

OFFICER TRAFFIC SAFETY PROGRAM

THE WEST PALM BEACH POLICE DEPARTMENT

The city of West Palm Beach was founded as a town in Florida in 1894. West Palm beach is in Palm beach County which is the second largest county in Florida. West Palm Beach has a population of 113,000 citizens and spans a total of 58.1 square miles. The city is the oldest incorporated municipality in southeast Florida. West Palm Beach is a vibrant, growing, waterfront city.



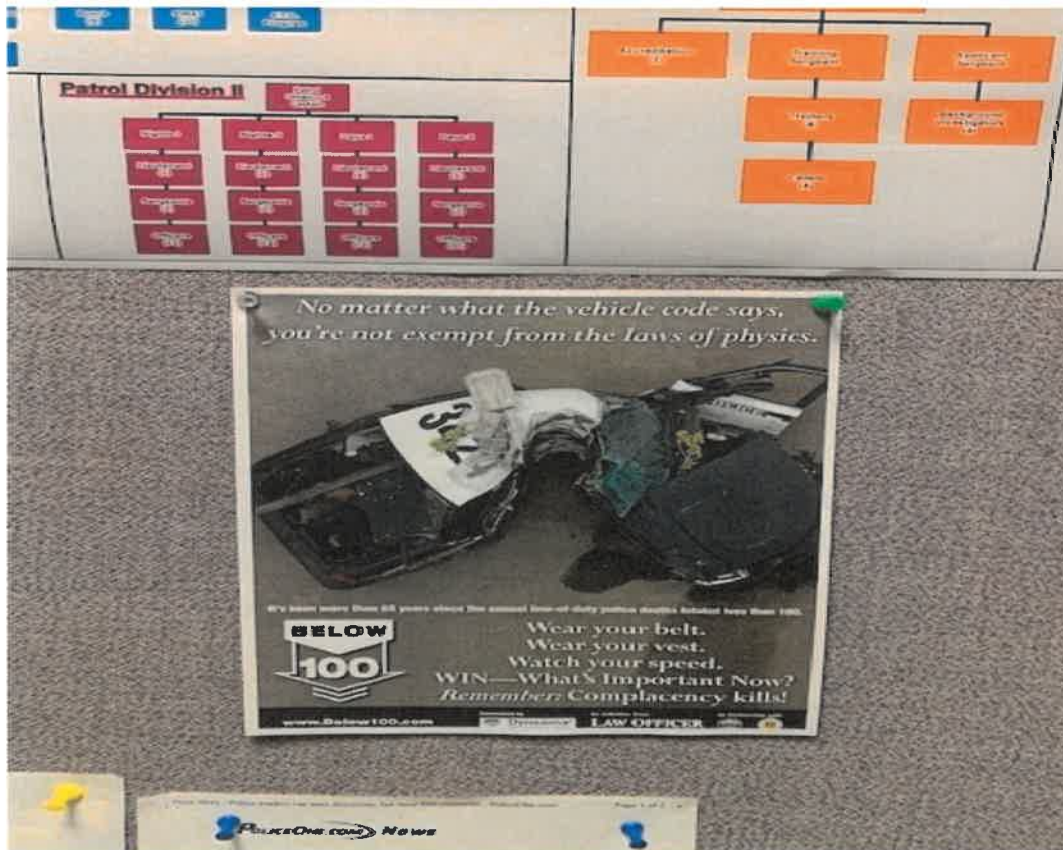
The West Palm Beach Police Department was established in 1894. The Chief of Police is Franklin Adderley. It is the largest municipal police department in Palm Beach County and is a law enforcement agency with a total of 422 positions. Out of the 422 positions, 388 are filled. There are 290 sworn police officers and 98 civilians. We take our obligation to look after the safety of our personnel seriously and make sure that we provide our employees with the necessary resources and training to ensure their safety and the safety of the public we serve.

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Mandatory Wearing of Safety Belts

The West Palm Beach Police Department's policy requires all persons riding in a city owned vehicle to wear their seat belts/restraining devices unless specifically exempted. Child restraint device usage is

mandatory while transporting a child in a city owned vehicle. When the driver's seat belt becomes inoperable the vehicle will be taken out of service until fixed. If the front passenger seatbelt is inoperable, no one will be transported occupying that seat. Violators will face progressive discipline if they are found to have violated this seatbelt policy. There are several posters located around the station that reinforce wearing your seat belt and watching your speed.



