In 2009, the Las Vegas Metropolitan Police Department (LVMPD) lost three officers in six months due to motor vehicle crashes.

As a result, they developed a comprehensive three-armed motor vehicle crash prevention program:

- Significant changes to their driving policies
- More frequent motor vehicle training
- Marketing campaign titled ‘Belt Up’
‘Belt- Up’ Campaign

• This campaign was distributed using visual prompts:
  • Signs in briefing rooms, hallways, and the training academy
  • Stickers found both inside and outside of patrol cars
  • Signs located when leaving fleet and/or parking garages

• This campaign was also distributed using ‘constant messaging’:
  • Officers were given weekly driver safety messages at role calls
Visual Examples of the ‘Belt-Up’ Campaign
Visual Examples of the ‘Belt-Up’ Campaign

You don’t realize how many lives would be affected if something happens to you. That family reunion gave me an idea of how fortunate I am to be here.

- Curtis Williams

Driving safety isn’t something you do for yourself. That became clear to Captain Williams shortly after surviving a head-on collision. Surrounded by family on a sunny afternoon, Williams realized just exactly how many decent he had to always belt up.

BeltUp
SAFE DRIVING ... IT’S UP TO YOU.
Visual Examples of the ‘Belt-Up’ Campaign
Visual Examples of the ‘Belt-Up’ Campaign
Driver Training

• Targeted and More Frequent Driver Training:
  • 4 hrs of training every 2 years for officers over 3 years of service
  • 8 hrs of training annually for officers in their first 3 years of service

• Driver Training Topics*:
  • State law and department policy
  • Seatbelt use
  • SIPDE - Scan, Identify, Predict, Decide, Execute
  • Use of visual horizon
  • Driver attitude
  • Types of braking, reaction time
  • Code 3 driving
  • P.I.T. (Precision Intervention Technique)

* Lesson Plans Included in Appendix
<table>
<thead>
<tr>
<th>Prior Policy</th>
<th>Revised Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>No speed cap</td>
<td>Code 3 driving will not exceed posted speed limit by more than 20 mph with the exception of pursuit driving</td>
</tr>
<tr>
<td>Seat belt policy was present, but not emphasized</td>
<td>(1) Officers required to wear seat belts at all times with the exception of when the vehicle is traveling less than 15 MPH and the driver plans to exit the vehicle and take immediate action &lt;br&gt; (2) Seatbelt extenders no longer authorized</td>
</tr>
<tr>
<td>No supervisory check ride system</td>
<td>If an officer is involved in a crash, or transferred to a new squad, they are required to go through a supervisory check ride</td>
</tr>
<tr>
<td>Intersection crossing policy was present, but not emphasized</td>
<td>Officers required to stop at intersection crossings: (1) before entering an intersection against a traffic control device, (2) at all blind intersections, (3) at intersections where hazards are present and other drivers cannot see oncoming traffic. Officers can’t drive code through an intersection against a control device.</td>
</tr>
<tr>
<td>Texting policy was present, but not emphasized</td>
<td>(1) Texting and emailing prohibited while vehicle is in motion&lt;br&gt; (2) Cell phone and mobile data terminal prohibited in code 3 driving&lt;br&gt; (3) Nevada has a hands-free law; however, there is a law enforcement exemption LVMPD officers are not exempt and are expected to follow this law</td>
</tr>
</tbody>
</table>

*Policies Included in Appendix*
Study Objectives and Methods

- Evaluate whether the LVMPD crash prevention program reduced:
  - Motor Vehicle Crashes
  - Motor Vehicle Injuries
  - Safety Behaviors

- Study spanned 7 years (2007-2013)

- Data sources: agency administrative databases (no extra data collection efforts)
LVMPD Annual MVC and MVI Rate

Injury Rate per 100 Officers

MVC Rate per 100,000 Miles Driven

Crash Program Implemented

2007 2008 2009 2010 2011 2012 2013
## LVMPD Officer Crash Characteristics

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No seatbelt use</td>
<td>191 (12%)</td>
<td>14 (3%)</td>
<td>31 (2%)</td>
<td>Yes</td>
</tr>
<tr>
<td>Civilian injury</td>
<td>159 (10%)</td>
<td>43 (9%)</td>
<td>109 (8%)</td>
<td>Yes</td>
</tr>
<tr>
<td>Code 3 response</td>
<td>136 (8%)</td>
<td>31 (7%)</td>
<td>71 (6%)</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1616</td>
<td>474</td>
<td>1292</td>
<td></td>
</tr>
</tbody>
</table>
### Average Lost and Restricted Duty Days at LVMPD Due to Motor Vehicle Crashes 2011-2013*

