burlingame High School to help newly licensed and future licensed teenage drivers understand the importance of driving at the posted speed limit.

*STEP Grant*

BPD conducted a highly publicized media kick-off, announcing the STEP grant. Additionally, BPD has issued press releases regarding saturation deployments, to inform the community of enforcement details. These press releases have been seen on the local news on television, radio, print, and via the web. The media attention was beneficial in raising awareness regarding speeding, aggressive driving, traffic safety, saving lives, and collisions related injuries.

*Nixle*

Since joining Nixle in early 2012, BPD has received more than 2000 subscribers to Nixle Alerts. BPD realized and embraced that Nixle is a fast growing source for information for the public, BPD is becoming widely accepted, quickly gaining new members. Nixle is a Community Information Service dedicated to helping citizens stay connected to information. Nixle is designed to ensure that members receive immediate, geographically relevant information. Information is immediately available via cell phone, by text message, by email, and over the web. There

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are four types of messages members will receive from Nixle: Alerts (many would refer to this as an emergency type alert), Advisories (less urgent need-to-know information, Community Information (day-to-day neighborhood to community-level information), and Traffic (localized traffic information). BPD has realized Nixle is a fast, effective, and excellent way to deliver information about the dangers of driving at an unsafe speed for conditions.

### ***Facebook***

Since joining Facebook in early 2012, BPD has received more than 372 “Likes.” BPD realizes that Facebook is an excellent way to reach the community and is making a substantial effort in growing its following. On average, 300 people see any one post. By posting engaging content, and studying current trends, BPD is working on maximizing interaction with Facebook “followers.” BPD reminds “followers” about traffic enforcement details and the dangers of driving at unsafe speeds.

### ***Twitter***

Since joining Twitter in early 2012, BPD has received more than 2150 “Followers.” BPD realizes that Twitter is an excellent way to reach the community and is making a substantial effort in growing its following. On average, 1000 to 1250 people see any one post. By posting engaging content, and studying current trends, BPD is working to maximize interaction with Twitter “Tweeters.” Included within these “Tweets”, BPD reminds followers about traffic enforcement details, and the dangers of driving at unsafe speeds.

### ***San Mateo County Alert System (SMC Alerts)***

Since joining the San Mateo County Alert System in early 2008, BPD has reached over 4000 members of the community that receive SMC Alerts. SMC Alerts are sent out to cellular phones and/or emails. A SMC Alert is an excellent way to reach the community, advise the community of an important event, traffic issues, street closures, or any other issue which might have an impact on the community. SMC Alerts have been sent out to remind the citizens of Burlingame about the dangers of driving at unsafe speeds.

### ***Burlingame Rapid Notify System***

Since the Burlingame Police Department joined Rapid Notify System in early 2008, we have reached over 4000 members of the community that have signed up to receive the Burlingame Rapid Notify System “Notifications.” These “Notifications” are sent out via telephone (both cellular and landline) to specific targeted areas within the community. A “Notification” is an excellent way to reach a specific area within the community, to advise the community of an important event, traffic issues, street closures, or any other issue which might have an impact on the community. The Burlingame Rapid Notify System has greatly enhanced safety, awareness, and efficiency within our operation. Providing the community with information on current events, in a timely manner, is significant to our policing strategy. These “Notifications” are an effective way to communicate the information in a way that people want to receive it. These “Notifications” have been sent out to remind the citizens of Burlingame about the dangers of driving at unsafe speeds.

## **ENFORCEMENT**

The BPD Traffic Unit made it their priority to reduce speeds across all major arterials in the City. Traveling at speeds that are unsafe for conditions continue to be a leading cause of traffic collisions within the City of Burlingame. Speeding was the leading primary cause of collisions in 2010, 2011, and 2012. For this reason, the BPD remains dedicated to conducting proactive speed enforcement. Both traffic officers were instructed to conduct speed

## BURLINGAME POLICE DEPARTMENT

enforcement as often as possible every day. In 2013 approximately 1900 hours were dedicated exclusively towards traffic enforcement in Burlingame. As part of the STEP grant, 208 hours of OTS funded enforcement was deployed conducting traffic and speed enforcement.

The traffic enforcement efforts by BPD resulted in 8,057 citations issued in 2013, up 41% from 2012. Speed enforcement on the major arterial roadways in Burlingame was a top priority for the traffic unit. Of the 8,057 citations issued in 2013, 1350 drivers were cited for driving at an unsafe speed, up 54% from 2012. Quite often speed enforcement violations leads to the discovery of other types of violations. Of the 8,057 citations in 2013, 269 drivers were found to be operating a motor vehicle while unlicensed, up 56% from 2012, and 162 drivers were found to be operating a motor vehicle with a suspended license, up 45% from 2012.

Of the 1350 speeding citations issued in 2013, over 1043 citations were issued on the major arterial roadways in Burlingame. All 1043 citations were issued between 0800 and 1800 hours, which is when the majority of unsafe speed related collisions occur.

Approximately 1576 speed contacts were made in the City of Burlingame in 2013 and approximately 1169 of those speed contacts were made on the major arterial roadways. In addition, all of the 1169 speed contacts were made between 0800 and 1800 hours, which is when the majority of unsafe speed related collisions occur.

Through strict enforcement by all BPD officers and with additional public education, the City of Burlingame saw a 30% decrease in the number of injury collisions in 2013. BPD does not currently use any automated speed enforcement technology.

### STEP Results

Twelve, STEP Program (Non-OTS funded) enforcement efforts were conducted in 2013. These enforcement efforts were conducted on the third Wednesday of each month. In these enforcement efforts, officers conducted in excess of 2400 traffic stops, which resulted in 2229 citations. Of those 2229 citations, 238 were for vehicles traveling at a speed which was unsafe for conditions.

The following table provides additional details regarding the citations associated with the STEP Program (Non-OTS funded) activities.

#### CITATIONS ISSUED

Violations	Cumulative Totals	Violations	Cumulative Totals
Excessive Speed	238	U-Turn in Business District	18
Pedestrian Right of Way	603	Improper Turn	18
Distracted Driving	545	Unsafe Backing/Stopping	11
Occupant restraints	292	Driving without a License	24
Stop Signals/Stop Signs	282	Driving on Suspended License	24
Red light Violations	26	Driving Under the Influence (DUI)	3
		Miscellaneous	145
Total Citations			
2229			

## BURLINGAME POLICE DEPARTMENT

# OUTCOMES

One of the goals of all members of BPD is to provide safe roadways within the City of Burlingame. BPD is steadfast in our commitment to reduce the number of collisions caused by excessive speed, since speeding is the number one PCF in all collisions in Burlingame over the last three years (2010, 2011, and 2012). BPD started using the CompStat collision mapping system to combat the problem. The CompStat collision mapping system gives officers, BPD's administration, and the City of Burlingame Engineering Department, the ability to conduct analysis of collision trends. It provides other relevant data to refine strategies and performance measures immediately. This allows the Department to adapt its traffic enforcement plan to meet a changing operating environment and address speed concerns in a timely manner.

In late 2013, the City of Burlingame Engineering Department conducted a preliminary Engineering and Traffic Survey, which revealed that the critical speed on major arterials had dropped back down to the original posted 35 MPH speed limit. This drop in the 85th percentile was directly attributed to the focus of speed enforcement on the major arterial roadways.

Through data analysis, CompStat collision mapping, and an extensive review of collision investigation reports, Statistics revealed that the City of Burlingame saw a 10% reduction in injury collisions between October 2012 and October 2013. Again, lowering the speeds traveled greatly reduces the risk of serious and severe injury to the motoring public.

Speed enforcement quite often will lead to other types of criminal investigations. Several of the DUI arrests in 2013 were a result of traffic stops for unsafe speed.

### *Incentives and Recognition*

BPD is committed to providing the highest level of service and safety to the citizens of Burlingame and the people who drive within the community. This is accomplished through the combined efforts of all the Department's members. To strive for excellence, BPD recognizes exemplary performance, at all levels, through our internal awards program.

### *Internal Awards Program*

To recognize employees for an outstanding performance, BPD implemented an outstanding performance awards program in 2013.

BPD's outstanding performance awards program, recognized officers for their extraordinary efforts in apprehending drivers operating a vehicle where the speed was unsafe for conditions. BPD selected the leading officer from the traffic unit and from patrol to receive this award. Traffic Officer Nicholas Kempel and Patrol Corporal Jason Orloff received this first time award for education and enforcement in apprehending drivers operating a vehicle where the speed was unsafe for conditions.

# SPEEDING



National Law Enforcement Challenge  
Burlingame Police Department  
2013

*Policy & Guidelines*

# POLICY AND GUIDELINES

## SPEEDING

### BURLINGAME POLICE DEPARTMENT POLICY 500 TRAFFIC FUNCTION AND RESPONSIBILITY



Burlingame Police Department  
Policy Manual

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## Traffic Function and Responsibility

### 500.1 PURPOSE AND SCOPE

The ultimate goal of traffic law enforcement is to reduce traffic collisions. This may be achieved through the application of such techniques as geographic/temporal assignment of personnel and equipment and the establishment of preventive patrols to deal with specific categories of unlawful driving behavior. Traffic enforcement techniques are based on accident data, enforcement activity records, traffic volume, and traffic conditions. This department provides enforcement efforts toward violations, not only in proportion to the frequency of their occurrence in accident situations, but also in terms of traffic-related needs.

### 500.2 TRAFFIC OFFICER DEPLOYMENT

Several factors are considered in the development of deployment schedules for officers of the Burlingame Police Department. Information provided by the California Statewide Integrated Traffic Reporting System (SWITRS) is a valuable resource for traffic accident occurrences and therefore officer deployment. Some of the factors for analysis include:

- Location
- Time
- Day
- Violation factors

All officers assigned to patrol or traffic enforcement functions will emphasize enforcement of accident causing violations during high accident hours and at locations of occurrence. All officers will take directed enforcement action on request, and random enforcement action when appropriate against violators as a matter of routine. All officers shall maintain high visibility while working general enforcement, especially at high accident locations.

Other factors to be considered for deployment are citizen requests, construction zones or special events.

### 500.3 ENFORCEMENT

Enforcement actions are commensurate with applicable laws and take into account the degree and severity of the violation committed. This department does not establish ticket quotas and the number of arrests or citations issued by any officer shall not be used as the sole criterion for evaluating officer overall performance (Vehicle Code § 41603). The visibility and quality of an officer's work effort will be commensurate with the philosophy of this policy. Several methods are effective in the reduction of collisions:

#### 500.3.1 WARNINGS

Warnings or other non-punitive enforcement actions should be considered in each situation and substituted for arrests or citations when circumstances warrant, especially in the case of inadvertent violations.

# POLICY AND GUIDELINES

## SPEEDING

### BURLINGAME POLICE DEPARTMENT

#### POLICY 500

#### TRAFFIC FUNCTION AND RESPONSIBILITY

#### Burlingame Police Department

Policy Manual

##### *Traffic Function and Responsibility*

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#### **500.3.2 CITATIONS**

Citations may be issued when an officer believes it is appropriate. It is essential that officers fully explain the rights and requirements imposed on motorists upon issuance of a citation for a traffic violation. Officers should provide the following information at a minimum:

- (a) Explanation of the violation or charge
- (b) Court appearance procedure including the optional or mandatory appearance by the motorist
- (c) Notice of whether the motorist can enter a plea and pay the fine by mail or at the court

#### **500.3.3 PHYSICAL ARREST**

Physical arrest can be made on a number of criminal traffic offenses outlined in the Vehicle Code or Penal Code. These physical arrest cases usually deal with, but are not limited to:

- (a) Vehicular manslaughter
- (b) Felony and misdemeanor driving under the influence of alcohol/drugs
- (c) Felony or misdemeanor hit-and-run
- (d) Refusal to sign notice to appear
- (e) Any other misdemeanor at the discretion of the officer, such as reckless driving with extenuating circumstances

#### **500.4 SUSPENDED OR REVOKED DRIVERS LICENSES**

If an officer contacts a traffic violator for driving on a suspended or revoked license, the officer may issue a traffic citation pursuant to Vehicle Code § 14601.

If a computer check of a traffic violator's license status reveals a suspended or revoked driver license and the traffic violator still has his or her license in possession, the license shall be seized by the officer. The officer shall verbally advise the traffic violator of the suspension or revocation and issue the citation. The officer will be responsible for filling out the Verbal Notice form (DMV form DL-310) and causing that form and license to be forwarded to the Department of Motor Vehicles.

#### **500.5 HIGH-VISIBILITY VESTS**

The Department has provided American National Standards Institute (ANSI) Class II high-visibility vests to increase the visibility of department members who may be exposed to hazards presented by passing traffic, maneuvering or operating vehicles, machinery and equipment (23 CFR 655.601; 8 CCR 1598).

Although intended primarily for use while performing traffic related assignments, high-visibility vests should be worn at any time increased visibility would improve the safety or efficiency of the member.