Traffic Safety Vests

In order to help reduce traffic related officer injuries and deaths, all officers who are issued patrol cars are issued traffic safety vests and they are required to wear them anytime that they are out of their patrol

vehicles performing traffic control/direction duties. This applies to both on-duty and extra-duty work shifts. Supervisors are required to ensure officers are always in compliance.



Traffic Flares and Electronic Power Flares

Every officer in patrol is issued road flares to assist with accident scene visibility to approaching motorist. Road flares provide enhanced visibility at night and in the daytime. The flares are not deployed right next to accident scenes due to the combustible nature of leaking automotive fluids, but rather deployed along with emergency vehicle lights leading up towards the accident scene putting approaching motorist on advanced notice of an upcoming accident scene and to reduce the occurrence of secondary crashes.



In addition, we issued select night shift patrol sergeants electronic power flares that are battery-powered LED emergency flares for safer awareness and traffic direction/control at night. They are magnetic and can be either mounted on the side of a patrol vehicle or placed on the ground. They are crush-resistant and can withstand the weight of a 20,000lb. vehicle. They can be set in flash mode to get motorists' attention and can be set in steady mode to direct traffic around traffic and crime scenes.



Scene Lighting

When working an accident or outdoor crime scene in a very poorly lit area, we provide our officers with access to scene lighting in order to enhance officer safety while working those scenes. We have provided our officers with the PELICAN 9440 RALS battery-powered scene lighting systems.



Police Officer Safety Light

In order to enhance officer safety on traffic accident scenes at night, our traffic homicide investigators utilize the Guardian Angel Police Officer Safety Light. The Guardian Angel Light is an LED lighting system that weighs three ounces and is designed to be mounted on the shoulder lapel of an officer. This lighting system provides 360-degree illumination, multiple lighting options, over five plus miles of visibility, and a rechargeable all day battery runtime. We are currently in the process of purchasing more of these lapel lights for all of our officers.



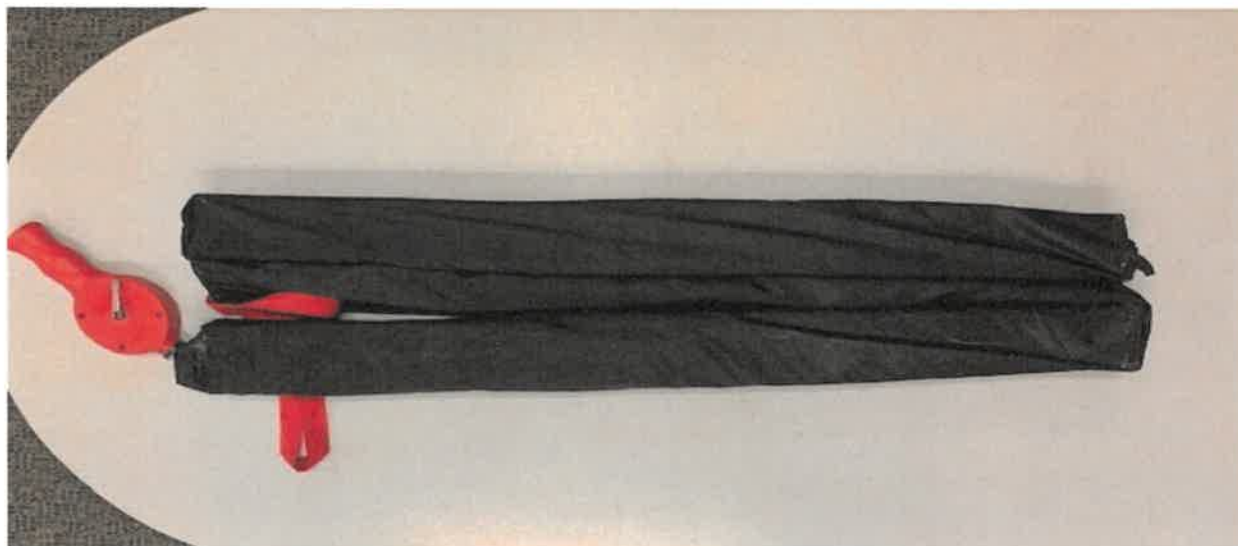
FARO Crime and Accident Scene Scanner

The longer first responders are on-scene of a traffic accident, the more likely there will be a secondary traffic accident involving their death. According to the National Law Enforcement Memorial and

Museum law enforcement fatalities report, there were fourteen officer struck-by fatalities in 2020 and twenty-seven officer struck-by fatalities in 2021. That is a 93% increase! Many of these fatal struck-by crashes occurred while officers were investigating motor vehicle crashes or assisting motorists on the side of the road. In order to reduce on-scene time during serious accident investigations, yet still allow for complete and thorough investigation, we deploy a FARO® 3D laser crime and accident scene scanner. The FARO provides fast, accurate documentation of accident scenes and allows crash investigators to quickly record vast amounts of data and bring the virtual scene back to the office for further investigation. This opens the roadway back up much quicker than utilizing previous accident investigation methods, making it safer for first responders and motorists.

