



# Louisiana State Police Troop C

## “TrafficStat”

A Comprehensive Traffic  
Safety Initiative

# Louisiana State Police Troop C



## Goals and Objectives

- ❏ Identify locations throughout the Troop area where crashes are likely to occur.
- ❏ Design an effective crash analysis program to determine the primary factors that contribute to crashes at these locations.
- ❏ Develop effective countermeasures to correct hazardous conditions.
- ❏ Implement public information and education campaign to help the public avoid traffic danger and crash risks.

# Louisiana State Police Troop C



**Vehicle crashes and traffic congestion have a significant effect on the quality of life of all residents and visitors of Louisiana.**

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## Problem Identification 3 Years (99, 00, 01)

-  **13,368 Total Crashes**
-  **4,456 Crashes per Year**

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## What is “TrafficStat?”



- ❏ **New to the state of Louisiana.**
- ❏ **Modeled after a similar program used by NYPD.**
- ❏ **Similar to ComStat used by several large agencies across the nation to record crime statistics.**

# Louisiana State Police Troop C “TrafficStat”



*TrafficStat* is comprised of four components:

- 🚓 **Accurate and timely intelligence**
- 🚓 **Rapid deployment**
- 🚓 **Effective tactics**
- 🚓 **Relentless follow-up and assessment**

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## Strategies and Activities



The *TrafficStat* program is used as a tool to implement the Six *E*'s (*Enforcement, Education, Engineering, Emergency Response, Evacuation, and Everyone Else*) of traffic safety at locations throughout the Troop that are identified as "crash-prone". The identification process, along with an analysis of crash factors and suggestions for correcting unsafe conditions, takes place at monthly "*TrafficStat Strategy*" meetings.

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## Four *TrafficStat* Fundamentals



- 1. **Timely and Accurate Statistical Data**
- 2. **Rapid, Synchronized, Focused, Response**
- 3. **Effective Tactics**
- 4. **Supervisor Accountability**



# Louisiana State Police Troop C Statistical Data



**To develop an effective traffic safety program, Troop C had to obtain current and accurate information. Thousands of crash reports were analyzed to determine three specific phases of our *TrafficStat* program.**

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## Statistical Data



- 📍 **Phase One – Location of Crash**
  - **Intersection** – where two roadways meet
  - **Section** – a stretch of roadway, which can be up to a mile long
  - **Spot** – a particular location on a stretch of road