#### **500.5.1 REQUIRED USE**

Except when working in a potentially adversarial or confrontational role, such as during vehicle stops, high-visibility vests should be worn at any time it is anticipated that an employee will be exposed to the hazards of approaching traffic or construction and recovery equipment. Examples of when high-visibility vests should be worn include traffic control duties, accident investigations, lane closures and while at disaster scenes, or anytime high visibility is desirable. When emergency conditions preclude the immediate donning of the

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Traffic Function and Responsibility - 305

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# POLICY AND GUIDELINES

## SPEEDING

### BURLINGAME POLICE DEPARTMENT

#### POLICY 500

#### TRAFFIC FUNCTION AND RESPONSIBILITY

#### Burlingame Police Department

Policy Manual

##### *Traffic Function and Responsibility*

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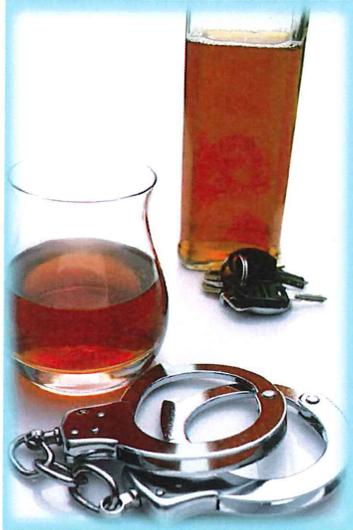
vest, officers should retrieve and wear the vest as soon as conditions reasonably permit. Use of the vests shall also be mandatory when directed by a supervisor.

Vests maintained in the investigation units may be used any time a plainclothes officer might benefit from being readily identified as a member of law enforcement.

##### **500.5.2 CARE AND STORAGE OF HIGH-VISIBILITY VESTS**

High-visibility vests shall be maintained in the trunk of each patrol and investigation unit, in the side box of each police motorcycle and in the saddlebag or gear bag of each police bicycle. Each vest should be stored inside the re-sealable plastic bag provided to protect and maintain the vest in a serviceable condition. Before going into service each employee shall ensure a serviceable high-visibility vest is properly stored.

A supply of high-visibility vests will be maintained in the equipment room for replacement of damaged or unserviceable vests. The Support Services Division Captain should be promptly notified whenever the supply of vests in the equipment room needs replenishing.



# IMPAIRED DRIVING



## INTRODUCTION

The City of Burlingame is located in San Mateo County, California, and has a population of approximately 28,000 residents. The Burlingame Police Department (BPD) consists of 37 sworn full time peace officers, three of which (one sergeant, one corporal, and one officer) are assigned exclusively to the Traffic Unit. All members of the BPD Traffic Unit are currently POST certified solo motor officers. Of note is that for the first time since 2003, BPD has a fully staffed Traffic Unit. The Burlingame Police Department is committed to providing safe roadways within the

City of Burlingame. To accomplish this, BPD takes a proactive approach in identifying problem traffic areas within the City of Burlingame and conducting education and enforcement accordingly.

## PROBLEM IDENTIFICATION

Despite the highly publicized campaigns about the dangers of Driving Under the Influence (DUI), each year more than 10,000 people die due to drunk driving. DUI related collisions continue to claim a significant number of lives and cause thousands of people to be injured in California annually. In 2011 there were a total of 15 collisions involving impaired drivers in the City of Burlingame. In 2012 there were a total of 27 collisions involving impaired drivers in the City of Burlingame, representing an 80% increase. In addition, in 2011 there were a total of 57 drivers being arrested for DUI in the City of Burlingame. In 2012 there were a total of 92 drivers being arrested for DUI in the City of Burlingame, representing a 61% increase.

BPD recognized that a 61% increase of drivers arrested for DUI indicated BPD officers were working diligently on combating the problem of DUI. But the 80% increase in DUI collisions from 2011 to 2012 was an unacceptable increase. BPD looked at several contributing factors. These factors were 1) BPD did not have any officers that had received training or certification on conducting Standardized Field Sobriety Tests (SFST) other than the 16 hours of DUI training they received in the basic academy, 2) BPD did not have any officers that had received training or were certified on Advanced Roadside Impaired Driving Enforcement (ARIDE), and 3) BPD did not have any officers that had received training or certified as Drug Recognition Experts.

Alcohol is the most commonly used and abused substance among underage children and young adults (18 to 21 years old) in the nation. It is used and abused more than tobacco, prescription medications, and illegal drugs. According to the Centers for Disease Control and Prevention, underage alcohol consumption can lead to abuse of other drugs, problems in school, unwanted pregnancy, and social problems.

## PLANNING

The Burlingame Police Department realized that in order to decrease the number of DUI collisions, a multi-step strategy had to be implemented.

## **BURLINGAME POLICE DEPARTMENT**

Through data analysis, a review of the CompStat collision mapping system, and an extensive review of collision investigation reports, BPD recognized and identified specific target areas for DUI enforcement. These target areas were all major arterials in the City of Burlingame. Additionally, based on the information obtained about the specific target areas, two DUI checkpoints were placed at a location that had not been utilized previously.

Due to the large number of restaurants and bars in the downtown Burlingame area, and the availability of alcohol in the local venues, Burlingame has a high risk for DUI drivers. This also coincides with statistics which reveal the highest number of DUI arrests and collisions occurred Wednesday through Sunday evening, between the hours of 1800 and 0300.

Evaluation of the effectiveness of this strategy would be conducted through supervisor's review of all DUI arrest reports, an extensive review of collision investigation reports, and review of the CompStat collision mapping system. This evaluation of the effectiveness of this strategy will support the state Strategic Highway Safety Plan in reducing fatality and injury collisions.

### ***Saturation Traffic Enforcement Program (STEP)***

Chief Ed Wood, the Burlingame Chief of Police, realized that the staffing problem experienced by the Burlingame Police Department was not exclusive to BPD; but rather, a pervasive issue that afflicted most agencies in the County. He came up with the idea of a county wide traffic enforcement team, which was ultimately developed by the BPD Operations Division. This team was launched under the umbrella of The San Mateo County Police Chiefs and Sheriff Association and dubbed the San Mateo County Saturation Traffic Enforcement Program (S.T.E.P.). STEP is a collaborative effort, consisting of traffic officers from all law enforcement agencies throughout San Mateo County. The mission of this program is to increase traffic safety on the Peninsula, in problem areas, through saturated enforcement. Instead of relying exclusively on the diminished traffic units of individual agencies, STEP utilizes the combined resources of all motor units assigned to the STEP program. Each deployment yields 18-23 motor officers. Burlingame PD has spearheaded this effort, and coordinated the monthly deployments with all local law enforcement agencies, including the California Highway Patrol and San Mateo County Sheriff's Office.

Participating officers are detailed to problem locations in San Mateo County based on collision data, community complaints, and expert officer opinion. The expectation is this collaborative monthly detail will yield cities immediate and tangible solutions to traffic issues, and make San Mateo County safer for motorists and pedestrians.

Enforcement deployments fall on the third Wednesday of every month, and all participating agencies liaison with the Burlingame Police Department. BPD coordinates with the various agencies to identify traffic problems present in respective San Mateo County communities. Operation Plans are then prepared and catered to the needs of the hosting agency. Two cities per deployment receive saturated enforcement, in order to ensure that all cities are visited within the calendar year. The deployment spends the first half of the day in one city, and spends the latter half of the day in an adjacent jurisdiction.

The goal of this program is to enhance traffic safety efforts in San Mateo County, and provide all cities an opportunity to dramatically impact critical traffic safety issues in their respective jurisdictions. Given the collective size of this unit, consisting of the combined resources of agencies throughout the County, communities throughout San Mateo County are making enormous strides towards safer streets. Through saturated traffic safety efforts, results showed a 10% reduction in injury traffic collisions for 2013, throughout the County.

## **BURLINGAME POLICE DEPARTMENT**

### ***Saturated Traffic Enforcement Program (STEP) Grant***

Based on the success of the STEP program, BPD submitted a request to the California Office of traffic Safety (OTS) for funding of additional deployments which would supplement the preexisting STEP deployments. The OTS funded activities would be modeled on the STEP deployments already in place, but on a smaller scale. Burlingame Police Department was ultimately awarded the grant to be administered throughout San Mateo County. This grant provides funding to enhance the STEP program with the addition of monthly DUI saturation patrols, and monthly traffic safety deployments. This grant also funds a DUI enforcement deployment specific to Burlingame PD, wherein officers conduct DUI saturation patrols.

To measure the success of this grant, BPD established goals and objectives. The primary goal of this grant was to increase traffic safety through saturated enforcement, save lives, and to reduce injuries. Additionally, to increase awareness of the dangers of DUI and all other OTS related traffic safety concerns.

To ensure the plan was implemented and activities were conducted in accordance with departmental policy as well as the OTS grant contract, BPD designated a grant coordinator. The grant coordinator is required to provide quarterly reports to OTS documenting the results of the activities.

#### ***The OTS STEP grant was divided into three components:***

- Burlingame specific traffic safety enforcement
- County-wide traffic safety enforcement
- County-wide DUI saturation patrols

#### ***Burlingame Specific Traffic Enforcement (OTS Grant Funded)***

The Burlingame specific enforcement incorporated all roadways within the City of Burlingame. To convey a strong visible presence within the City of Burlingame, the OTS funded grant included seventeen Burlingame specific enforcement deployments:

- One DUI enforcement deployment
- Two motorcycle specific traffic enforcement deployments
- Seven cell phone/distracted driving traffic enforcement deployments
- Eight general traffic enforcement deployments (emphasis on unsafe speed)

DUI saturation patrols are conducted throughout the community, these patrols provide the exact education and enforcement needed to correct the type of dangerous behavior that puts everyone in Burlingame at risk. The DUI saturation enforcement deployment occurred between the hours of 1800 and 0200 hours, which is when the majority of DUI arrests and DUI collisions occur.

#### ***County-Wide Specific Enforcement (OTS Grant Funded)***

As a component of the STEP grant program, each "Hosting" city for the regular monthly STEP DUI saturation deployment. These 12 DUI enforcement deployments (one each month) would include one sergeant and eight officers for each deployment.

Statistics show that DUI is not just an issue in Burlingame, and it continues to be one of the major concerns and leading causes of fatal traffic collisions throughout the County. The primary focus of the DUI enforcement

## **BURLINGAME POLICE DEPARTMENT**

deployments is to apprehend drivers who are DUI. Focus areas are based on the needs of the hosting cities, collision data, community complaints, and expert officer opinion.

In 2011 (the most recent Statistics available) over 21% of the 3799 drivers involved in a fatal vehicle collisions in California had been drinking.

DUI saturation patrols which are conducted throughout San Mateo County, provide the exact education and enforcement needed to correct the type of dangerous behavior that puts everyone in San Mateo County at risk. All DUI saturation enforcement deployments occur between the hours of 1800 and 0200 hours, which is when the majority of DUI related collisions occur.

Preceding all DUI monthly saturation patrols a press release is sent out to help act as a deterrent, and to create awareness of the dangers of driving under the influence of both drugs and alcohol.

## **TRAINING**

BPD has conducted briefing training related to field sobriety testing to ensure that officers are up to date with current standardized field sobriety tests. During this training, officers were provided handouts on the standardized field sobriety tests, shown videos of Horizontal Gaze Nystagmus (HGN), and new officer spend one-on-one time with an officer who has successfully completed a standardized field sobriety test class. This one-on-one training adds another tool to help BPD officers recognize and apprehend drivers who are operating a vehicle while under the influence of alcohol or drugs.

### ***Drug Evaluation and Classification Program (DECP)***

The ability of an officer to detect and apprehend impaired drivers is a vital part of an officer's role. Standardized field sobriety testing ensures officers conduct the field sobriety tests in a correct and consistent manner. The IACP and NHTSA developed the Drug Evaluation and Classification Program (DECP). The DECP is a national training program, with approved curriculum and resources, designed to provide a comprehensive and detailed approach to combating DUI driving. The DECP curriculum includes Standardized Field Sobriety Tests (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). Each curriculum has been carefully adapted for law enforcement officers and criminal prosecutors.

### ***Standardized Field Sobriety Tests (SFST)***

The California Commission on Peace Officer Standards and Training (POST) requires recruits to receive 16 hours of DUI training in the basic academy. In order to enhance these skills and as part of the STEP Grant, BPD is required to send 10 officers and deputies throughout the county to SFST training. BPD sent seven officers to SFST training in 2013. The grant administered by BPD has sent over 20 officers to this specialized training.

### ***Advanced Roadside Impaired Driving Enforcement (ARIDE)***

To receive ARIDE training, officers must first successfully pass the SFST course. As part of the STEP Grant, BPD is required to send 5 officers to ARIDE training. Currently BPD has no ARIDE certified officers; however, in 2014 BPD has plans and has pre-registered five officers for this highly specialized training.

## **BURLINGAME POLICE DEPARTMENT**

### ***Drug Recognition Expert (DRE)***

Since the program's inception with the Los Angeles Police Department in the 1970s, police officers trained as DREs have shown drug recognition skills and training help accurately identify persons impaired by drugs and alcohol. This expertise enables them to serve as a valuable community resource as well. To receive DRE training, officers must first successfully pass the ARIDE course. As part of the STEP Grant, BPD is required to send 5 officers to DRE training. Currently BPD has no officers which are DRE certified; however, in 2014 BPD plans to send several officers to this specialized training.