Pursuit Termination Devices

Understanding that public safety is enhanced when vehicle pursuits are ended quickly and safely, patrol cars are equipped with tire deflation devices or stop sticks. Training is initially provided on the proper deployment of tire deflation devices during patrol field training and again annually during our in-service driving training. Officers not actively engaged in a pursuit are encouraged to get ahead of or parallel the pursuit so that tire deflation devices can be deployed. Officers are trained to stay out of the roadway and stay behind cover during the deployment of tire deflation devices to shield themselves from potential injury from passing vehicles or debris.



Emergency Vehicle Operations Training

West Palm Beach Police Department uses the resources at Palm Beach State College law enforcement academy. The academy is one of several approved police academies in the state of Florida. The academy has their own driving pad which we utilize throughout the year for our annual in-service driving training. The training includes pursuit training, N.E.V.O (no-evasive vehicle operations), felony stops, pursuit termination devices, safe and legal traffic stops, racial profiling, and force on force scenarios with critiqued response.

Vehicle Pursuit Policy and Review

The West Palm Beach Police Department has a comprehensive pursuit policy and officers are initially trained on it during the FTO process and retrained on it annually every year during our in-service training. Periodically, officers are asked to explain [in detail] the process during roll call training briefings. The policy details the following. Under what circumstances/conditions pursuits are to be initiated, the proper supervisor monitoring, and termination requirements. We document all our traffic stops where the offender flees from us, but we do not pursue as it does not meet our pursuit requirements. These stops are documented under failure to yield (FTY). All of our pursuits go before our pursuit review board for review. When the review board meets, any commendations for exceptional performance or corrective action, including formal discipline is recommended. The purpose of the review board is to reward good behavior and change risky behavior.

Patrol Car Collisions and Damage Reporting

Anytime a police officer's assigned vehicle is damaged or involved in a collision, an officer from the Traffic Division will respond and handle the accident. A Patrol Division Lieutenant will also respond to the scene and conduct a formal review and determination is made as to whether employee error contributed to the accident. A summary report is then sent through the chain of command to the Chief of Police. If the employee is found to be at fault, progressive discipline will be applied. If an officer is

showing to be deficient in driving, we will mandate remedial driving training in order to increase officer safety and confidence, and to identify and change risky behavior.

Instructor Training

All our instructors are certified by the Florida Department of Law Enforcement. Certification examples include, defensive tactics, firearms, less-lethal systems, emergency vehicle operations, chemical munitions, ASP baton, CPR, etc. In order to ensure that their training is up to date, recertification is required of all of our trainers before their due date.

Appropriate Patrol Vehicle Selection

Because we work in a climate that truly experiences extreme heat and humidity, and slippery and wet conditions, being able to properly respond to calls for service is essential in safely performing our job duties. To assist us in that regard, we outfitted our fleet with multiple manufacturer vehicles (Chevrolet and Ford), in the event of massive recalls. These vehicles consist of all wheel drive and four-wheel drive, pursuit-rated vehicles featuring stability control, traction control, and larger interior room, for safer operation by our officers during both high speed and inclement weather operation. Officers feel these SUV's provide more space for themselves, their prisoners, and the equipment they are required to carry. The SUVs also provide for increased ground clearance.





Traffic Stops

For increased officer and public safety, all officers are instructed on the proper way to conduct traffic stops while attending the law enforcement-training academy, with additional focus on traffic stops during the eighteen-week field-training program. Officers are instructed to utilize their two-way radios and inform the Communications Center of their location, the vehicle license plate, the vehicle description, and the number of occupants before exiting their patrol vehicles.

Officers are instructed to utilize a passenger-side approach on all high traffic and/or high-speed roadways to lessen their exposure to the hazards presented by other drivers. Officers are taught to minimize their exposure to vehicle strikes while out of the vehicle by staying away from the traveled portion and away from standing between vehicles while interacting with motorists outside of their vehicles.

