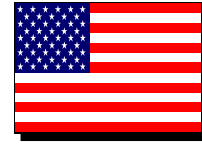


PASETTER



Pennsylvania Association for Safety Education

Fall/Winter 07 Issue

The Traffic Stop

One goal of traffic safety education (TSE) is to instill a sense of personal responsibility on the novice driver. An outcome of that may be to produce a driver who will drive responsibly and avoid altercations with the law and those who enforce it. However, even when a motorist obeys all traffic laws, it is possible to have contact with law enforcement. There are a variety of reasons a person may be "pulled over" for a traffic stop. Examples include: speeding, failure to perform a function, or the driver fits the description of a suspect. Not all traffic stops, however, are for a negative consequence. Examples include: the officer may think you are in trouble, need help or are otherwise at risk.

Studies have shown the majority of law-abiding citizens form their perceptions of the police based on the 10 minute traffic stop. (Woodhull, A. 1994) A traffic stop may be the only contact some citizens ever have with law enforcement. By the time a student enters TSE, they have probably formed an opinion of law enforcement personnel from family or media. While this project cannot replace actual face-to-face contact between students and law enforcement, it can provide useful information and an awareness of the rights and responsibilities of both parties involved in the stop.

(Continued on page 6)

Valuable information, conference updates and issues of the PASETTER are currently available at the PASE web site:

adtsea.iup.edu/pase

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Conference...2008

TENTATIVE AGENDA INSIDE

The 59th Annual Pennsylvania Association for Safety Education Conference will be held on April 25th at the Quality Inn - Arena in Bedford, Pennsylvania.

Rooms will be available at the Quality Inn at the following reduced rates:

- Single - \$52
- Double - \$58
- Triple - \$64
- Quad - \$70

Call 814-623-5188 to make your reservations & look inside of this issue for your tentative agenda and registration form!!!

The PASE conference this year will be held on FRIDAY ONLY. Mark your calendars for Friday, April 25, 2008 for a day full of informative workshops.

The location of the conference will not change...it will still be at the Quality Inn Arena in Bedford, PA. If you'd like to rent a room, the rates will still remain the same.

**2008 PASE CONFERENCE
(TENTATIVE AGENDA)
“Re-educating the Driver Educator, Volume 6”**

Friday, April 25, 2008

- | | |
|-------------------|---|
| 8 AM – 10 AM | REGISTRATION/EXHIBITS |
| 7:30 AM – 9:00 AM | BOARD OF DIRECTORS MEETING |
| 9 AM – 11:30 AM | OPENING GENERAL SESSION
WELCOME/INTRODUCTIONS, Curt Behler, PASE President
PRESENTATION OF COLORS
PLEDGE OF ALLEGIANCE
NATIONAL ANTHEM
INVOCATION, Ronald Strapel, PASE Chaplain
PROGRAM CHANGES
KEYNOTE SPEAKER - TBA |
| 11:30 AM – 12 PM | EXHIBITS |
| 12 PM – 1 PM | LUNCH (Lunch will be provided) |
| 1 PM – 2:15 PM | WORKSHOP SESSION 1—TBA |
| 2:15 PM – 2:30 PM | BREAK/EXHIBITS |
| 2:30 PM – 3:45 PM | WORKSHOP SESSION 2—TBA |
| 3:45 PM – 4:00 PM | BREAK/EXHIBITS |
| 4:00PM – 4:30 PM | Business Meeting |

2008 PASE Conference Registration Form

Name: _____ School/Business: _____

Address: _____

Telephone: (_____) _____ Fax: (_____) _____

Email Address: _____

Spouse/Guest Name (if attending): _____

The 59th Annual **Pennsylvania Association for Safety Education** Conference will be held Friday, April 25th at the Quality Inn - Arena in Bedford, Pennsylvania.
Sixty-five rooms will be available at the Quality Inn at the following reduced rates:

Single - \$52 Double - \$58 Triple - \$64 Quad - \$70

Call **814-623-5188** to make your room reservations. The following fees are in addition to your room costs. *Conference registration fees do not include the cost of your hotel room.*

Membership Conference Registration
(Includes lunch and breaks)

		Total
Active	\$70	\$ _____

Non-Membership Conference Registration
(Includes lunch and breaks)

Non-Member	\$100	\$ _____
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Extra Tickets: (These meal tickets are available if you are bringing a Guest/Spouse; registered participants meals are included in their conference registration fee).