## **PUBLIC INFORMATION & EDUCATION**

### ***Message Sign Trailers***

Message sign trailers have proven to be an exceptional public relations tool for BPD. In 2012 BPD purchased a Stalker message/radar sign trailer. The trailer is portable and takes little effort to set up, but the effect it provides is invaluable. The trailer is commonly placed on major arterials in the City due to the high vehicle traffic. One key feature of the message sign trailer is the programmable message board. BPD uses the message sign trailer to warn drivers of the dangers of impaired driving and encourages the public to report DUI drivers. In 2013, the BPD deployed the message sign trailer approximately 30 times, a substantial increase over 2012. This proved to be an exceptional tool in increasing the awareness of the danger of driving while intoxicated, reducing injuries, and making the roadways safer for both motorists and pedestrians.

### ***Specific Problem Areas***

Through data analysis, review of the CompStat collision mapping system, expert officer opinion, and an extensive review of collision investigation reports, BPD directed enforcement to the major arterials. The major arterials are where the majority of the DUI arrests and collisions occur.

### ***STEP Grant***

The STEP grant partnership includes one sergeant from BPD and eight officers for each deployment. Of the eight officers, two officers are from BPD and three officers are from each "Hosting" city. This allows officers to utilize their expert opinion to conduct DUI enforcement in known problem areas within their respective cities. BPD conducted a highly publicized media kick-off, announcing the STEP grant. Additionally, BPD issues press releases regarding these 12 DUI enforcement deployments (one each month). These press releases have been publicized on the local news, television, radio, newspapers, and via the web. The subsequent media attention was beneficial in increasing traffic safety, saving lives, reducing injuries, and raising awareness of the danger of driving while under the influence.

### ***Nixle***

Since joining Nixle in early 2012, BPD has received more than 2000 subscribers who receive Nixle Alerts. BPD has realized and embraced that Nixle is a fast growing source of information for the public. Nixle is a Community Information Service dedicated to helping citizens stay connected to information. Nixle is designed to ensure that members receive immediate, geographically relevant information. Information is immediately available via cell phone, by text message, by email, and over the web. There are four types of messages members will receive from Nixle: Alerts (many would refer to this as an emergency type alert), Advisories (less urgent need-to-know

## **BURLINGAME POLICE DEPARTMENT**

information, Community Information (day-to-day neighborhood to community-level information), and Traffic (localized traffic information). BPD realizes Nixle is a fast, effective, and excellent way to deliver information about the dangers of driving while under the influence.

### ***Facebook***

Since joining Facebook in early 2012, BPD received more than 372 “Likes.” BPD realizes that Facebook is an excellent way to reach the community and is making a substantial effort in growing its following. On average, 300 people see any one post. By posting engaging content, and studying current trends, BPD is working on maximizing interaction with Facebook “followers.” BPD reminds “followers” about dangers of driving while under the influence. Additionally, all press releases regarding the DUI saturation patrols were posted on Facebook, maximizing the exposure of the saturation patrols, and the dangers of driving while under the influence.

### ***Twitter***

Since joining Twitter in early 2012, BPD received more than 2150 “Followers.” BPD realizes that Twitter is an excellent way to reach the community and is making a substantial effort in growing its following. On average, 1000 to 1250 people see any one post. By posting engaging content, and studying current trends, BPD is working on maximizing interaction with Twitter “Tweeters.” Included within these “Tweets”, BPD reminds followers about the dangers of driving while under the influence. Additionally, all press releases regarding the DUI saturation patrols were “Tweeted” on Twitter, maximizing the exposure of the saturation patrols, and the dangers of driving while under the influence.

### ***San Mateo County Alert System (SMC Alerts)***

Since joining the San Mateo County Alert System in early 2008, BPD reached over 4000 members of the community that receive SMC Alerts. SMC Alerts are sent out to cellular phones and/or emails. A SMC Alert is an excellent way to reach the community, advise the community of an important event, traffic issues, street closures, or any other issue which might have an impact on the community. SMC Alerts have been sent out to remind the citizens of Burlingame about the dangers of driving while under the influence.

### ***Burlingame Rapid Notify System***

Since the Burlingame Police Department joined Rapid Notify System in early 2008, we have reached over 4000 members of the community that have signed up to receive the Burlingame Rapid Notify System “Notifications.” These “Notifications” are sent out via telephone (both cellular and landline) to specific targeted areas within the community. A “Notification” is an excellent way to reach a specific area within the community, to advise the community of an important event, traffic issues, street closures, or any other issue which might have an impact on the community. The Burlingame Rapid Notify System has greatly enhanced safety, awareness, and efficiency within our operation. Providing the community with information on current events, in a timely manner, is significant to our policing strategy. These “Notifications” are an effective way to communicate the information in a way that people want to receive it. “Notifications” have been sent out to remind the citizens of Burlingame about the dangers of driving while under the influence.

### ***Start Smart***

Traffic collisions are the leading cause of death among American teenagers. Nationally, approximately 3,000 teenagers are killed in vehicle collisions every year. That is about eight teenagers killed every day. The goal of Start

## BURLINGAME POLICE DEPARTMENT

Smart Program is aimed to helping newly licensed and future licensed teenage drivers, ages 15-19 years old, to understand the critical responsibilities of driving and to understand that accidents do happen. New drivers often do not recognize a dangerous driving situation until it is too late. Of the 2850 teenage male drivers involved in a fatal collision in 2011 (most recent data available), 23% of had been drinking. It is imperative that new drivers understand the dangers and importance of not driving while under the influence of any alcohol.

Several of California's traffic courts, through the Start Smart Program, offer first-time traffic offenders the option of successfully completing a Start Smart class, in lieu of the traffic violation appearing on their driving record. This teaches students the importance of safe driving habits. Parents are grateful the program saves them the increased insurance cost associated with a traffic ticket. BPD is working with the California Highway Patrol to implement a Start Smart Program for 2014 to help newly licensed and future licensed teenage drivers understand the danger and importance of not driving while under the influence of alcohol.

## ENFORCEMENT

BPD made it a priority to reduce the number of DUI related collisions and apprehend suspected DUI drivers in 2013.

The BPD patrol division made a dedicated attempt to locate and apprehend suspected DUI drivers. In 2013, BPD patrol officers conducted in excess of 10,400 hours of evening patrol time handling regular calls for service which included DUI enforcement.

BPD conducted 812 hours of OTS funded DUI enforcement in 2013. This was the highest number in the last three years. This was divided into 496 hours of OTS funded DUI checkpoint enforcement, 300 hours of DUI saturation patrol enforcement, and 16 hours of DUI warrant enforcement.

In 2013, BPD patrol officers conducted in excess of 8057 traffic stops, a 41% increase from 2012. As a result of the combined enforcement, BPD apprehended 79 drivers who were driving under the influence in 2013. All of these drivers were arrested in or about major arterials and 72 were apprehended between the hours of 1800 and 0400 hours, which is when the majority of DUI arrests and DUI collisions occur. As a result of this enforcement, BPD had 18 DUI collisions in 2013, down 33% from 2012. Through strict enforcement by all BPD officers and with additional public education, the City of Burlingame saw a 30% decrease in the number of non DUI injury collisions in 2013.



Officer Ben Filice and Captian Eric Wollman contacting drivers at a DUI Checkpoint in the 1000 block of California Dr. in Burlingame on Saturday, December 14, 2013

## BURLINGAME POLICE DEPARTMENT

### *STEP Results*

Twelve STEP Program (Non-OTS funded) enforcement efforts were conducted in 2013. These enforcement efforts were conducted on the third Wednesday of each month between 0800 and 1600 hours. Officers conducted in excess of 2400 traffic stops, which resulted in three arrests for driving under the influence of alcohol in the middle of the day. Statistics show this is the least likely time for a DUI arrest. These arrests show the participating officer's commitment to apprehending drivers who drive while intoxicated.

The following table provides additional details regarding the citations associated with the STEP Program (Non-OTS funded) activities.

#### CITATIONS ISSUED

Violations	Cumulative Totals
Driving Under the Influence (DUI)	3
Pedestrian Right of Way	603
Distracted Driving	545
Occupant restraints	292
Stop Signals/Stop Signs	282
Excessive Speed	238
Red light Violations	26
U-Turn in Business District	18
Improper Turn	18
Unsafe Backing/Stopping	11
Driving without a License	24
Driving on Suspended License	24
Miscellaneous	145
<b>Total Citations</b>	<b>2229</b>

BPD had 77 alcohol related arrests in 2013, up 54% from 2012. While it is unknown if any of these alcohol related arrests prevented the person from operating a vehicle while under the influence, these arrests likely reduced injuries, and made the roadway safer for both motorists and pedestrians.

BPD did not conduct any DRE evaluations in 2013 due to not having and officers who are DRE certified.

BPD participated in 14 special enforcement details in 2013. Additionally, BPD participated in several ABC details which included the "Decoy Shoulder Tap Program" and "Minor Decoy Programs".

## **OUTCOMES**

One of the goals of all members of BPD is to provide safe roadways within the City of Burlingame. Through strict enforcement by all BPD officers, the additional DUI training BPD officers received, and with additional public education, the City of Burlingame saw a decrease in the number of traffic collision caused by impaired drivers and a reduction in injury collisions between October 2012, and October 2013.

## **BURLINGAME POLICE DEPARTMENT**

To achieve the goal and objective of this mission to providing safe roadways within the City of Burlingame, BPD continually monitors information. Through data analysis, the CompStat collision mapping system, and an extensive review of collision investigation reports, BPD is able to adapt to a changing environment as quickly as possible.

BPD submits quarterly performance reports to OTS. These reports detail the activities which were conducted within the quarter and their subsequent results.

### ***Incentives and Recognition***

BPD is committed to providing the highest level of service and safety to the citizens of Burlingame and the people who drive within the community. This is accomplished through the combined efforts of all the Department's members. To strive for excellence, BPD recognizes exemplary performance, at all levels, through our internal awards program.

### ***Internal Awards Program***

To recognize employees for an outstanding performance, BPD implemented an outstanding performance awards program in 2013.

BPD's outstanding performance awards program recognized officers for extraordinary efforts in DUI enforcement. BPD selected the leading officer in DUI enforcement from the traffic unit and the leading officer from patrol to receive this award. Traffic Officer Nicholas Kempel and Patrol Officer Steve Vega received this first time award for apprehending drivers who were operating a vehicle while under the influence of alcohol or drugs.

### ***External Awards Program***

BPD takes great pride in acknowledging employees who receive outstanding performance from external stakeholders.

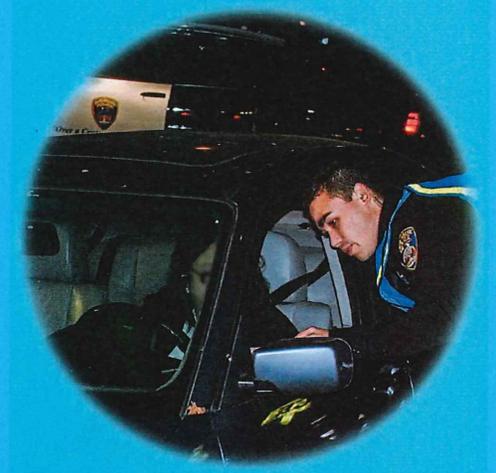
### ***Mothers Against Drunk Driving (MADD)***

Mothers Against Drunk Driving is a national nonprofit organization whose mission is to stop drunk driving, support the victims of this violent crime, and to prevent underage drinking and driving. Each year, MADD recognizes individual officers from law enforcement agencies for their achievements in DUI enforcement efforts.

In 2013, three officers from BPD were recognized by Mothers Against Drunk Driving (MADD) for their DUI enforcement efforts:

- Corporal Jason Orloff #C6
- Officer Steve Vega #K16
- Officer Daniel Forbes #L19

# IMPAIRED DRIVING



National Law Enforcement Challenge  
Burlingame Police Department  
2013

*Policy & Guidelines*

# POLICY AND GUIDELINES

## IMPAIRED DRIVING

### BURLINGAME POLICE DEPARTMENT

#### POLICY 514

#### IMPAIRED DRIVING



Burlingame Police Department  
Policy Manual

## Impaired Driving and Evidence Collection

### 514.1 PURPOSE AND SCOPE

This policy provides guidance to those department members who play a role in the detection and investigation of driving under the influence (DUI).

### 514.2 POLICY

The Burlingame Police Department is committed to the safety of the roadways and the community and will pursue fair but aggressive enforcement of California's impaired driving laws.

### 514.3 INVESTIGATIONS

Officers should not enforce DUI laws to the exclusion of their other duties unless specifically assigned to DUI enforcement. All officers are expected to enforce these laws with due diligence.

### 514.4 FIELD TESTS

The Traffic Sergeant should identify the primary field sobriety tests (FSTs) and any approved alternate tests for officers to use when investigating violations of DUI laws.

### 514.5 CHEMICAL TESTS

A person is deemed to have consented to a chemical test or tests under any of the following (Vehicle Code § 23612):

- (a) The person is arrested for driving a vehicle while under the influence, pursuant to Vehicle Code § 23152.
- (b) The person is under 21 years of age and is arrested by an officer having reasonable cause to believe that the person's blood alcohol content is 0.05 or more (Vehicle Code § 23140).
- (c) The person is under 21 years of age and detained by an officer having reasonable cause to believe that the person was driving a vehicle while having a blood alcohol content of 0.01 or more (Vehicle Code § 23136).
- (d) The person was operating a vehicle while under the influence and proximately caused bodily injury to another person (Vehicle Code § 23153).
- (e) The person is dead, unconscious or otherwise in a condition that renders him/her incapable of refusal (Vehicle Code § 23612(a)(5)).

