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**Fort Meade Police Department's
"One...is too many" Officer Traffic Safety Program**

PROJECT NARRATIVE

The Fort Meade Police Department (FMPD) is a combined military and civilian police department (40 federal civilian police and 19 military police) that conducts law enforcement activities for the United States Army Installation Fort George G. Meade (FGGM), Maryland. FGGM is the Nation's Center for Information, Intelligence and Cyber Operations; located between Washington DC and Baltimore, Maryland. Fort Meade is home to 85,500 personnel (civilian and military), receives 59,000 motor vehicles traveling through the access control points daily, and has a transient rate of 250,000 vehicles.

The "One...is too many" Officer Traffic Safety Program was created by the Police Department's Traffic Section Supervisor, Lieutenant Daniel Schismenos in March of 2014; though the name of the program has just been recently minted. Lt. Schismenos was hired in February of 2014 and after a couple months of getting settled in, Lt. Schismenos discovered during research and observation that overall traffic safety for the community and individual officers was lacking.

The program "One...is too many" encompasses any and all traffic issues. For example: *one* motor vehicle collision...., *one* injured police officer...., *one* traffic safety hazard caused by police negligence ... *is too many*. The basic philosophy of everything that an officer does relating to traffic should be completed safely.

The purpose of the program is to ensure that FMPD officers are abiding by traffic laws, officers are practicing traffic safety while conducting traffic related events

(traffic stops, traffic control, motorist assists, etc.), the officers receive training specifically geared towards their safety while conducting their traffic related duties, and to provide the officers (whether individual issued or provided in their patrol vehicles) traffic safety equipment.

The “*One...is too many*” Officer Traffic Safety Program contains a different way to look at and to conduct training, as well as, supervisory monitoring, technological advancements, officer buy-in, officer recognition, and traffic safety equipment.

Vehicle and driver safety for officers is a component of the “*One...is too many*” program. In early 2014, it was discovered that the department’s assigned thirty-two (32) leased vehicles required maintenance at an alarmingly high rate and the department had received numerous complaints of officers speeding. At one point, 66% of the fleet was down for maintenance issues and/or motor vehicle collision damages. This cost the department around \$350,000 for maintenance fees for that year. The solution discovered, purchased and deployed in December 2014 was the “Zubie Key”, which provided at a low cost an avenue to which real-time preventive maintenance notifications for the individual vehicles could be delivered to the supervisors within the department. The device allowed the department to identify the vehicles that required maintenance, that had low battery issues, hard braking and acceleration, and speeding notifications. The speed notification feature allowed the supervisors to be aware of the speeds of their officers on shift and make immediate inquiries into excessively high speeds. Upon completion of the investigative process, the officer was either justified for traveling at higher speeds or was reprimanded (counseled) for negligent driving.

Since the deployment of the Zubie Keys dead-lined and motor vehicle collision

damaged vehicles have been reduced by over 75% and the unreasonable and non-prudent excessive speed violations of officers had been reduced to almost one non-justified event every 6 months. The Zubie Keys have saved the department money but most importantly the officers are no longer driving at reckless and negligent speeds; ultimately saving their lives and keeping the motoring community safer.

In October 2013, the Police Department contracted with an agency to integrate into electronic ticketing (E-tickets) by using the mobile data terminals already used by the department. In July 2014, this system became fully operational in the department. One of the purposes of the Electronic Ticket Program (ETP) was to reduce the amount of time that a violator and police officer was sitting on the side of a road to receive a citation. Prior to the ETP, an average traffic stop would take anywhere from 15 to 20 minutes. The introduction of the ETP has reduced the on scene time for a “normal” traffic stop violation to 5-10 minutes; reducing the time the officer was stuck on the side of the road and having less chance of being involved in a traffic crash.

Officer safety is paramount, especially as motor vehicle operators. The FMPD requires its officers to complete an on-line Driver Accident Avoidance Course. The training offers excellent insight into basic driving techniques. Additionally, military member's 26 years old and younger are required to complete a Driver's Improvement Course.

During the initial police academy and military police academy conducted at Fort Leonard Wood, Missouri, military police and civilian police officers receive an Emergency Vehicle Operator Course (EVO) and Vehicle Dynamics course. These courses allow the officers/MPs to understand how to operate emergency vehicles during

their normal course of duties.

During the 2014 and 2015 departmental In-Service Training courses, the Traffic Section Supervisor instructed all traffic related training to the department. During these training sessions, Lt. Schismenos included a two hour training block devoted to individual officer traffic safety. The safety portion specifically dealt with staying safe but continuing to have the tactical advantage during traffic incidents.