Complete Meal/Break Ticket	\$25	\$ _____
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Membership: PASE dues are payable either before the Conference or at the Conference Registration Table.

Active	\$ 25	\$ _____
Retiree	\$ 15	\$ _____
Corporate	\$ 140 (Exhibitors)	\$ _____

TOTAL AMOUNT ENCLOSED \$ _____

NOTE: As part of Act 48, we will be a provider for the in-service credit.
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The Traffic Stop, continued from page 1

In 1999 alone, there were 43,800,000 contacts made with police across the United States. (US Department of Justice) Traffic stops accounted for fully 52% of all those contacts. In Washington state alone, 813,350 motorists were contacted for traffic violations. Of those, 359,220 citations were issued. (Washington State Patrol) That means about 1 of every 5.17 licensed drivers in Washington was stopped by police and 1 of every 11.69 were issued a citation.

Recently there has been speculation and debate on issues such as racial profiling, primary seat belt laws, "pretextual" traffic stops, etc. Some question what authority police have for stopping a motorist and what they can do during a traffic stop. As reported by the Seattle Times, the U.S. Supreme Court has upheld pretextual traffic stops by a 5-4 majority, but was declared unconstitutional by the Washington state Supreme Court. Justice Richard Saunders in the ruling writes "The court said "pretextual" traffic stops amount to warrantless searches or seizures in violation of the state constitution's Article 1, Section 7. That section says: "No person shall be disturbed in his private affairs, or his home invaded, without authority of law". (The Seattle Times) The ruling was seen as a hamper to police who use this technique to help detect crime.

Other recent debates have been whether or not police officers can order drivers and passengers out of their vehicles during a traffic stop. In a recent case in Maryland where Attorney General Janet Reno spoke as "a friend-of-the-court", the justices said the need to protect police officer's safety justifies the "minimal" intrusion on a passenger's rights. (Jet) Legislation passed and officers are allowed to order passengers out of the vehicle.

The last two examples have shown two major concerns for both police and motorists. It is assumed a detailed example of how each party should respond to the stop would benefit both.

Motorists that are stopped by police may feel confused, anxious, or even angry like they are being picked on or that police should be focusing on other forms of crime like a burglary or homicide. Some experts claim a mock traffic stop in TSE courses will help reduce some of the anxieties motorists experience. Drivers need to be assured that:

- Police will provide their name upon request
- If not in uniform, police will present proper identification to verify they are a police officer.
- In unmarked vehicles they will still display emergency lights.
- Police will inform the person of the reason for being stopped
- Police will only arrest the person when they have probable cause to believe the person has committed a crime.

Officers have a great deal of discretion on whether or not they write a ticket. The type of violation, known driving history, and the driver's attitude can all be considered before a ticket is written. Many officers will agree the driver's attitude has a big influence on their decision. Unfortunately many motorists feel police should concentrate on "more important things" than enforcing traffic laws. Some drivers feel that they may be singled out or even inconvenienced by the stop, leading to inappropriate driver behavior toward the officer. Every officer has encountered a difficult motorist at one time or another. Difficult motorists could be grouped in the following categories: (Woodhull, A. 1994)

- Excuse givers - those who feel they have the perfect reason for breaking the law.
- Authority figures - citizens who think they are above the law.
- Hostile/aggressive bullies - those who threaten with inappropriate comments or mannerisms
- The know it all ("roadside attorneys") - those who challenge the validity of the law

Unfortunately officers receive less training in communication skills than other aspects of the job; yet they have to deal with difficult motorists on a daily basis. Sgt. Ray Griffin of the Gainesville Police Department states "The vital communication skill an officer must use each day is often the most neglected area of training." (Woodhull, A. 1994)