#### 514.5.1 CHOICE OF TEST

A person arrested for DUI has the choice of whether the test is of his/her blood or breath, and the officer shall advise the person that he/she has that choice. If the person arrested either is incapable, or states that he/she is incapable, of completing the chosen test, the person shall submit to the remaining test.

If the person chooses to submit to a breath test and there is reasonable cause to believe that the person is under the influence of a drug or the combined influence of alcohol and

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# POLICY AND GUIDELINES

## IMPAIRED DRIVING

### BURLINGAME POLICE DEPARTMENT

#### POLICY 514

#### IMPAIRED DRIVING

#### Burlingame Police Department

Policy Manual

##### *Impaired Driving and Evidence Collection*

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any drug, the officer may also request that the person submit to a blood test. If the person is incapable of completing a blood test, the person shall submit to and complete a urine test (Vehicle Code § 23612(a)(2)(C)).

##### **514.5.2 BREATH TEST**

The Traffic Sergeant should ensure that all devices used for the collection and analysis of breath samples are properly serviced and tested and that a record of such service and testing is properly maintained.

Officers obtaining a breath sample should monitor the device for any sign of malfunction. Any anomalies or equipment failures should be noted in the appropriate report and promptly reported to the Traffic Sergeant.

When the arrested person chooses a breath test, the handling officer shall advise the person that the breath-testing equipment does not retain a sample, and the person may, if desired, provide a blood or urine specimen, which will be retained to facilitate subsequent verification testing (Vehicle Code § 23614).

The officer should also require the person to submit to a blood test if the officer has a clear indication that a blood test will reveal evidence of any drug or the combined influence of an alcoholic beverage and any drug. Evidence of the officer's belief shall be included in the officer's report (Vehicle Code § 23612(a)(2)(C)).

##### **514.5.3 BLOOD TEST**

Only persons authorized by law to withdraw blood shall collect blood samples (Vehicle Code § 23158). The withdrawal of the blood sample should be witnessed by the assigned officer. No officer, even if properly certified, should conduct the blood withdrawal.

Officers should inform an arrestee that if he/she chooses to provide a blood sample, a separate sample can be drawn for alternate testing. Unless medical personnel object, two samples should be drawn and retained as evidence, so long as only one puncture is required.

If an arrestee cannot submit to a blood test because he/she is a hemophiliac or is using an anticoagulant, he/she shall not be required to take a blood test. Such inability to take a blood test should not be treated as a refusal. However, the person may be required to complete another available and viable test.

##### **514.5.4 URINE TESTS**

If a urine test will be performed, the person should be promptly transported to the appropriate testing site. The officer shall follow any directions accompanying the urine evidence collection kit.

Urine samples shall be collected and witnessed by an officer or jail staff of the same sex as the person giving the sample. The person tested should be allowed sufficient privacy to maintain his/her dignity, to the extent possible, while still ensuring the accuracy of the specimen (Vehicle Code § 23158(i)).

The collection kit shall be marked with the person's name, offense, Burlingame Police Department case number and the name of the witnessing officer. The collection kit should be refrigerated pending transportation for testing.

# POLICY AND GUIDELINES

## IMPAIRED DRIVING

### BURLINGAME POLICE DEPARTMENT

#### POLICY 514

#### IMPAIRED DRIVING

#### Burlingame Police Department

Policy Manual

#### *Impaired Driving and Evidence Collection*

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##### **514.6 REFUSALS**

When a person refuses to provide a viable chemical sample, officers should:

- (a) Advise the person of the requirement to provide a sample (Vehicle Code § 23612).
- (b) Audio-record the admonishment and the response if practicable.
- (c) Document the refusal in the appropriate report.

Upon refusal to submit to a chemical test as required by law, officers shall personally serve the notice of order of suspension upon the person and take possession of any state-issued license to operate a motor vehicle that is held by that person (Vehicle Code § 23612(e); Vehicle Code § 23612(f)).

##### **514.6.1 BLOOD SAMPLE WITHOUT CONSENT**

A blood sample may be obtained from a person who refuses a chemical test when any of the following conditions exist:

- (a) A search warrant has been obtained (Penal Code § 1524); or
- (b) The officer can articulate that exigent circumstances exist. Exigency does not exist solely because of the short time period associated with the natural dissipation of alcohol in the person's blood stream. Exigency can be established by the existence of special facts such as a lengthy delay in obtaining a blood sample due to an accident investigation or medical treatment of the person.

##### **514.6.2 FORCED BLOOD SAMPLE**

If a person indicates by word or action that he/she will physically resist a blood draw, the officer should request a supervisor to respond.

The responding supervisor should:

- (a) Evaluate whether using force to obtain a blood sample is appropriate under the circumstances.
- (b) Ensure that all attempts to obtain a blood sample through force cease if the person agrees to, and completes a viable form of testing in a timely manner.
- (c) Advise the person of his/her duty to provide a sample (even if this advisement was previously done by another officer) and attempt to persuade the person to submit to such a sample without physical resistance. This dialogue should be recorded on audio and/or video if practicable.
- (d) Ensure that the withdrawal is taken in a medically approved manner.
- (e) Ensure the forced withdrawal is recorded on audio and/or video when practicable.
- (f) Monitor and ensure that the type and level of force applied is reasonable under the circumstances:
  1. Unless otherwise provided in a warrant, force should generally be limited to handcuffing or similar restraint methods.
  2. In misdemeanor cases, if the suspect becomes violent or more resistant, no additional force will be used and a refusal should be noted in the report.
  3. In felony cases, force which reasonably appears necessary to overcome the resistance to the blood being withdrawn may be permitted.
- (g) Ensure the use of force and methods used to accomplish the blood sample draw are documented in the related report.

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# POLICY AND GUIDELINES

## IMPAIRED DRIVING

### BURLINGAME POLICE DEPARTMENT

#### POLICY 514

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If a supervisor is unavailable, officers are expected to use sound judgment and perform as a responding supervisor, as set forth above.

#### **514.7 ARREST AND INVESTIGATION**

##### **514.7.1 WARRANTLESS ARREST**

In addition to the arrest authority granted to officers pursuant to Penal Code § 836, an officer may make a warrantless arrest of a person that the officer has reasonable cause to believe has been driving under the influence of an alcoholic beverage or any drug, or under the combined influence of the same when (Vehicle Code § 40300.5):

- (a) The person is involved in a traffic accident.
- (b) The person is observed in or about a vehicle that is obstructing the roadway.
- (c) The person will not be apprehended unless immediately arrested.
- (d) The person may cause injury to him/herself or damage property unless immediately arrested.
- (e) The person may destroy or conceal evidence of a crime unless immediately arrested.

##### **514.7.2 STATUTORY WARNING**

An officer requesting that a person submit to chemical testing shall provide the person with the mandatory warning pursuant to Vehicle Code § 23612(a)(1)(D) and Vehicle Code § 23612(a)(4).

##### **514.7.3 PRELIMINARY ALCOHOL SCREENING**

Officers may use a preliminary alcohol screening (PAS) test to assist in establishing reasonable cause to believe a person is DUI. The officer shall advise the person that the PAS test is being requested to assist in determining whether the person is under the influence of alcohol or drugs, or a combination of the two. Unless the person is under the age of 21, he/she shall be advised that the PAS test is voluntary. The officer shall also advise the person that submitting to a PAS test does not satisfy his/her obligation to submit to a chemical test as otherwise required by law (Vehicle Code § 23612).

##### **514.7.4 PRELIMINARY ALCOHOL SCREENING FOR MINORS**

If an officer lawfully detains a person under 21 years of age who is driving a motor vehicle and the officer has reasonable cause to believe that the person has a blood alcohol content of 0.01 or more, the officer shall request that the person take a PAS test to determine the presence of alcohol in the person, if a PAS test device is immediately available. If a PAS test device is not immediately available, the officer may request the person to submit to chemical testing of his/her blood, breath or urine, conducted pursuant to Vehicle Code § 23612 (Vehicle Code § 13388).

If the person refuses to take or fails to complete the PAS test or other chemical test, or if the result of either test reveals a blood alcohol content of 0.01 or more, the officer shall proceed to serve the person with a notice of order of suspension pursuant to this policy (Vehicle Code § 13388).

##### **514.7.5 OFFICER RESPONSIBILITIES**

The officer serving the arrested person with a notice of an order of suspension shall immediately (Vehicle Code § 23612):

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- (a) Forward a copy of the completed notice of suspension or revocation form and any confiscated driver's license to the Department of Motor Vehicles (DMV).
- (b) Forward a sworn report to DMV that contains the required information in Vehicle Code § 13380.
- (c) Forward the results to the appropriate forensic laboratory if the person submitted to a blood or urine test.

#### **514.8 RECORDS BUREAU RESPONSIBILITIES**

The Records Supervisor will ensure that all case-related records are transmitted according to current records procedures and as required by the prosecuting attorney's office.

#### **514.9 ADMINISTRATIVE HEARINGS**

The supervisor will ensure that all appropriate reports and documents related to administrative license suspensions are reviewed and forwarded to DMV.

Any officers who receive notice of required attendance to an administrative license suspension hearing should promptly notify the prosecuting attorney.

Officers called to testify at an administrative hearing should document the hearing date and DMV file number in a supplemental report. Specific details of the hearing generally should not be included in the report unless errors, additional evidence or witnesses are identified. The Records Bureau should forward this to the prosecuting attorney as part of the case file.

#### **514.10 TRAINING**

The Support Services Division Captain should ensure that officers participating in the enforcement of DUI laws receive regular training. Training should include, at minimum, current laws on impaired driving, investigative techniques and rules of evidence pertaining to DUI investigations. The Support Services Division Captain should confer with the prosecuting attorney's office and update training topics as needed.



# OCCUPANT PROTECTION



## INTRODUCTION

The City of Burlingame is located in San Mateo County, California, and has a population of approximately 28,000 residents. The Burlingame Police Department (BPD) consists of 37 sworn full time peace officers, three of which (one sergeant, one corporal, and one officer) are assigned exclusively to the Traffic Unit. All members of the BPD Traffic Unit are currently POST certified solo motor officers. Of note is that for the first time since 2003, BPD has a fully staffed Traffic Unit. The

Burlingame Police Department is committed to providing safe roadways within the City of Burlingame. To accomplish this, BPD takes a proactive approach in identifying problem traffic areas within the City of Burlingame and conducting education and enforcement accordingly.

## PROBLEM IDENTIFICATION

Motor vehicle collisions continue to be the leading cause of death and injury for vehicle occupants of all age groups. Motor vehicle collisions are unbiased when it comes to age, ethnicity, gender, or any other factor. Specifically, unrestrained or improperly restrained vehicle occupants continue to be a persistent contributing factor to occupant injury or death. In 2012, of the 1576 passenger occupant fatalities in California over 30% were not wearing a seat belt.

Through data analysis, information from the OTS, NHTSA, and an extensive review of collision investigation reports, the BPD Traffic Unit identified three key factors contributing to injuries from traffic collisions. These three factors are 1) improperly restrained or unrestrained occupants in motor vehicles, 2) vehicle traveling at an unsafe speed for conditions, and 3) a deficit in enforcement.

Prior to 2013, BPD patrol officers made a dedicated effort to supplement the lack of a fully staffed Traffic Unit. Patrol units conducted education and enforcement of the motoring public regarding the importance of wearing seatbelt; however, they were unable to focus exclusively on traffic safety due to regular calls for service. Despite the Patrol Divisions' efforts, excessive speed consistently caused a large share of injury collisions annually. In 2012 there were a total of 451 collisions, which resulted in 180 victims injured and 2 victims killed. 56 of these collisions indicated the driver was traveling at a rate of speed that was unsafe for the roadway conditions as the primary collision factor (PCF). In a three year period from 2010-2012, speeding was the foremost cause of all injury collisions in Burlingame. Hence, if an occupant is not restrained or improperly restrained, the higher the speed the higher the likelihood an injury will result from in a collision.

BPD has used surveys to assess seat belt usage compliance. It has proven to be an effective method to determine the compliance rate of an area. The City of Burlingame has traditionally had one of the highest compliance rates of seat belt usage in San Mateo County. However with the diminished traffic unit, no seat belt use surveys had been completed since 2010. Patrol officers noted that seat belt usage in the downtown Burlingame area was an issue and the compliance rate had decreased.

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Statistics from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) revealed over 30% of all persons who were killed in motor vehicle accidents in 2011 (most recent statistics available) that were not wearing a seat belt, were in the age bracket of 17 to 25 years old. The next highest percentage was 15% of all persons who were killed in motor vehicle accidents in 2011 (most recent statistics available) that were not wearing a seat belt, were over the age of 60. Also, 27% of all persons who were injured in motor vehicle accidents in 2011 (most recent statistics available) that were not wearing a seat belt, were in the age bracket of 17 to 25 years old. The next highest percentage was 9% of all persons who were killed in motor vehicle accidents in 2011 (most recent statistics available) that were not wearing a seat belt were over the age of 60.

## **PLANNING**

The Burlingame Police Department immediately realized that in order to increase the seat belt usage, they first needed to fix the enforcement problem. Ed Wood, the Burlingame Chief of Police, was able to not only fully staff the traffic unit with two solo motors in addition to the traffic sergeant, he also put in place a traffic corporal as one of the solo motors, to ensure that succession planning occurred in the traffic unit, as the traffic sergeant mentored the corporal to take over for him when he rotated out of the unit.

