

“Slower is Faster”: Police Department Driver Safety Seminar
Ideas & Techniques for Bolstering a Police Department’s Driver Safety Program and Reducing Collisions
April 23 - 24, 2015 – Manheim Auto Auction, 145 Auction Lane, Statesville

Day #1: Introductions, Classroom Sessions, Group Discussions, Safety Briefing, & Orientation Runs

- 8:30 – 9:00 **Registration (Manheim Auto Auction Cafeteria/Classroom)**
- 9:00 – 9:30 **Introductions, course overview, goals, complimenting “Below 100.”** Introductions of each officer include department, driving instruction experience, and what they hope to learn from the course. Site rules.
- 9:30 – 10:15 **Officer Safety & Liability Issues in Police Driving.** What’s the problem? What’s causing it? Can we do anything to fix it? Why should we care? *Duane Hampton, Hillsborough Chief of Police, N.C. Law Enforcement Driving Instructor*
- 10:15 – 10:30 **Break**
- 10:30 – 11:45 **Accident Review History and Defensive Driving Skills (Part I).** Overview of police vehicle accidents reported to the League. Developing training programs to address the types of accidents your department is experiencing. *Bryan Leaird, Director of Risk Management Field Services, North Carolina League of Municipalities*
- 11:45 – 1:00 **Working Lunch** – Eat lunch in small groups; discuss the key police driver safety topics listed below. An officer from each table will share their general findings and key points with the entire class. Key discussion points:
- What does your department currently do for driver safety training and policy review (e.g., in-car, classroom, shift briefings, or other forms of training)?
 - Biggest challenges & barriers to bolstering your department’s driver safety/collision reduction efforts?
 - The biggest change that could improve officer driver safety and reduce collisions in police departments?
- 1:00 – 2:30 **Accident Review History and Defensive Driving Skills (Part II)** – “Back to the fundamentals”: Are basic defensive driving skills included in your department’s training program? Review of frequently forgotten skills that contribute to many police vehicle collisions. Concepts to use when providing refresher and post-accident driver training.
- 2:30 – 2:45 **Break** (Beverage and snacks)
- 2:45 – 3:30 **Police Driver Safety: Key Principles & Training Smart.** Unique challenges of police driving, key components of an effective police driver safety program, training pitfalls to avoid, training smart with limited resources, strategies to gain support from management and elected officials for your driver safety program, and Q&A from “Slower is Faster - Critical Concepts” guide. *Eric Peterson, Hillsborough Town Manager, Driving Instructor*
- 3:30 – 4:00 **Safety Discussion, Overview, and Purpose of On-course Drills:** Driving and course working safety, run/work group assignments, course map and worker station review, purpose of on-course drills (what they are and are not), “SSS” scale, and explanation of upcoming orientation/navigational run session. Briefing for the critical tactics and stress inoculation drill at the GoPro Motorplex karting facility in Mooresville. Arrange carpools to GoPro Motorplex.
- 4:15 – 5:00 **On-Course Orientation Runs:** Move from the classroom to driving pad. Each officer takes several low speed runs to familiarize themselves with the cone course in preparation for Day #2 drills.
- 5:00 **Dinner on your own and proceed to GoPro Motorplex** (130 Motorplex Drive, Mooresville – 30 minute drive). **Please arrive at GoPro Motorplex no later than 6:45 PM.**

Day #2: In-car Drills, Group Discussions, Real World Application, & Final Debriefing

- 7:45 **Arrive (Driving pad “pit area”)** - remove unsecured items from cars, check tire pressure, sunblock, & hydrate!
- 8:00 – 8:30 **Session overview, safety review, & instructor introductions.** Proceed to car, course, or on-deck for next session.
- 8:30 – 10:30 **Session #1: Baseline In-car Drill – “Staying out of trouble is easier than getting out of trouble”** – Officers drive course elements smartly, but aggressively enough to make mistakes and reach the “limits” of car and driver. This approach allows for in-depth communication between officers and instructors on 1) experiencing conditions most likely leading to collisions, 2) combatting negative impact of stress, and 3) translating cone drills into critical officer survival habits behind the wheel. “One on one” feedback from the in-car instructors is tailored to each individual officer depending on their strengths, areas for improvement, as well as key lessons that may translate to training for their department’s BLET and/or in-service training programs. Instructors also drive in the session to demonstrate key points and further information exchanges with the officers. Key instructional points are 1) vision, scanning, and thinking ahead to avoid surprises, 2) braking early and entering all danger zones under control, 3) input smoothness, 4) car position, and 5) two hands on steering wheel. *Everyone should leave this drill understanding that slower truly is faster and safer!*
Format: 7 total runs (2 officer, 2 instructor, and 3 officer).
- 10:30 – 11:00 **Debriefing, Group Discussion, Instructions for Next Drill, and Report to Course or Cars for Session #2**
- 11:00 – 12:15 **Session #2: Vision & Scanning Drill** – Looking, scanning, and thinking ahead reinforces critical habits in avoiding surprises, spotting trouble well in advance, executing consistent safe entries and exits from “danger zones”, and combating tunnel vision (includes on-course decisions). Officers and instructors verbalize what they are looking at while driving. Instructors suggest to officer where and how far down the road they should be looking. Cars should “stick like glue” to the pavement with no cones hit. Once officers feel the car start to “slither” this is a warning sign they are getting too close to the limit - slowing down and braking earlier can help re-establish an appropriate safety buffer/reactionary gap to deal with the unexpected. Format: 4 total runs (1 officer, 1 instructor, and 2 officer)
- 12:15 – 1:30 **Working Lunch (Cafeteria/Classroom):** Eat, Session #2 debrief, questions, general discussion about the morning sessions or any other police driving matters, instructions for Session #3. Report to car, course, or be ready “on-deck” for next session.
- 1:45 – 3:30 **Session #3: Emergency Response Drill** – *Putting it all together:* responding to dispatched calls, operating radio & emergency equipment, decision-making during changing conditions, safely navigating “danger zones”, maintaining a safety buffer/reactionary gap, managing stress/physiological effects through breathing, and arriving “on scene” composed for the situation.
- 3:45 – 4:45 **Final Debriefing (Cafeteria/classroom):** 1) Debriefing on emergency response drill, relation to officer training on judgment and decision-making under stress, 2) “Open forum” and idea sharing on applying parts of this school to your departments operations and training, 3) Final thoughts and words of caution before hitting the road, and 4) Course evaluations.
- 4:45 **End of Seminar**