- Humanize yourself
- Use listening and empathy skills
- Create a cooperative, working relationship
- Use humor
- Show concern

Traffic stops are inherently dangerous and pose a significant threat to the physical safety of law enforcement officers. It is not uncommon for routine traffic stops to escalate into a violent situation. During a ten year period from 1988 to 1997, 688 police officers were killed. Eighty-nine (12.9 percent) of these killings occurred during routine traffic stops. A total of 621,244 assaults were committed against police officers during this same ten-year period, 58, 502 (9.4 percent) were committed during traffic stops. (Lichtenberg, S. 2001)

One of the first and foremost responsibilities of the motorist is to be cooperative. Not that being polite is going to get you out of the ticket, but it can make the stop go smoother. The following list of suggestions will help make the situation safer for both the motorist and the officer. (US Department of Transportation)

1. When you see emergency lights/and or hear a siren, find a safe place to pull over and stop. Officers are trained to scope out the optimum location for the stop before turning on their emergency equipment. This is one reason why there are times when officers may follow a violator for a long distance before initiating the stop.
2. Stay in your vehicle unless the officer asks you to get out. If there are any passengers, they should do the same. Encourage them to be quiet and cooperate with the officer's instructions. If the officer wants you to get out, they will ask you to. Many criminals exit their car to try to prevent the officer from seeing what they have in their possession.
3. Keep your hands on the steering wheel or dash so the officer can see them. This makes the officer feel more comfortable because he/she can see your hands.
4. Wait for the officer to ask you for your license, registration and insurance before you reach for them. You may think you are doing the officer a favor by having them ready, but they may think you are reaching for something else, like a gun.
5. If you feel the reason for the stop is vague or unclear, you can ask the officer for details. If you disagree, now is not the time to argue. You will have the opportunity to contest the citation in court if needed.
6. If you are issued a citation, sign the citation whether you agree, or not. Accepting it or signing it is not an admission of guilt.

Additional considerations should be taken if the stop occurs at night as nighttime stops pose additional risks.

1. After you pull over, turn on your dome light. This lets the officer know you have nothing to hide and are willing to cooperate.
2. Prepare to be "blinded" since police will utilize every light source (spot light, headlights, and "take-down" lights) available on the front of their car.
3. Realize the officer(s) will be using a flashlight to look around inside your car.

Traffic stops can be a dangerous situation for motorists and law enforcement alike. For the officer(s) there is a greatly heightened sense of awareness, suspicion, and fear. For the driver, emotions such as fear, anger, and confusion may become overwhelming. These emotions can be magnified for the novice driver.

By providing the novice driver with a general knowledge about traffic stops and suggestions on how to make it safe and efficient, it will help reduce the likelihood of a negative experience and improve police/citizen relations.