If a supervisor observes unsafe traffic stop procedures during the review of an officer's BWC, the supervisor will speak with the officer in-person. At that time, the specific concerning issue(s) will be

discussed with focus on the proper way to have handled the traffic stop. If necessary, remedial training can be provided by the training division officers.

Patrol Vehicle Equipment and Lighting

As we phase out our older patrol vehicles, each new vehicle is designed and equipped with officer-safety in mind. For increased officer-safety, all patrol vehicles are minimally equipped with two-way radios, prisoner transportation cage, emergency lighting and siren, PA system, fire extinguisher, first aid kit and ambu bag, CPR mask, spit mask, hobbles, flares, and flex cuffs. These vehicles are equipped with full roll-over rated cages, and a prisoner seat belt system that allows the officer not to have to reach over the prisoner to access and secure their seat belt.

Our new patrol vehicles have been up fitted with the latest in emergency lighting and warning technology. The LED emergency lighting system integrates to the vehicles computer allowing our officers to be hands free. The LED emergency lighting system automatically [and temporarily] shuts off all lights on the driver's and/or passenger side of the vehicle when the doors are opened, so as not to obscure the officer's vision, increasing officer safety.

The 3-position emergency lighting settings flash varying lights on the vehicle at varying speeds. Position 1 flashes only the rear-facing emergency lights in a slow alternating pattern in such a way as to create only minimal distraction to the approaching drivers. Position 2 flashes all front, side, and rear facing red and blue emergency lights at a moderate speed. Position 2 can be utilized when responding to emergency calls for service when visibility may be an issue, such as when driving in heavy rain or fog and the flashback effect of the white lights would impair the officer's ability to safely see the roadway. Position 3 flashes all front, side, and rear facing red, blue, and white emergency lights at a rapid speed to get motorists attention, more clearly signally for them to move out of the way and yield to the emergency vehicle, allowing for safer emergency travel for the officer and the public. Even if responding with emergency warning equipment in positions 2 or 3, the emergency lighting will automatically revert to the

position 1 lighting and flash pattern, once the vehicle is placed in park, limiting the distraction to the approaching drivers. This feature can be overridden if emergency vehicle lighting surrounding the vehicle is needed for enhanced scene safety.