Once fully staffed, the BPD Traffic Unit made it a top priority to increase seat belt usage/compliance throughout the City. Both solo motors were instructed to make seat belt education and enforcement a top priority, as often as possible, every day, specifically on the major arterials and in the downtown area. All seat belt citations written by the motor officers are turned in at the end of the day to the traffic sergeant, who reviews the daily citation activity to ensure that the motor officers are in fact out conducting seat belt education and enforcement. In order to evaluate the effectiveness of this strategy, and to support the state Strategic Highway Safety Plan, BPD will conduct a seatbelt use survey in 2014.

### ***Saturation Traffic Enforcement Program (STEP)***

Chief Wood also realized that the staffing problem experienced by the Burlingame Police Department was not exclusive to BPD; but rather, a pervasive issue that afflicted most agencies in the County. He came up with the idea of a county wide traffic enforcement team, which was ultimately developed by the BPD Operations Division. This team was launched under the umbrella of The San Mateo County Police Chiefs and Sheriff Association and dubbed the San Mateo County Saturation Traffic Enforcement Program (S.T.E.P.). STEP is a collaborative effort, consisting of traffic officers from all law enforcement agencies throughout San Mateo County. The mission of this program is to increase traffic safety on the Peninsula, in problem areas, through saturated enforcement. Instead of relying exclusively on the diminished traffic units of individual agencies, STEP utilizes the combined resources of all motor units assigned to the STEP program. Each deployment yields 18-23 motor officers. Burlingame PD has spearheaded this effort, and coordinated the monthly deployments with all local law enforcement agencies, including the California Highway Patrol and San Mateo County Sheriff's Office.

Participating officers are detailed to problem locations in San Mateo County based on collision data, community complaints, and expert officer opinion. The expectation was that this collaborative monthly detail will yield cities immediate and tangible solutions to traffic issues, and make San Mateo County safer for motorists and pedestrians.

Collision data provided by participating agencies revealed that in 2011, in excess of 1939 motorists and pedestrians were injured due to traffic collisions. STEP's mission was to drastically reduce these numbers through joint enforcement deployments and public education and enforcement.

Enforcement deployments fall on the third Wednesday of every month, and all participating agencies liaison

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with the Burlingame Police Department, in order to coordinate the various PD resources, and to identify traffic problems present in respective San Mateo County communities. Operation Plans are then prepared and tailored to the needs of the hosting agency. Two cities per deployment receive saturated enforcement, in order to ensure that all cities are visited within the calendar year. The deployment spends the first half of the day in one city, and spends the latter half of the day in an adjacent jurisdiction.

The goal of this program is to enhance traffic safety efforts in San Mateo County, and provide all cities an opportunity to dramatically impact critical traffic safety issues in their respective jurisdictions. Given the collective size of this unit, consisting of the combined resources of agencies throughout the County, communities throughout San Mateo County are experiencing enormous strides towards safer streets.

### ***Saturated Traffic Enforcement Program (STEP) Grant***

Based on the success of the STEP program, BPD submitted a request to The California Office of Traffic Safety (OTS) for funding of additional deployments which would be in addition to the preexisting STEP deployments. The OTS funded activities would be modeled on the STEP deployments already in place, but on a smaller scale. Burlingame PD was ultimately awarded the grant to be administered throughout San Mateo County. This grant provided funding to enhance the STEP program with the addition of monthly traffic safety deployments and monthly DUI saturation patrols.

To measure the success of this Operational Plan, BPD established goals and objectives. The primary goal of this grant is to increase traffic safety through saturated enforcement, save lives, and reduce injuries. Additionally, to increase awareness to the dangers of DUI, distracted driving, unsafe driving, and all OTS related traffic safety concerns.

To ensure the plan was implemented and activities were conducted in accordance with departmental policy, BPD designated a grant coordinator. The grant coordinator is required to provide quarterly reports to OTS documenting the results of the activities.

### ***The OTS STEP grant was divided into three components:***

- Burlingame specific enforcement
- County-wide enforcement
- DUI enforcement

### ***Burlingame Specific Enforcement (OTS Grant Funded)***

The Burlingame specific enforcement incorporated all roadways within the City of Burlingame. To convey a strong visible presence within the City of Burlingame, the grant included seventeen Burlingame specific overtime enforcement deployments:

- Eight general traffic enforcement deployments (including seat belt enforcement)
- Seven cell phone/distracted driving traffic enforcement deployments
- Two motorcycle specific traffic enforcement deployments
- One DUI enforcement deployment

The primary focus of the general enforcement deployments was based on the need at the time of the deployment. Seat belt, speeding, distracted driving, and pedestrian safety violations were all strictly enforced.

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All non DUI enforcement deployments occurred between the hours of 0800 and 1600 hours.

### ***County-Wide Specific Enforcement (OTS Grant Funded)***

As a component of the STEP grant program, each “Hosting” city for the regular monthly STEP deployment receives a “Mini-Step” deployment. This deployment includes one sergeant and seven officers for each “Mini-STEP” deployment. The STEP grant “Mini-STEP” deployments conduct 12 traffic enforcement deployments (one each month) and 12 DUI enforcement deployments (one each month). The County-Wide specific enforcement deployments included:

- Five general traffic enforcement deployments
- Five cell phone/distracted driving traffic enforcement deployments
- Two motorcycle specific traffic enforcement deployments
- Twelve DUI enforcement deployments

The primary focus of the general enforcement deployments is based on the needs of the hosting cities. Seat belt and pedestrian safety was a top concern for many of the hosting cities.

All targeted traffic enforcement deployments occurred between the hours of 0800 and 1600.

### ***National Campaigns***

In 2013, during the months of May and November, BPD participated in NHTSA's Click It or Ticket campaign by conducting well-publicized seat belt enforcement. BPD issued 79 citations in the NHTSA's Click It or Ticket campaign during the month of May and BPD issued 58 citations in the NHTSA's Click It or Ticket campaign during the month of November.

### ***Traffic Safety Presentations***

On October 15, 2013 members of the BPD Traffic Unit responded to McKinley Elementary School to conduct a traffic safety presentation. In this presentation, BPD traffic officers spoke with kindergarten and first graders on the importance of bicycle safety, helmets, gloves, knee and elbow protection. We also addressed the importance of wearing a seat belt while in a car, pedestrian safety, and general traffic safety issues. Additionally, BPD conducted a basic motorcycle skills demonstration to the students and explained to them that officers always wear helmets, gloves, and eye protection when operating our police motorcycles. The presentation was a very interactive event designed to educate students, parents, and teachers.

## **TRAINING**

Motorcycles are a proven effective strategy for conducting traffic enforcement. Due to this, in 2013, BPD sent three motor officers to POST certified 80 hour basic motor school. Two successfully passed this rigorous program. This motor school is considered by many as the most difficult school in law enforcement. In this school, motor officers must demonstrate their proficiency in several “tested” cone patterns which include the 40 Deceleration (braking), the 30 MPH Cone Weave, the Eliminator (multiple combined u-turns), and the 180 Deceleration (braking and turning). By having solo motor officers on the street, the BPD has enhanced its ability to conduct effective seat belt enforcement.

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BPD also orchestrated several perishable motor skills training days throughout 2013. Training days are designed for officers who are already a POST certified. Solo motor officers were given the opportunity to refresh their perishable skills on all of the tested cone patterns, which they were previously taught in basic motor school. BPD arranged to have motor school instructors present to offer guidance, pointers, and tips for improving each rider's skill level. This training maintains the motor officers skills, and helps to ensure their ability to operate their police motorcycle with the utmost precision and safety. Thus this training greatly reduces the likelihood of a collision while operating a police motorcycle, and subsequently keeping the motor officer on the street conducting seat belt enforcement.

### ***Accident Investigation Training***

In addition to the 12 hours of collision investigation instruction required by the California Commission on Peace Officer Standards and Training (POST), all BPD traffic officers are expected to attend Basic Accident Investigation (40 hour), Intermediate Accident Investigation (40 hour), and Advanced Accident Investigation (80 hour) classes. Through this training, officers are taught to examine physical evidence to determine if occupant restraints were used during a traffic collision. With this additional training, officers increase their understanding of how to examine physical evidence to determine the use/non-use of restraints during a traffic collision. Currently, all traffic officers have completed Basic Accident Investigation and Intermediate Accident Investigation classes.

Additionally, BPD is working to have all BPD patrol officers attend a basic (40 hours) traffic collision school. Currently BPD has sent two patrol officers to basic collision school and one patrol officer to intermediate traffic collision school in 2013. This training helps officers recognize the actual causes of collisions, thus making for more accurate PCF findings, reports, and possible criminal charges.

In 2014, the BPD traffic unit will conduct briefing training to all shifts related to occupant protection. This training will address occupant protection laws, identifying the use/non-use of restraints in traffic collisions, and BPD policy on the requirements of seat belt use.

Currently BPD does not have any certified child restraint technicians and refers all child restraint installations and compliance checks to the Central County Fire Department (Burlingame's local fire agency). Central County Fire Department has a minimum of one certified child restraint technician on duty at each firehouse, 365 days a year.

## **PUBLIC INFORMATION & EDUCATION**

### ***Click It or Ticket***

In 2013, BPD participated in the NHTSA's Click It or Ticket campaign, from May 20 to June 2. This campaign involves the cooperative effort of four traffic safety-related departments within the state's Transportation Agency: CHP; Department of Motor Vehicles; Department of Transportation; and OTS. During this time, a statewide media campaign encouraged drivers to buckle up. BPD took a proactive approach to seat belt education and enforcement issuing press releases regarding the use of seatbelts.

### ***Message Trailers***

Message trailers have proven to be an exceptional public relations tool for the BPD. In 2012, BPD purchased a Stalker radar/message sign trailer. The trailer is commonly placed within residential areas, high traffic areas, major arterials, and school zones allowing the motoring public to be aware of the importance of seat belts. The trailers

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are portable and take little effort to set up, but the effect they provide is invaluable.

In 2013, BPD deployed the message trailer approximately 30 times, a substantial increase over 2012. Some of the message displayed on the board included: "Seat belts save lives," "Buckle up Every trip Every Time," and "Boosters are for big kids." Additionally, BPD used the message trailer in conjunction with NHTSA's Click It or Ticket campaign.

### ***Start Smart***

Traffic collisions are the leading cause of death among American teenagers. Approximately 3,000 teenagers are killed in vehicle collisions every year. That is about eight young lives lost every day. The goal of Start Smart Program is to help newly licensed and future licensed teenage drivers, ages 15-19 years old, understand the critical responsibilities of driving and that collisions do happen. However, at-fault collisions are 100 percent preventable. New drivers often do not recognize a dangerous driving situation until it is too late, usually resulting in a collision.

Many California schools have embraced the Start Smart program by providing their facilities to conduct the Start Smart classes and presentations. This partnership provides incentives for students, combined with the convenience of having locally taught classes.

Additionally, several of California's traffic courts, through the Start Smart Program, offer first-time traffic offenders the option of successfully completing a Start Smart class in lieu of a documented traffic violation on their driving record. This teaches students the importance of safe driving habits. Parents are grateful the program has saved them the increased insurance cost associated with a traffic citation. BPD is working with the California highway Patrol to implement a Start Smart Program for 2014 at Burlingame High School.

### ***Nixle***

Since joining Nixle in early 2012, BPD has received more than 2000 subscribers to the Nixle Alerts. BPD recognized and embraces that Nixle is a fast growing source of information to the public, which is becoming widely accepted and quickly gaining new members. Nixle is a Community Information Service dedicated to helping citizens stay connected to the information that matters most to you. Nixle is designed to ensure subscribers receive immediate, geographical relevant information. Information is immediately available via your cell phone, text message, by email, and over the web. There are four types of messages members receive from Nixle: Alerts (many would refer to this as an emergency type alert), Advisories (less urgent need-to-know information, Community Information (day-to-day neighborhood to community-level information), and Traffic (localized traffic information). BPD recognizes Nixle is a fast, effective, and excellent way to deliver information about various safety campaigns, including seat belt, and proper use of child restraints.

### ***Facebook***

Since joining Facebook in early 2012, BPD has received more than 372 "Likes." BPD recognizes Facebook is an excellent way to reach the community and is making a substantial effort in growing its following. On average, 300 people see any one post. By posting engaging content, and studying current trends, BPD is working on maximizing interaction with Facebook "followers." BPD reminds "followers" about the importance of buckling up, proper seat belt usage, proper use of child restraints, and NHTSA's Click It or Ticket campaign.

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### ***Twitter***

Since joining Twitter in early 2012, BPD has received more than 2150 “Followers”. BPD recognizes Twitter is an excellent way to reach the community and is making a substantial effort to grow its following. On average, 1000 to 1250 people see any one post. By posting engaging content, and studying current trends, BPD is working to maximize interaction with Twitter “Tweeters.” Included within these “Tweets”, BPD reminds followers about the importance of wearing your seat belt, proper seat belt usage, proper use of child restraints, and NHTSA’s Click It or Ticket campaign.