Ensuring the theme of officer safety wasn't an annual event, the Watch Commanders (patrol lieutenants) incorporated officer traffic safety refresher tips during their roll call training. Often having FTO's reiterating the officer safety tactics during the watch training events. This dedication by the supervisors meets the intent of the Chief to get the top-down mentality needed for this program.

The department also partnered with *PoliceOne* and contracted their services to provide on-line training through the *PoliceOne Academy*. This training is conducted during roll call, off duty and during on duty times. The training provides officers the ability to receive on-line traffic incident training and further develop their traffic safety mindset. There are 46 traffic related safety classes on the *PoliceOne Academy* site.

In an effort to remain safe on crash scenes, the Traffic Section attended and completed the National Traffic Incident Management (TIM) Responder Training through the Maryland State Highway Administration. The main goal of the TIMS training is to promote responder safety. At this time, ten investigators have received the training and the Traffic Section will be sending an FTO to attend a Train-the-Trainer course in order to conduct internal training to departmental personnel.

Another area of officer traffic safety covered under the "*One...is too many*"

Program is traffic safety uniforms. After receiving approval, the Traffic Section Supervisor in 2014 began the process of purchasing high visibility jackets and traffic gloves for the section. The new HI-VIZ jackets and gloves allows the motoring public to see the officers while they are conducting traffic control, traffic stops, and traffic crash investigations; further ensuring their safety on the roadways. After looking at what other officer safety uniform items that could be beneficial, the Traffic Section was also authorized to have an alternate uniform shirt to replace the dark navy blue shirt currently issued and worn. The goal of having an alternate uniform was to ensure the officers were clearly visible on the side of the roads when wearing the HI-VIZ jacket wasn't practical. The officers are now able to wear a HI-VIZ bright yellow and navy blue polo style long sleeve and short sleeved shirt. Enhancing their safety while conducting traffic events.

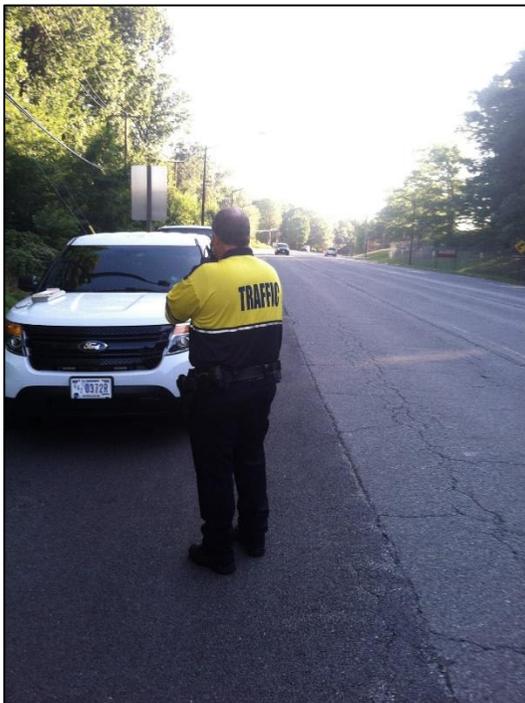
The last component of the "*One...is too many*" Program is traffic safety equipment. After attending the TIMS training, the Traffic Section purchased 4 MUTCD Pink "Emergency Incident Ahead" traffic signs. The signs were added to the already purchased 20 sets of electronic flares, 20 sets of collapsible cones, and 8 portable pelican spotlights. All of the safety equipment has been placed in the Traffic Section's three vehicles and sets of cones and electronic flares have been purchased to place in each of the remaining fleet of vehicles. The goal is to have a set of flares and cones in each vehicle to assist the officers when dealing with traffic incident management.

As new officer traffic safety techniques and equipment develops, the "*One...is too many*" Officer Traffic Safety Program will continue to grow; resulting in greater officer traffic safety for Fort Meade Police personnel.

Fort Meade Police Department
Traffic Safety Equipment / Uniform items



New MUTCD Emergency Scene signs and collapsible cones.



Traffic Section's new Alternate Uniform shirt.



FMPD Electronic road flares/collapsible cones.

**Fort Meade Police Department
Traffic Safety Equipment / Uniform items**



Traffic Safety Event for impaired driving, 3 December 2015. Traffic Safety Equipment for the Traffic Section is visible: collapsible cones, electronic road flares, high-visible alternate uniform shirt, and HI-VIZ jackets. The cones and electronic flares are standard equipment in the Traffic Vehicles. The HI-VIZ jackets and gloves are issued items to the individual Traffic Investigators.