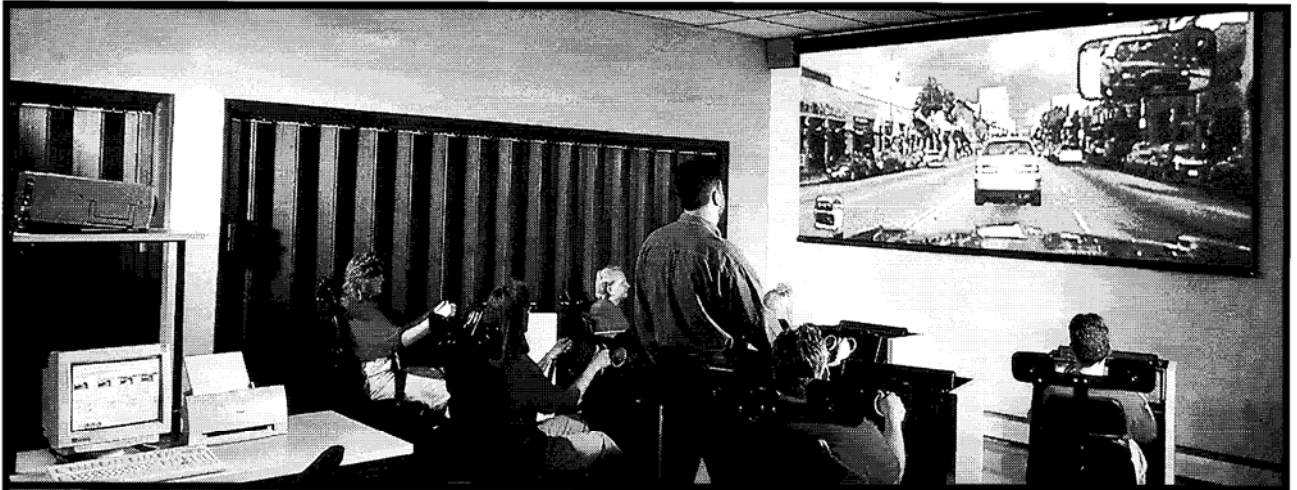
It is suggested officers use one or more of the following techniques during a traffic stop, especially those with an emotional or verbally confrontational driver: (Woodhull, A. 1998) law enforcement is a time proven method of increasing motorist safety, reducing the incidence of impaired and aggressive driving, and increasing the apprehension of dangerous criminals. Motorists involved in a traffic stop (even receiving a citation) should try to find the "positive" in the traffic stop. The incident should be used to make oneself a better motorist. Enforcing traffic laws help keep everyone safer.

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Note: The following article was written in conjunction with a PowerPoint lesson that can be used in Traffic Safety Education courses (available upon request). The goal of this project was to create an awareness of the traffic stop and provide some general suggestions on how to respond appropriately to a police traffic stop, regardless of the reason for the stop. This project is not intended to be legal advice nor does it attempt to help a motorist get out of a ticket. It is intended to educate drivers on the responsibilities of both parties involved—the motorist and the law enforcement officer. It should also be noted that traffic stops may differ slightly depending on environment, jurisdictions, and laws that vary from state to state.

Scott Calahan, Coordinator: Traffic Safety Education, Central Washington University; Kelly Kersten, Coordinator: AUAP Driving Program, Central Washington University



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What is ADTSEA?

The American Driver and Traffic Safety Education Association (ADTSEA) is the professional association which represents traffic safety educators throughout the United States and abroad.

Members of the association include:

- State Supervisors of Safety Education
- University Professors
- Elementary and Secondary School Teachers
- Vocational Rehabilitation Specialists
- Commercial Driving School Teachers
- Police Traffic Safety Personnel
- Corporate Representatives

As a national advocate for quality traffic safety education, ADTSEA creates and publishes policies and guidelines for the discipline. ADTSEA conducts conferences, workshops and seminars and provides consultative services. The organization also develops educational materials.

ADTSEA has over 1,000 professional and corporate members and is located at the Indiana University of Pennsylvania Highway Safety Center, Indiana PA. The association provides its members with a national office which represents the interests of members by keeping track of legislation on safety matters and lobbying for legislation to support driver and safety education.

In 1970, ADTSEA took over the management of the National Student Safety Program (NSSP) from the National Education Associations Safety Commission (which was disbanded at that time) and has maintained this program ever since.

Why Join?

- To support the association which serves my best interests of the driver education professional in ways that ONLY a national organization can.
- To show pride in being a safety educator.
- To confirm my belief that traffic safety education needs a unified voice with which to speak to the nation.
- To strengthen the organization that promotes my security and welfare.
- Because a stronger national association strengthens and complements my state association.
- To improve the status and stature of my profession.
- To demonstrate my belief that professional standards should be developed by the profession.
- To demonstrate my belief that education is a lifelong pursuit and that a national professional association has a role to play.
- For an opportunity to participate in programs, committees and ad hoc groups as a contribution to the profession and an opportunity for service.
- To support the organization which exists to represent my professional interests.

For more membership information please go to www.adtsea.org or call 800-896-7703 and ask to speak to Dottie Hillard.

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