### ***San Mateo County Alert System (SMC Alerts)***

Since joining the San Mateo County Alert System in early 2008, BPD has reached over 4000 members of the community that receive SMC Alerts. SMC Alerts are sent out to cellular phones and/or emails. A SMC Alert is an excellent way to reach the community, advise the community; of an important event, traffic issues, street closures, or any other issue which might have an impact on the community. SMC Alerts has been sent out to remind the citizens of Burlingame about NHTSA’s Click It or Ticket campaign and the importance of seat belt usage.

### ***Burlingame Rapid Notify System***

Since the Burlingame Police Department joined Rapid Notify System in early 2008, BPD has reached over 4000 members of the community that have signed up to receive the Burlingame Rapid Notify System “Notifications.” These “Notifications” are sent out via telephone (both cellular and landline) to specific targeted areas within the community. A “Notifications” is an excellent way to reach a specific area within the community, to advise the community of an important event, traffic issues, street closures, or any other issue which might have an impact on the community. The Burlingame Rapid Notify System has greatly enhanced safety, awareness, and efficiency within our community. Providing the community with information on current events, in a timely manner, is vital to our education strategy. These “Notifications” are an effective way to communicate the information in a way that people want to receive it. These “Notifications” have been sent out to remind the citizens of Burlingame about NHTSA’s Click It or Ticket campaign and the importance of seat belt and child safety seat usage.

### ***STEP Grant Program***

BPD conducted a highly publicized media kick-off and subsequent press-release, announcing the STEP grant. Additionally, BPD issued press releases to inform the community about the traffic enforcement details. These press releases have been featured on the local news, on television, radio, print, and via the web. This media attention was beneficial in raising awareness regarding seat belt usage, increasing traffic safety, saving lives, and reducing injuries as a result of collisions.

## **ENFORCEMENT**

Seat belts are the single most effective safety device to prevent injury or death. For this reason, BPD remains dedicated to conducting proactive education and enforcement of seat belt usage. The BPD Traffic Unit has made it a priority to conduct seat belt enforcement in Burlingame every day.

In 2013, the BPD Traffic Unit dedicated in excess of 4,100 hours towards seat belt and traffic enforcement. And as part of the STEP grant, 208 hours of OTS funded enforcement was deployed conducting seat belt and specific traffic enforcement.

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The traffic enforcement efforts by BPD resulted in 8,057 citations issued in 2013. Of these 8,057 citations, BPD officers focused on seat belt enforcement, citing a total of 499 drivers and passengers. Of the 499 occupants cited, 457 were drivers, up 411% from 2012, and 33 were passengers, up 73% from 2012. Over 60 % of all of the seat belt citations were issued on the major arterials within the City of Burlingame between 0600 and 1800 hours. Collision Statistics show this target time has the highest percentage of injury collisions.

BPD patrol officers issued 29 citations between 1800 and 0600 hours. The BPD traffic unit realized this number needed improvement and subsequently requested OTS funding to conduct nighttime seat belt education and enforcement in 2014.

Child restraint enforcement is an area where BPD needs to improve. While the City of Burlingame traditionally has one of the highest compliance rates for seat belt enforcement in San Mateo County, one young person getting injured or killed is one too many. BPD saw a 300% increase in child restraint seat belt citations in 2013, issuing 9 citations. These citations were issued near schools on major arterials, in the peak school commute hours (0700 to 0900 hours and 1400 to 1600 hours). BPD did not issue any child restraint seat belt citations between 1800 and 0600 hours.

The BPD traffic unit realizes this number needs improvement, and subsequently requested OTS funding to conduct nighttime seat belt enforcement in 2014, which will include child restraint education and enforcement.

### *Click It or Ticket*

In 2013, BPD participated in the NHTSA's Click It or Ticket campaign, from May 20 to June 2. This campaign is a strict enforcement or "zero tolerance" enforcement campaign. During this time, BPD officers issued 78 seat belt citations and 1 child restraint violations. The intent was to send a clear message to the motorists within the City of Burlingame, that failure to wear a seat belt would result in a citation.



The BPD message trailer deployed during NHTSA's Click It or Ticket Campaign on May 30, 2013 at the intersection of Broadway and California Dr.

Additionally, through the STEP Program (Non-OTS funded) enforcement efforts, officers conducted in excess of 2300 traffic stops, which resulted in 2229 citations. Of those 2229 citations, 292 were for occupants of a motor vehicle not wearing a seat belt. The twelve STEP Program (Non-OTS funded) deployments also resulted in 24 drivers found to be in violation of driving with a suspended license and 24 drivers found to be in violation of driving unlicensed.

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Through strict enforcement by all BPD officers and with additional public education, the City of Burlingame saw a 30% decrease in the number of injury collisions in 2013.

The following table provides additional details regarding the citations associated with the STEP Program (Non-OTS funded) activities.

CITATIONS ISSUED

Violations	Cumulative Totals
Occupant restraints	292
Pedestrian Right of Way	603
Distracted Driving	545
Stop Signals/Stop Signs	282
Excessive Speed	238
Red light Violations	26
U-Turn in Business District	18
Improper Turn	18
Unsafe Backing/Stopping	11
Driving without a License	24
Driving on Suspended License	24
Driving Under the Influence (DUI)	3
Miscellaneous	145
<b>Total Citations</b>	<b>2229</b>

## OUTCOMES

One of the ultimate goals of all members of BPD is to provide safe roadways within the City of Burlingame. Seat belts are the single most effective safety device to prevent an injury or death. Through strict enforcement, by all BPD officers, and with additional public education, the City of Burlingame saw a decrease in the number of injury collisions between October 2012 and October 2013.

To achieve the goals and objectives of this mission to providing safe roadways within the City of Burlingame, BPD continually monitors information. Through data analysis, the CompStat collision mapping system, an extensive review of collision investigation reports, and collision trends, BPD is able to adapt to a changing environment. This information ensures BPD can adapt its traffic enforcement strategy to the changing environment.

BPD submits quarterly performance reports to OTS. These reports detail the activities which were conducted within the quarter and their subsequent results.

### *Incentives and Recognition*

BPD is committed to providing the highest level of service and safety to the citizens of Burlingame and the people who drive within the community. This is accomplished through the combined efforts of all the Department's members. To strive for excellence, BPD recognizes exemplary performance, at all levels, through our internal and external award programs.

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### *Internal Awards Program*

To recognize employees for an outstanding performance, BPD implemented an outstanding performance awards program in 2013.

BPD's outstanding performance awards program recognizes officers for extraordinary efforts in seat belt education and enforcement. BPD selected the leading officer in seat belt education and enforcement from the traffic unit and the leading officer from patrol to receive this award. Traffic Officer Nicholas Kempel and Patrol Officer Michael Bolanos received this first time award, for their education and enforcement efforts.

### *Saved by the Belt*

In 2013, the Burlingame Police Department implemented a Saved by the Belt program. This program recognizes drivers and passengers of vehicle(s) who were involved in a traffic collision and were not injured or had their injuries greatly reduced by being properly restrained. Regardless of the circumstances surrounding a motor vehicle crash, a person is more likely to survive when they are protected by a properly used seat belt, child safety seat, or booster seat. Seat belts are the single most effective traffic safety device for preventing death and injury, according to the National Highway Traffic Safety Administration. Wearing a seat belt can reduce the risk of crash injuries by 50 percent.

The purpose of this program is to increase community awareness of the lifesaving value of seat belts through public recognition of individuals who survived a traffic collision because they were properly restrained. To qualify for this new program, the nominee must be a California resident, involved in a collision within the City of Burlingame, drugs or alcohol were not involved on the part of the nominee, the crash was more than just a fended bender, the nominee was not cited for a violation and their actions were not responsible for the collision. Lastly the injuries were either prevented or reduced by the use of a seat belt or child safety seat/equipment. Two recipients were awarded a Save by the Belt certificate in 2013.



Traffic Corporal Brett Murphy presents Licia and Charlie Davidson, her two year old son, a Saved By The Belt Award.

# OCCUPANT PROTECTION



National Law Enforcement Challenge  
Burlingame Police Department  
2013

*Policy & Guidelines*

# POLICY AND GUIDELINES

## OCCUPANT PROTECTION

### BURLINGAME POLICE DEPARTMENT

#### POLICY 1022

#### SEAT BELTS



Burlingame Police Department  
Policy Manual

## Seat Belts

### 1022.1 PURPOSE AND SCOPE

The use of seat belts and other safety restraints significantly reduces the chance of death or injury in case of a traffic collision. This policy establishes guidelines for seat belt and child safety seat use to promote maximum operator and passenger safety, thus reducing the possibility of death or injury as the result of a motor vehicle crash. This policy will apply to all employees operating or riding in department vehicles (Vehicle Code § 27315.5).

### 1022.2 WEARING OF SAFETY RESTRAINTS

All members shall wear properly adjusted safety restraints when operating or riding in a seat equipped with restraints, in any vehicle owned, leased or rented by this department while on- or off-duty, or in any privately owned vehicle while on-duty. The member driving such a vehicle shall ensure that all other occupants, including non-members, are also properly restrained.

Exceptions to the requirement to wear safety restraints may be made only in exceptional situations where, due to unusual circumstances, wearing a seat belt would endanger the member or the public. Members must be prepared to justify any deviation from this requirement.

#### 1022.2.1 TRANSPORTING CHILDREN

Children under the age of 8 should be transported in compliance with California's restraint system requirements (Vehicle Code § 27360).

A child may be transported by sworn personnel without the use of a child passenger restraint system in an authorized emergency vehicle if a child passenger restraint system is unavailable and the child is secured by a seat belt (Vehicle Code § 27363(b) and Vehicle Code § 165).

Members should deactivate, if available, the passenger side airbag when appropriate, such as when transporting a rear-facing infant or child in the front seat.

### 1022.3 TRANSPORTING PRISONERS

Whenever possible, prisoners should be secured in the prisoner restraint system in the rear seat of the patrol vehicle or, when a prisoner restraint system is not available, by seat belts. The prisoner should be in seating position for which seat belts have been provided by the vehicle manufacturer. The prisoner restraint system is not intended to be a substitute for handcuffs or other appendage restraints.

### 1022.4 INOPERABLE SEAT BELTS

No person shall operate a department vehicle in which the seat belt in the driver's position is inoperable. No person shall be transported in a seating position in which the seat belt is inoperable.

No person shall modify, remove, deactivate or otherwise tamper with the vehicle safety belts, except for vehicle maintenance and repair staff who shall do so only with the express authorization of the Chief of Police.

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# **POLICY AND GUIDELINES**

## ***OCCUPANT PROTECTION***

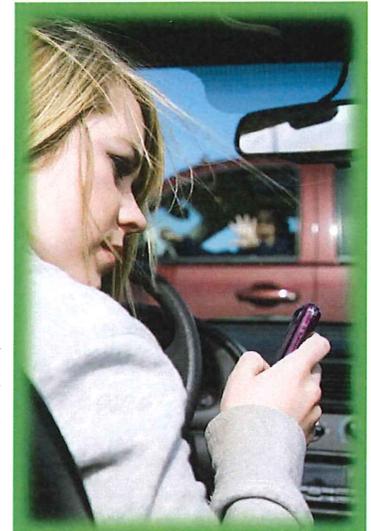
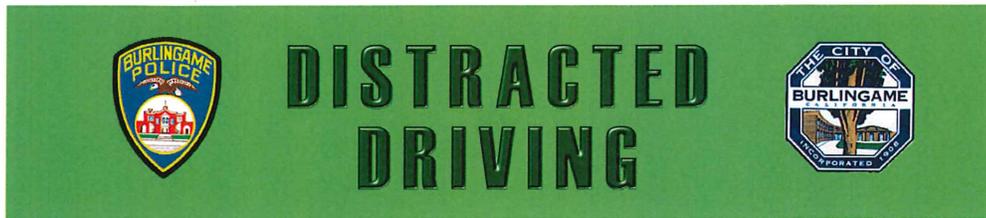
**BURLINGAME POLICE DEPARTMENT**  
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Burlingame Police Department  
Policy Manual

*Seat Belts*

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Employees who discover an inoperable restraint system shall report the defect to the appropriate supervisor. Prompt action will be taken to replace or repair the system.



## INTRODUCTION

The City of Burlingame is located in San Mateo County, California, and has a population of approximately 28,000 residents. The Burlingame Police Department (BPD) consists of 37 sworn full time peace officers, three of which (one sergeant, one corporal, and one officer) are assigned exclusively to the Traffic Unit. All members of the BPD Traffic Unit are currently POST certified solo motor officers. Of note is that for the first time since 2003, BPD has a fully staffed Traffic Unit. The Burlingame Police Department is committed to providing safe roadways within the City of Burlingame. To accomplish this, BPD takes a proactive approach in identifying problem traffic areas within the City of Burlingame and conducting education and enforcement accordingly.

## PROBLEM IDENTIFICATION

Motor vehicles are a predominant means of transportation for most Bay Area residents. With over 28 million vehicles registered in California in 2011 and over 24 million licensed drivers in California, it is obvious California residents cannot live without their automobiles. Just like the automobile, California residents cannot live without their cell phones and electronic mobile devices. As technology continues to improve, the proliferation and use of cell phones continues to increase drastically. There are an estimated 2 billion cell phones worldwide, 56% of these phones are considered "smart phones". As of 2012 87% of Americans owned a cell phone. In 2012, 2.27 trillion text messages were sent worldwide. Due to the high percentage of cell phones owned by the American public, and the number of automobiles in California, simultaneous operation of a cell phone and automobile occurs.