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## Statistical Data

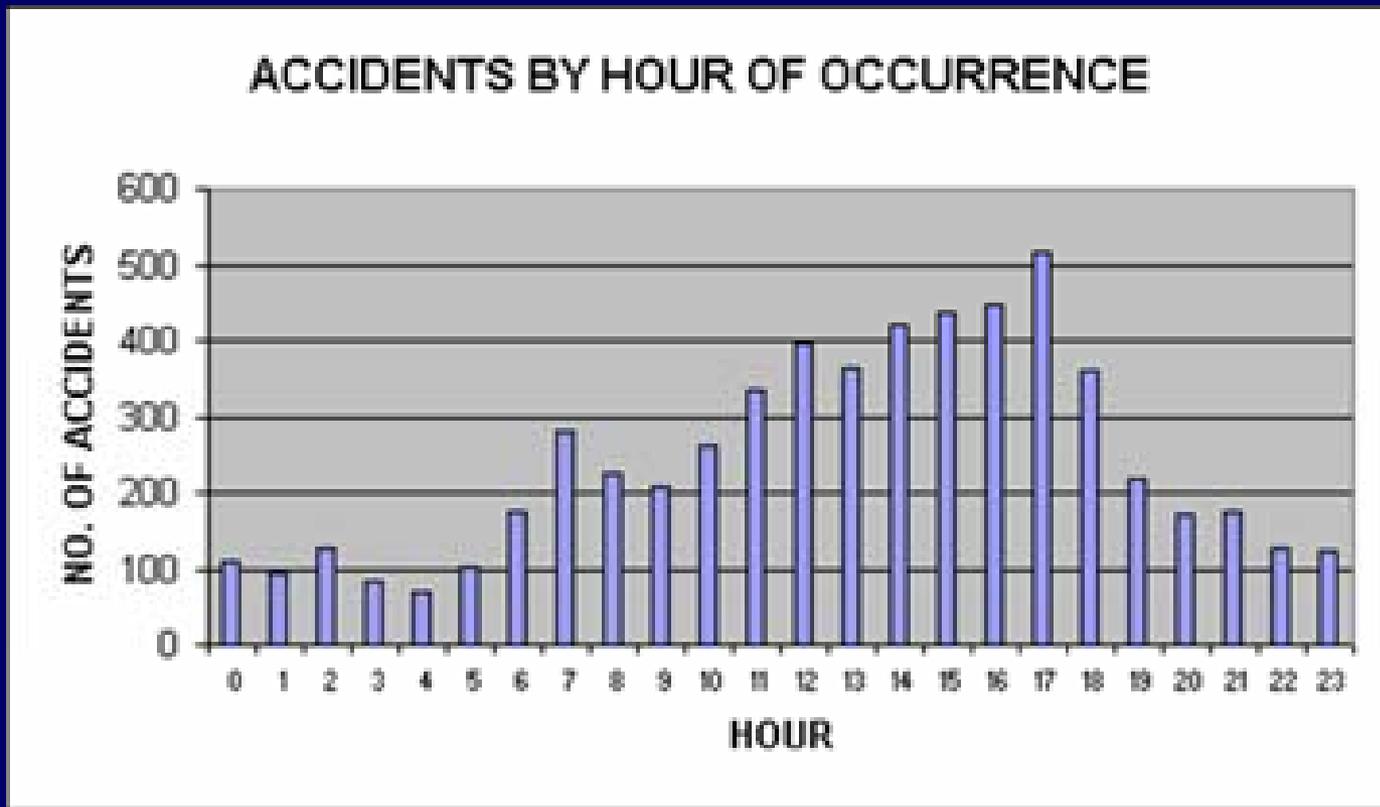


### Phase Two – Time of Crash

- Because of information obtained from Phase Two, Power Shifts were created
- Power Shift – Altering the time a Trooper begins and ends his/her shift to have manpower on patrol when most needed.

# Louisiana State Police Troop C

## Phase Two – Time of Crash



# Louisiana State Police Troop C Statistical Data



- Phase Three – Analysis of Cause
  - What driver violations were causing these crashes?
  - Why were these crashes occurring?

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## Causative Factors



- ❏ **Reckless Operation**
- ❏ **Careless Operation**
- ❏ **Following Too Close (See Tailgators show on Troop C's Web Page)**
- ❏ **Improper Passing**
- ❏ **Impaired Driving**
- ❏ **Other Hazardous Violations that Cause Crashes (i.e. – Speeding, Ignoring Traffic Control Devices, etc.)**

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## Deployment of Resources



Once the three phases were complete and the data compiled, the *TrafficStat* program then relies on its Six *E*'s to effectively counter these crashes. By deploying these Six *E*'s it is hoped that the amount of crashes will be reduced. If the amount of crashes are reduced, then the amount of needless injuries and death will also be reduced.

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## Deployment of Resources



- **Enforcement – Targeted enforcement of unsafe driving violations at specific times of day, days of week, at specific locations identified as “Areas of Promise”.**

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## Approved Countermeasures



- Target Enforcement
- High Visibility Patrol
- Unmarked Car Patrol
- Unmanned Vehicle / Drone Radar
- Stationary Patrol
- Radar Trailer
- Operation Centipede Approach
- Airborne Support
- Stopwatches for "Following Too Close"

# Louisiana State Police Troop C Unmanned Vehicle



# Louisiana State Police Troop C

## Deployment of Resources



- ❏ **Education – Public information and education campaigns are conducted to increase the public’s awareness of traffic hazards and hazardous areas, as well as, enforcement locations through:**
  - *Media Blitzes*
  - *Target Audience Identification*
  - *Troopers in Schools*
  - *Web pages*





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## *“TrafficStat”* Locations Website



- Thinking “outside of the box” is a critical component of Troop C’s *“TrafficStat”* program.
- Troop C posts its pre-planned locations of enforcement on the Troop C website, which is updated monthly.
- “It’s not about writing tickets, it’s about saving lives.”