<table>
<thead>
<tr>
<th>Year</th>
<th># of Motor Vehicle Injuries</th>
<th>Average Restricted Duty Days</th>
<th>Average Lost Duty Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>41</td>
<td>107.7</td>
<td>97.7</td>
</tr>
<tr>
<td>2012</td>
<td>36</td>
<td>158.0</td>
<td>12.2</td>
</tr>
<tr>
<td>2013</td>
<td>31</td>
<td>81.5</td>
<td>26.4</td>
</tr>
</tbody>
</table>

* Data from 2007-2010 not available
LVMPD Annual Motor Vehicle Crash Rate per 100,000 Miles Compared to Other Agencies

<table>
<thead>
<tr>
<th>Year</th>
<th>Vegas</th>
<th>Comparison Agency #1</th>
<th>Comparison Agency #2</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEFORE</td>
<td>2.2</td>
<td>1.1</td>
<td>1.5</td>
</tr>
<tr>
<td>AFTER</td>
<td>1.9</td>
<td>1.2</td>
<td>1.9</td>
</tr>
</tbody>
</table>
LVMPD Annual Motor Vehicle Crash Rate per 100,000 Miles Compared to Other Agencies

<table>
<thead>
<tr>
<th>Year</th>
<th>Vegas</th>
<th>Comparison Agency #1</th>
<th>Comparison Agency #2</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEFORE</td>
<td>3.4</td>
<td>1.5</td>
<td>3.2</td>
</tr>
<tr>
<td>AFTER</td>
<td>2.0</td>
<td>1.5</td>
<td>3.9</td>
</tr>
</tbody>
</table>
Conclusions

• Agency-wide, there was a significant decrease in the motor vehicle crash and injury rate. The motor vehicle crash rate declined 14% and the motor vehicle injury rate declined 41%.

• Seatbelt usage among officers involved in crashes significantly improved from 88% to 98%.

• There was a significant reduction in the percentage of civilians injured in officer-involved crashes (10% to 8%).

• The average restricted and lost duty days associated with motor vehicle injuries decreased from 2011 to 2013.

• The changes in the motor vehicle crash and injury rate were not seen in two other law enforcement agencies during the same time period.

• The LVMPD crash prevention program was associated with a reduction in motor vehicle crashes and injuries that appear to be unique to the LVMPD.
6/012.00  CODE 3 DRIVING (Excluding Pursuit Driving)
A.S. 41.2.1, 41.2.2, 41.3.7

Code 3 driving is a police tactic used in responding to an emergency. Good judgment, communication and coordination are important elements of a Code 3 response that ensure officers are maximizing safety while minimizing risks.

VI. CODES FOR EMERGENCY RESPONSE

2. Code 2: Non-Emergency - Lights only, may be used:
   1. To stop violators (consideration shall be given for immediate activation of emergency lights);
   2. Upon arriving in an area where the use of the siren may signal suspects;
   3. To signal other motorists of traffic hazards when an officer is moving at slow speed in traffic (i.e., pushing a stalled vehicle, moving at slow speed as a crime prevention tool, making unusual movement on the roadway). Officers must drive at the speed limit or below;
   4. When approved by a sergeant (or higher) during an authorized motorcade;
   5. Note: Officers responding to non-emergency calls will not use emergency lights and/or siren for the sole purpose of crossing intersections.
3. Code 3: Emergency lights and siren, emergency response driving, will not exceed posted speed limit by more than 20 mph. In regards to pursuit driving, the 20 mph over posted speed limit maximum rule is removed (see Section 3).

IV. AUTHORIZATION

Code 3 Response - Officers may respond Code 3 when:
4. Imminent danger to citizens and the officer arrival might save lives;
5. Another officer requires assistance to control a volatile situation;
6. Reliable information exists of a felony in progress;
7. Pursuits - see Section 3.

Only commissioned personnel are authorized to use Code 3. Typing of messages and use of a cell phone are prohibited during Code 3 response. Code 3 driving is prohibited in vehicles that are not equipped with emergency lights and siren.

Officers shall abide by the following procedure for Code 3 driving:

PROCEDURE

Patrol Officer(s) shall:
1. Determine the need for Code 3 response;
Primary Officer (or first officer to initiate Code 3 response) shall:
2. Notify Communications via radio of Code 3 status;
3. Activate, and continuously utilize, emergency lights and siren;
4. Proceed in a safe manner;
First and Second Arriving Units shall:
5. Broadcast arrival status via the radio;
6. Determine the need for continued Code 3 response of additional units;
7. Advise other units via radio to either continue or discontinue Code 3, as needed;
Additional Units shall:
8. Prior to proceeding Code 3, utilize the MDT to advise of Code 3 response and, subsequently, arrival status. Do not break Code Red on a radio channel;
Field Supervisors shall:
9. Monitor respective radio channels to ensure strict adherence to this policy, and will cancel or direct Code 3 responses, as warranted. (12/09, 10/10)