Distracted driving occurs when the driver has their eyes, ears, hands, or attention away from the road. Distractions include phones, radios, GPS devices, passengers, computers, and other items such as food.

Due to the dangers of distracted driving, prior to 2013, BPD patrol officers made a dedicated effort to supplement the lack of a fully staffed Traffic Unit, and conduct education and enforcement of the motoring public regarding the dangers of distracted driving. However, patrol officers were unable to focus exclusively on traffic safety due to regular calls for service. Despite the Patrol Divisions' efforts, distracted driving continues to be a problem within the City of Burlingame.

While we know that distracted driving causes collisions. The proper identification and documentation at the scene of a collision is a major issue. Drivers are quite often hesitant or fearful about admitting to using their cell phone or electronic mobile devices at the scene of a collision. This means the true statistics of distracted driving and how many collisions they cause are truly unknown.

Surveys show that texting increases the risk of an accident by 23 fold and talking on a phone increases 2 to 4 fold, with no difference between hands-free and handheld. In 2012, there were 3,328 deaths and over 421,000 injuries nationwide due to collisions involving at least one distracted driver. A minimum of 26% of all crashes involved talking or texting on a cell phone. The use of cell phones while driving is currently the leading cause of driver distraction crashes in California.

## BURLINGAME POLICE DEPARTMENT

American teenagers are infatuated with cell phones. Statistics show that 78% of teens now have a cell phone and 47% of them are "smart phones." One in four teens are "cell-mostly" internet users. Statistics show traffic collisions are the leading cause of death to young adults, and since teens and young adults are captivated with their cell phones, distracted driving is obviously a problem. Due to this, California has "zero tolerance" on drivers under the age of 18 operating a vehicle while on a cell phone. However, teens and young adults continue to operate a vehicle while distracted.

## PLANNING

The Burlingame Police Department immediately realized that in order to address the distracted driver challenge, they first needed to fix the staffing problem. Ed Wood, the Burlingame Chief of Police, was able to fully staff the traffic unit with two solo motors in addition to the traffic sergeant. He also put in place a traffic corporal as one of the solo motors, to ensure that succession planning occurred in the traffic unit, as the traffic sergeant mentored the corporal to take over for him when he rotated out of the unit.

Once fully staffed, the BPD Traffic Unit made it a top priority to reduce distracted driving within the City. Both traffic officers were instructed to conduct distracted driving education and enforcement as often as possible, specifically on the major arterials and in the downtown area. All distracted driving violations written by the officers were to be turned in at the end of the day to the traffic sergeant, who would review the daily citation activity to ensure that the motor officers were in fact conducting distracted driving education and enforcement. In order to evaluate the effectiveness of this strategy, and to support the state Strategic Highway Safety Plan, BPD will conduct a distracted driving use survey in 2014.

### *Saturation Traffic Enforcement Program (STEP)*

Chief Wood also realized that the staffing problem experienced by the Burlingame Police Department was not exclusive to BPD; but rather, a pervasive issue that afflicted most agencies in the County. He came up with the idea of a county wide traffic enforcement team, which was ultimately developed by the BPD Operations Division. This team was launched under the umbrella of The San Mateo County Police Chiefs and Sheriff Association and dubbed the San Mateo County Saturation Traffic Enforcement Program (S.T.E.P.). STEP is a collaborative effort, consisting of traffic officers from all law enforcement agencies throughout San Mateo County. The mission of this program is to increase traffic safety on the Peninsula, in problem areas, through saturated enforcement. Instead of relying exclusively on the diminished traffic units of individual agencies, STEP utilizes the combined resources of all motor units assigned to the STEP program. Each deployment yields 18-23 motor officers. Burlingame PD has spearheaded this effort, and coordinated the monthly deployments with all local law enforcement agencies, including the California Highway Patrol and San Mateo County Sheriff's Office.

Participating officers are detailed to problem locations in San Mateo County based on collision data, community complaints, and expert officer opinion. The expectation is this collaborative monthly detail will yield cities immediate and tangible solutions to traffic issues, and make San Mateo County safer for motorists and pedestrians.

Collision data provided by participating agencies revealed that in 2011, in excess of 1939 motorists and pedestrians were injured due to traffic collisions. STEP's mission was to drastically reduce these numbers through joint enforcement deployments and public education and enforcement.

Enforcement deployments fall on the third Wednesday of every month, and all participating agencies liaison with the Burlingame Police Department, in order to coordinate the various PD resources, and to identify traffic problems present in respective San Mateo County communities. Operation Plans are then prepared and catered to

## **BURLINGAME POLICE DEPARTMENT**

the needs of the hosting agency. Two cities per deployment receive saturated enforcement, in order to ensure that all cities are visited within the calendar year. The deployment spends the first half of the day in one city, and spends the latter half of the day in an adjacent jurisdiction.

The goal of this program is to enhance traffic safety efforts in San Mateo County, and provide all cities an opportunity to dramatically impact critical traffic safety issues in their respective jurisdictions. Given the collective size of this unit, consisting of the combined resources of agencies throughout the County, communities throughout San Mateo County are making enormous strides towards safer streets.

### ***Saturated Traffic Enforcement Program (STEP) Grant***

Based on the success of the STEP program, BPD submitted a request to the California Office of Traffic Safety (OTS) for funding of additional deployments which would supplement the preexisting STEP deployments. The OTS funded activities would be modeled on the STEP deployments already in place, but on a smaller scale. Burlingame PD was ultimately awarded the grant, to be administered throughout San Mateo County. This grant provided funding to enhance the STEP program with the addition of monthly traffic safety deployments and monthly DUI saturation patrols.

To measure the success of this grant, BPD established goals and objectives. The primary goal of this grant is to increase traffic safety through saturated enforcement, save lives, and to reduce injuries. Additionally, to increase awareness of the dangers of DUI, distracted driving, unsafe driving practices, and all OTS related traffic safety concerns.

To ensure the plan was implemented and activities were conducted in accordance with departmental policy as well as the operational plan, BPD designated a grant coordinator. The grant coordinator was required to provide quarterly reports to OTS documenting the results of the activities.

### ***The OTS STEP grant was divided into three components:***

- Burlingame specific enforcement
- County-wide enforcement
- DUI enforcement

### ***Burlingame Specific Enforcement (OTS Grant Funded)***

The Burlingame specific enforcement incorporated all roadways within the City of Burlingame. To convey a strong visible presence within the City of Burlingame, the Operational Plan included seventeen Burlingame specific enforcement deployments:

- Eight general traffic enforcement deployments
- Seven cell phone/distracted driving traffic enforcement deployments
- Two motorcycle specific traffic enforcement deployments
- One DUI enforcement deployment

The primary focus of the general enforcement deployments is based on the needs at the time of the deployment. Distracted driving violations, seat belt, speeding, and pedestrian safety were all strictly enforced.

All non DUI enforcement deployments occurred between the hours of 0800 and 1600 hours.

## BURLINGAME POLICE DEPARTMENT

### *Targeted County-Wide Specific Enforcement (OTS Grant Funded)*

As a component of the STEP grant program, each “Hosting” city for the regular monthly STEP deployment receives a “Mini-Step” deployment. This deployment includes one sergeant and seven officers for each “Mini-STEP” deployment. The STEP grant “Mini-STEP” deployments, conduct 12 traffic enforcement deployments (one each month) and 12 DUI enforcement deployments (one each month). The County-Wide specific enforcement deployments include:

- Five general traffic enforcement deployments
- Five cell phone/distracted driving traffic enforcement deployments
- Two motorcycle specific traffic enforcement deployments
- Twelve DUI enforcement deployments

The primary focus of the general enforcement deployments is based on the needs of the hosting cities. Distracted driving is a top concern for many of the hosting cities.



During the November 20th, 2013 Daly City STEP deployment, Traffic Officer Nicholas Kempel issues a citation for distracted driving.

All targeted traffic enforcement deployments occurred between the hours of 0800 and 1600.

### *National Campaigns*

In 2013, during the month of April, BPD participated in Distracted Driving Awareness Month campaign. In 2014, BPD will participate in the annual National Teen Driver Safety Week during the third week of October.

## **TRAINING**

Motorcycles are a very effective way to conduct traffic enforcement. In 2013, BPD sent three motor officers to a POST certified 80 hour basic motor school, two successfully passed this rigorous program. This motor school is considered by many as the most difficult school in law enforcement. In this school, motor officers must demonstrate their proficiency in several “tested” cone patterns which include the 40 Deceleration (braking), the 30 MPH Cone Weave, the Eliminator (multiple combined u-turns), and the 180 Deceleration (braking and turning). By having solo motor officers on the street, BPD was able to conduct effective distracted driving enforcement.

## **BURLINGAME POLICE DEPARTMENT**

BPD also orchestrated several perishable motor skills training days throughout 2013. On these training days, POST certified solo motor officers were given the opportunity to refresh their perishable motor skills on all of the tested cone patterns which they were previously taught in basic motor school. BPD arranged to have motor school instructors present to offer guidance, pointers, and tips for improving each rider's skill level. These training days were open to all POST certified motor officers throughout San Mateo County. By refreshing the officer's perishable motor skills motor officers enhance their ability to operate their police motorcycles with precision and safety. This training helps to maintain the motor officers skills, thus greatly reducing the likelihood of a collision while operating a police motorcycle. This training keeps the motor officer on the street conducting distracted driving enforcement.

### ***Accident Investigation Training***

In addition to the 12 hours of collision investigation instruction required by the California Commission on Peace Officer Standards and Training (POST), all BPD traffic officers are expected to attend Basic Accident Investigation (40 hour), Intermediate Accident Investigation (40 hour), and Advanced Accident Investigation (80 hour) classes. Through this training, officers are taught various methods to determine if a driver was "distracted" at the time of a traffic collision. Currently all traffic officers have completed Basic Accident Investigation and Intermediate Accident Investigation classes.

Additionally, BPD is working to have all BPD patrol officers attend a basic (40 hours) traffic collision school. Currently BPD has sent two patrol officers to basic collision school and one patrol officer to intermediate traffic collision school in 2013. This training helps officers recognize the cause of collision and associated collision factors, thus making for more accurate PCF findings, reports, and possible criminal charges.

## **PUBLIC INFORMATION & EDUCATION**

### ***National Campaigns***

In 2013, during the month of April, the BPD participated in the Distracted Driving Awareness Month campaign. As part of this campaign, BPD used its message trailer to promote the dangers of distracted driving.

### ***Message Trailers***

Message trailers have proven to be an exceptional public relations tool for BPD. In 2012 BPD purchased a Stalker radar/message sign trailer. The trailer is commonly placed within residential areas, high traffic areas, major arterials, and school zones. The message board displays messages reminding the motoring public to be aware of the dangers of distracted driving. The trailers are portable and take little effort to set up, but the effect they provide is invaluable.

In 2013, BPD deployed the message trailer and changeable message sign trailer approximately 30 times, a substantial increase over 2012. Some of the messages displayed on the board included: "Speakerphone is not hands free," and "Cell phone in one hand / Ticket in the other hand."

### ***Start Smart***

Traffic collisions are the leading cause of death among American teenagers. Approximately 3,000 teenagers are killed in vehicle collisions every year. That is about eight young lives lost every day. The goal of Start Smart Program is to helping newly licensed and future licensed teenage drivers, ages 15-19 years old, to understand the

## **BURLINGAME POLICE DEPARTMENT**

critical responsibilities of driving, and to understand that accidents do happen. At-fault collisions are 100 percent preventable. New drivers often do not recognize a dangerous driving situation until it is too late, usually resulting in a collision.

Many California schools have embraced the Start Smart program by providing their facilities to conduct the Start Smart classes and presentations. This partnership provides incentives for students and the convenience of having classes taught locally.

Additionally, several of California's traffic courts, through the Start Smart Program, offer first-time traffic offenders the option of successfully completing a Start Smart class in lieu of a documented traffic violation on their driving record. This teaches students the importance of safe driving habits, the dangers of distracted driving. Parents are grateful the program has saved them the increased insurance cost associated with a traffic ticket. BPD is working with the California Highway Patrol to implement a Start Smart Program for 2014 at Burlingame High School.

### ***Nixle***

Since joining Nixle in early 2012, BPD has received more than 2000 subscribers who receive Nixle Alerts. BPD has realized and embraced that Nixle is a fast growing source of information for the public, BPD is becoming widely accepted, quickly gaining new members. Nixle is a Community Information Service dedicated to helping citizens stay connected to information. Nixle is designed to ensure that members receive immediate, geographically relevant information. Information is immediately available via cell phone, by text message, by email, and over the web. There are four types of messages members will receive from Nixle: Alerts (many would refer to this as an emergency type alert), Advisories (less urgent need-to-know information, Community Information (day-to-day neighborhood to community-level information), and Traffic (localized traffic information). BPD realizes Nixle is a fast, effective, and excellent way to deliver information about the dangers of distracted driving.

### ***Facebook***

Since joining Facebook in early 2012, BPD has received more than 372 "Likes." BPD realizes that Facebook is an excellent way to reach the community and is making a substantial effort in growing its following. On average, 300 people see any one post. By posting engaging content, and studying current trends, BPD is working on maximizing interaction with Facebook "followers." BPD reminded "followers" about the dangers of distracted driving during April's Distracted Driving Awareness Month campaign.