# Louisiana State Police Troop C TrafficStat Location Web Page



2002  
MAY 2002

DATE - Microsoft Internet Explorer

Address <http://www.lsp.org/troopctrffic.html>

### TROOP C *TRAFFICSTAT* LOCATIONS JULY 2002

DATE	TIME	LOCATION	PRIORITY
June 24	7:00 am till 9:00 am	La. 1 at La. 3185	Red light, improper passing, seat belts
June 25	7:00 am till 9:00 am	La. 3040 at Hollywood Road	Red light, improper passing, seat belts
June 28	7:30 am till 10:00 am	La. 308 in Assumption Parish	Following too close, speeding, seat belts
July 1	7:00 am till 8:45 am	La. 3087 at La. 659	Improper passing, seat belts
July 2	7:45 am till 9:00 am	La. 24 North at Hollywood Rd	Red light, careless operation, seat belts
July 3	7:00 am till 9:00 am	La. 182 in Terrebonne Parish	Following too close, speeding, red lights
July 4	7:00 am till 10:00 am	La. 1 Raceland to Mathews	Following too close, speeding, red lights
July 5	7:30 am till 8:45 am	La. 24 at La. 3040	Red light, careless operation, seat belts
July 6	7:15 am till 8:30 am	La. 3040 at Hollywood Road	Red light, seat belts
July 7	7:00 am till 8:45 am	La. 1 Raceland to Mathews	Red light, improper passing, seat belts
July 8	7:00 am till 9:00 am	La. 1 Raceland to Mathews	Following too close, seat belts
July 9	3:00 pm till 5:00 pm	La. 182 in Terrebonne Parish	Following too close, seat belts
July 10	7:30 am till 9:30 am	La. 1 in Mathews	Red light, following too close, seat belts
July 11	7:00 am till 9:00 am	La. 24 North at Hollywood Rd	Red light, seat belts
July 12	3:00 pm till 5:00 pm	La. 3040 at Hollywood Road	Red light, seat belts
July 13	9:00 am till 11:00 am	La. 24 at La. 3040	Red light, seat belts

Done

Start | Conn... | Ralph ... | LSP - T... | C:\Afor... | Untitled... | DATE ... | 11:34 AM

[www.lsp.org/troopctrffic.html](http://www.lsp.org/troopctrffic.html)

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## Deployment of Resources

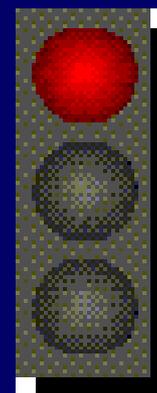


- **Engineering – Having a close working relationship with the LA. Department of Transportation and local parish governments allows information to flow more freely between the agencies.**
- **Trooper Recommendations.**
- **D.O.T.D. Liaison.**

# Louisiana State Police Troop C Engineering



- Improvements to our roadways include:
  - Changing the timing of a light.
  - Installing “rumble strips”, signs, or barriers.
  - Painting new markings.
  - Adding turn arrows.



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## Deployment of Resources



- 🚒 **Emergency Response**
- 🚒 **Responsibility of emergency responders to clear the scene of incidents quickly “In the interest of public safety.”**
- 🚒 **Training in Highway Incident Management for all Emergency Responders.**

# Louisiana State Police Troop C Deployment of Resources



- **Initiated at Troop C.**
- **Trooper from Troop C conducts classes in Highway Incident Management for all Emergency Responders including outside agencies (i.e. – local law enforcement agencies, ambulance personnel, firefighters and rescue personnel, and tow truck operators.)**

# Louisiana State Police Troop C

## Deployment of Resources



- ❏ **Evacuation**
- ❏ **Coordination with all Emergency Operations and Management Groups charged with the responsibility of public safety during natural and manmade disasters.**
  - National Guard
  - Legislative Delegation
  - Infrastructure Groups

# Louisiana State Police Troop C

## Deployment of Resources



- ❏ **Everyone Else**
- ❏ **This involves everyone else who utilizes our highway system.**
- ❏ **Troop C's *TrafficStat* Program is a community involved program. Law enforcement can not achieve success alone. We need the help and cooperation from the public.**

# Louisiana State Police Troop C

## Everyone Else



- 📌 This success is achieved through the partnerships we have developed with our local citizens:
  - Community Groups
  - Business Organizations
  - Neighborhood Committees
  - Local Law Enforcement Agencies

# Louisiana State Police Troop C

## Effective Tactics



**Troop C's *TrafficStat* Program incorporates the following proven methods of assisting in the success of our program:**

- It uses ALL Troopers (not a task force) for every shift.**
- Location Profiles.**
- Enforcement Recommendations.**
- Information is Constantly Updated.**

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## Effective Tactics



Once a month our Troop Commander meets with each Shift Lieutenant (Shift Commander) and members of the *TrafficStat* Team. This monthly meeting is designed to bring forth new ideas and to re-design tactics that might not be working as well as expected.

# Louisiana State Police Troop C

## Benefits of *TrafficStat*



- Reduction of Crashes
- Trooper Feeling of Mission
- Supervisor Accountability
- No Surprises
- Procedural Missteps are Exposed
- Investment in Patrol Area
- Minimal Cost to Department

# Louisiana State Police Troop C

## Why is *TrafficStat* Different?



- 🚔 Entire Troop working toward goals and outcomes.
- 🚔 Does not rely on Task Force concept.
- 🚔 Follow-up and accountability.
- 🚔 Manpower on patrol at times of high crash exposure.
- 🚔 Evaluation of effectiveness.

# Louisiana State Police Troop C

## Basic Philosophy of *TrafficStat*



“It’s simple.

Have a plan and execute it!”