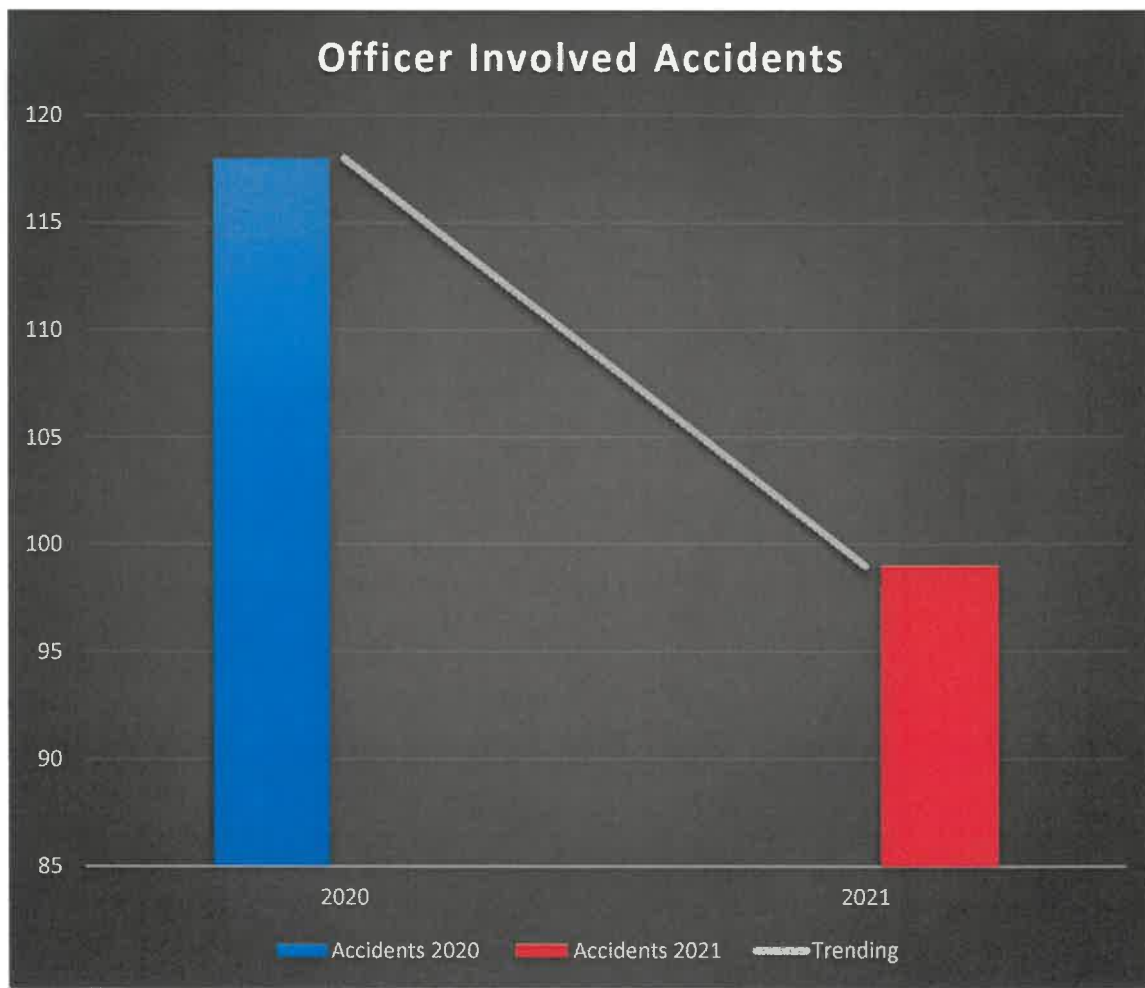
When the patrol vehicle is responding to a call with emergency lighting activated, most rear facing emergency lights turn to a braking pattern only when the patrol car brakes are applied so that it becomes obvious that the vehicle is braking. This increases officer-safety by ensuring that other vehicles, including those being operated by other law enforcement officers, are aware that the patrol vehicle is slowing/stopping, thus reducing the chance of a rear-end collision. When operating the emergency lights at night, the lights can be manually switched to half-power once the vehicle has been placed in park, reducing the blinding effect of the LED lighting on other roadway users. The vehicles are also equipped with an intersection clearing mode which is activated with the push of the horn. When engaged, the emergency lights will accelerate the pattern and change the siren tone for eight seconds in order to be more visible when going through intersections. Once the eight seconds expires, the system automatically reverts to the previous mode. The emergency lighting system has multiple modes that are used for officer safety. One mode is called cruise mode, which sets the emergency lights on steady at 30%, so as not to flash and distract other drivers, but still remain visible while parked on the side of the road. Finally, there is wall of white mode, which is activated when the high beams are turned on. The wall of white mode turns all forward-facing lights to white allowing our officers to better see down alleys, poorly lit areas, vehicles, suspects, etc.

All patrol vehicles are also equipped with an automated vehicle locator system or (AVL). In the event, one of our officers is not responding to their radio and our communications center does not have them out at a specific location, our dispatch personnel can pull up their location via the AVL and immediately dispatch personnel to ensure our officers safety. The AVL is also used to better deploy our personnel. Command staff may conduct a real time AVL inquiry on the crime spike locations in our city in order to better deploy our personnel in those locations. To ensure the safety of our officers and the citizens we

serve, the AVL system is also set up to send out speeding threshold (90MPH) alerts via email to Lieutenants and command staff. The lieutenant of the personnel operating said vehicle in the alert, will ascertain why that officer was driving 90 MPH, and either validate the reason(s) why they were driving at least 90 MPH, or they will correct the speeding with counseling and progressive discipline if warranted. If you would like to see an example of our lighting system, please click on the link below.

<https://www.youtube.com/watch?v=27KiffOGBU8>

In 2020 our officers were involved in 118 accidents and in 2021 our officers were involved in 99 accidents, which is a decline of almost 20 accidents.



Closing

The West Palm Beach Police Department has made it a priority to ensure that we provide our employees with the safest working environment possible, coupled with a top-of-the-line training unit. We have done so by developing, implementing, and promoting an in-depth traffic safety program. This program is accepted by our employees and are regarded by both the officers and the administration as successful. We believe that the program and strategies that we have implemented can easily be replicated by other agencies.

At the West Palm Beach Police Department, we firmly believe in our efforts to consistently provide quality policing for the safety of our neighborhoods and for the people who reside in this great city. I want to personally thank the selection Board for taking the time to review our application and for further consideration in awarding the West Palm Beach Police Department this prestigious designation. We triumph not when we receive recognition, but when years of effort and consistent community-led policing produces results. As such, and for the reasons outlined in the previous pages, we passionately believe this agency is worthy of being awarded the Destination Zero Officer Traffic Safety Award.