### ***Twitter***

Since joining Twitter in early 2012, BPD has received more than 2150 "Followers". BPD realizes that Twitter is an excellent way to reach the community and is making a substantial effort in growing its following. On average, 1000 to 1250 people see any one post. By posting engaging content, and studying current trends, BPD is working to maximize interaction with Twitter "Tweeters." Included within these "Tweets", BPD reminded followers about the dangers of distracted driving during April's Distracted Driving Awareness Month campaign.

### ***San Mateo County Alert System (SMC Alerts)***

Since joining the San Mateo County Alert System in early 2008, BPD has reached over 4000 members of the community that receive SMC Alerts. SMC Alerts are sent out to cellular phones and/or emails. A SMC Alert is an excellent way to reach the community, advise the community of an important event, traffic issues, street closures, or any other issue which might have an impact on the community. SMC Alerts have been sent out to remind the

## **BURLINGAME POLICE DEPARTMENT**

citizens of Burlingame about April's Distracted Driving Awareness Month campaign and the dangers of distracted driving.

### ***Burlingame Rapid Notify System***

Since the Burlingame Police Department joined Rapid Notify System in early 2008, we have reached over 4000 members of the community that have signed up to receive the Burlingame Rapid Notify System "Notifications." These "Notifications" are sent out via telephone (both cellular and landline) to specific targeted areas within the community. A "Notification" is an excellent way to reach a specific area within the community, to advise the community of an important event, traffic issues, street closures, or any other issue which might have an impact on the community. The Burlingame Rapid Notify System has greatly enhanced safety, awareness, and efficiency within our operation. Providing the community with information on current events, in a timely manner, is significant to our policing strategy. These "Notifications" are an effective way to communicate the information in a way that people want to receive it. These "Notifications" have been sent out to remind the citizens of Burlingame about April's Distracted Driving Awareness Month campaign and the dangers of distracted driving.

### ***STEP Grant Program***

BPD conducted a highly publicized media kick-off announcing the STEP grant. Additionally, BPD issued press releases to inform the community about traffic enforcement details. These press releases have been seen on the local news, on television, radio, print, and via the web. This subsequent media attention was beneficial in raising awareness for the dangers of distracted driving, increasing traffic safety, saving lives, and reducing collision related injuries.

## **ENFORCEMENT**

California has some of the strictest distracted driving laws in the nation. The BPD traffic unit is striving to be a leader in education and enforcement in San Mateo County. For this reason, BPD remains dedicated to conducting proactive education and enforcement of the dangers of distracted driving. The BPD traffic unit made it a priority to go out and conduct distracted driving enforcement on the major arterials in Burlingame.

In 2013, the BPD traffic unit dedicated in excess of 4,100 hours of patrol time towards seat belt enforcement and traffic enforcement. And as part of the STEP grant, 208 hours of OTS funded enforcement was deployed conducting distracted driving traffic enforcement.

The traffic enforcement efforts by BPD resulted in 8,057 citations issued in 2013, a 41% increase over 2012. Of these 8,057 citations, BPD officers focused on distracted driver education and enforcement.

In 2013, BPD officers issued 882 drivers citations for not using a hands free device, an 84% increase from 2012. BPD officers issued 145 drivers citations for texting or operating an electronic mobile device, up 145% from 2012. Over 90% of all of the distracted driver citations were issued on the major arterials or in the downtown area within the City of Burlingame between 0600 and 1800 hours. Collision statistics show this target time has the highest percentage of injury collisions.

Through strict enforcement by all BPD officers and with additional public education, the City of Burlingame saw a 30% decrease in the number of injury collisions in 2013.

**BURLINGAME POLICE DEPARTMENT**

***National Campaign Results***

In 2013, during the month of April, the BPD participated in the Distracted Driving Awareness Month campaign. BPD issued 106 citations during the April Distracted Driving Awareness Month campaign. This was the first year BPD partnered with the national Distracted Driving Awareness Month campaign.

***STEP Results***

The STEP Program (Non-OTS funded) enforcement efforts, resulted in excess of 2400 traffic stops which resulted in 2229 citations. Of those 2229 citations, 545 were for drivers operating a motor vehicle while distracted. The twelve, STEP Program (Non-OTS funded) deployments also resulted in 24 drivers found to be in violation of driving with a suspended license, and 24 drivers found to be driving unlicensed.



Sergeant John Kiely, front left, supervises and participates in the February 20, 2013 STEP deployment in San Carlos.

The following table provides additional details regarding the citations associated with the STEP Program (Non-OTS funded) activities.

**CITATIONS ISSUED**

Violations	Cumulative Totals
Distracted Driving	545
Pedestrian Right of Way	603
Occupant restraints	292
Stop Signals/Stop Signs	282
Excessive Speed	238
Red light Violations	26
U-Turn in Business District	18
Improper Turn	18
Unsafe Backing/Stopping	11
Driving without a License	24
Driving on Suspended License	24
Driving Under the Influence (DUI)	3
Miscellaneous	145
<b>Total Citations</b>	<b>2229</b>

## BURLINGAME POLICE DEPARTMENT

# OUTCOMES

One of the goals of all members of BPD is to provide safe roadways within the City of Burlingame. Due to the extreme danger that a distracted driver poses to the community, other motorists, and to pedestrians, BPD conducted strict distracted driver enforcement. Through strict enforcement by all BPD officers and with additional public education, the City of Burlingame saw a decrease in the number of injury collisions between October 2012, and October 2013.

To achieve the goal and objective of proving safe roadways within the City of Burlingame, BPD continually monitors information through data analysis. Through the use of the CompStat collision mapping system, an extensive review of collision investigation reports, and collision trends, BPD is able to adapt to a changing environment as quickly as possible. This allows BPD to immediately adapt its traffic enforcement plan to a changing environment.

BPD submits quarterly performance reports to OTS. These reports detail the activities which were conducted within the quarter and their subsequent results.

### *Incentives and Recognition*

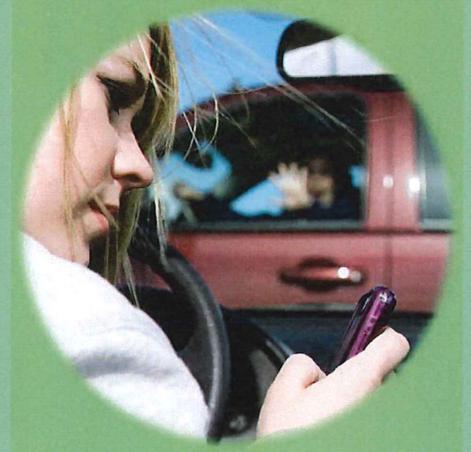
BPD is committed to providing the highest level of service and safety to the citizens of Burlingame and the people who drive within the community. This is accomplished through the combined efforts of all the Department's members. To strive for excellence, BPD recognizes exemplary performance, at all levels, through our internal awards program.

### *Internal Awards Program*

To recognize employees for an outstanding performance, BPD implemented an outstanding performance awards program in 2013.

BPD's outstanding performance awards program, recognized officers for extraordinary efforts in distracted driver education and enforcement. BPD selected the leading officer in distracted driver education and enforcement from the traffic unit and the leading officer from patrol to receive this award. Traffic Officer Nicholas Kempel and Patrol Officer Brett Leonard received this first time award for education and enforcement of distracted driver laws.

# Distracted Driving



National Law Enforcement Challenge  
Burlingame Police Department  
2013

*Policy & Guidelines*

# POLICY AND GUIDELINES

## DISTRACTED DRIVING

### BURLINGAME POLICE DEPARTMENT POLICY 500 TRAFFIC FUNCTION AND RESPONSIBILITY



Burlingame Police Department  
Policy Manual

## Traffic Function and Responsibility

### 500.1 PURPOSE AND SCOPE

The ultimate goal of traffic law enforcement is to reduce traffic collisions. This may be achieved through the application of such techniques as geographic/temporal assignment of personnel and equipment and the establishment of preventive patrols to deal with specific categories of unlawful driving behavior. Traffic enforcement techniques are based on accident data, enforcement activity records, traffic volume, and traffic conditions. This department provides enforcement efforts toward violations, not only in proportion to the frequency of their occurrence in accident situations, but also in terms of traffic-related needs.

### 500.2 TRAFFIC OFFICER DEPLOYMENT

Several factors are considered in the development of deployment schedules for officers of the Burlingame Police Department. Information provided by the California Statewide Integrated Traffic Reporting System (SWITRS) is a valuable resource for traffic accident occurrences and therefore officer deployment. Some of the factors for analysis include:

- Location
- Time
- Day
- Violation factors

All officers assigned to patrol or traffic enforcement functions will emphasize enforcement of accident causing violations during high accident hours and at locations of occurrence. All officers will take directed enforcement action on request, and random enforcement action when appropriate against violators as a matter of routine. All officers shall maintain high visibility while working general enforcement, especially at high accident locations.

Other factors to be considered for deployment are citizen requests, construction zones or special events.

### 500.3 ENFORCEMENT

Enforcement actions are commensurate with applicable laws and take into account the degree and severity of the violation committed. This department does not establish ticket quotas and the number of arrests or citations issued by any officer shall not be used as the sole criterion for evaluating officer overall performance (Vehicle Code § 41603). The visibility and quality of an officer's work effort will be commensurate with the philosophy of this policy. Several methods are effective in the reduction of collisions:

#### 500.3.1 WARNINGS

Warnings or other non-punitive enforcement actions should be considered in each situation and substituted for arrests or citations when circumstances warrant, especially in the case of inadvertent violations.

# POLICY AND GUIDELINES

## DISTRACTED DRIVING

### BURLINGAME POLICE DEPARTMENT

#### POLICY 500

#### TRAFFIC FUNCTION AND RESPONSIBILITY

#### Burlingame Police Department

Policy Manual

##### *Traffic Function and Responsibility*

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##### **500.3.2 CITATIONS**

Citations may be issued when an officer believes it is appropriate. It is essential that officers fully explain the rights and requirements imposed on motorists upon issuance of a citation for a traffic violation. Officers should provide the following information at a minimum:

- (a) Explanation of the violation or charge
- (b) Court appearance procedure including the optional or mandatory appearance by the motorist
- (c) Notice of whether the motorist can enter a plea and pay the fine by mail or at the court

##### **500.3.3 PHYSICAL ARREST**

Physical arrest can be made on a number of criminal traffic offenses outlined in the Vehicle Code or Penal Code. These physical arrest cases usually deal with, but are not limited to:

- (a) Vehicular manslaughter
- (b) Felony and misdemeanor driving under the influence of alcohol/drugs
- (c) Felony or misdemeanor hit-and-run
- (d) Refusal to sign notice to appear
- (e) Any other misdemeanor at the discretion of the officer, such as reckless driving with extenuating circumstances

##### **500.4 SUSPENDED OR REVOKED DRIVERS LICENSES**

If an officer contacts a traffic violator for driving on a suspended or revoked license, the officer may issue a traffic citation pursuant to Vehicle Code § 14601.

If a computer check of a traffic violator's license status reveals a suspended or revoked driver license and the traffic violator still has his or her license in possession, the license shall be seized by the officer. The officer shall verbally advise the traffic violator of the suspension or revocation and issue the citation. The officer will be responsible for filling out the Verbal Notice form (DMV form DL-310) and causing that form and license to be forwarded to the Department of Motor Vehicles.

##### **500.5 HIGH-VISIBILITY VESTS**

The Department has provided American National Standards Institute (ANSI) Class II high-visibility vests to increase the visibility of department members who may be exposed to hazards presented by passing traffic, maneuvering or operating vehicles, machinery and equipment (23 CFR 655.601; 8 CCR 1598).

Although intended primarily for use while performing traffic related assignments, high-visibility vests should be worn at any time increased visibility would improve the safety or efficiency of the member.

##### **500.5.1 REQUIRED USE**

Except when working in a potentially adversarial or confrontational role, such as during vehicle stops, high-visibility vests should be worn at any time it is anticipated that an employee will be exposed to the hazards of approaching traffic or construction and recovery equipment. Examples of when high-visibility vests should be worn include traffic control duties, accident investigations, lane closures and while at disaster scenes, or anytime high visibility is desirable. When emergency conditions preclude the immediate donning of the

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# POLICY AND GUIDELINES

## *DISTRACTED DRIVING*

### BURLINGAME POLICE DEPARTMENT POLICY 500 TRAFFIC FUNCTION AND RESPONSIBILITY

#### Burlingame Police Department Policy Manual

##### *Traffic Function and Responsibility*

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vest, officers should retrieve and wear the vest as soon as conditions reasonably permit. Use of the vests shall also be mandatory when directed by a supervisor.

Vests maintained in the investigation units may be used any time a plainclothes officer might benefit from being readily identified as a member of law enforcement.

##### **500.5.2 CARE AND STORAGE OF HIGH-VISIBILITY VESTS**

High-visibility vests shall be maintained in the trunk of each patrol and investigation unit, in the side box of each police motorcycle and in the saddlebag or gear bag of each police bicycle. Each vest should be stored inside the re-sealable plastic bag provided to protect and maintain the vest in a serviceable condition. Before going into service each employee shall ensure a serviceable high-visibility vest is properly stored.

A supply of high-visibility vests will be maintained in the equipment room for replacement of damaged or unserviceable vests. The Support Services Division Captain should be promptly notified whenever the supply of vests in the equipment room needs replenishing.