

## Brief Survey on Beliefs about Traffic Safety Enforcement

*Instructions:* Leaders, supervisors, and officers should complete this survey when together. The results do not need to be collected. After everyone completes the survey, discuss each question and the reasons behind everyone’s choices.

	Strongly disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Strongly agree
1. "I believe the only acceptable number of deaths and serious injuries on our roadways should be zero."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. "Traffic crashes are a leading cause of death and injury in our jurisdiction."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. "Our agency is responsible for the traffic safety of the public in our jurisdiction."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. "Regularly engaging in traffic safety enforcement efforts will improve the safety of the community(ies) I serve."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. "When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. "Traffic warnings and citations are an effective way to change driver behaviors."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. "Engaging in traffic safety enforcement efforts identifies criminals."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. "I will be positively recognized by my agency for regularly engaging in traffic safety enforcement activities."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. "Local prosecutors and judges do not seem to support our traffic safety enforcement efforts."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This resource was developed by the Center for Health and Safety Culture (CHSCulture.org) on behalf of the Traffic Safety Culture Transportation Pooled Fund Program sponsored by the Montana Department of Transportation. The full report can be found at: <https://www.mdt.mt.gov/research/projects/trafficsafety.shtml>.

## Survey Talking Points

1. "I believe the only acceptable number of deaths and serious injuries on our roadways should be zero."
  - a. Most people agree with this statement. While we may wonder how we will get to zero, most people agree that zero is the only acceptable goal.
  - b. Clearly, law enforcement plays a significant role in getting to zero, BUT we cannot expect law enforcement to do it alone.
2. "Traffic crashes are a leading cause of death and injury in our jurisdiction."
  - a. Traffic crashes are a significant public health issue. Crashes kill and injure too many people.
  - b. On average over 75 people die every day on U.S. roads. Imagine if there was a plane crash killing 75 people every day. The airline industry would stop flying.
  - c. In most localities, traffic crashes are the leading cause of death of people age 5 to 25.
3. "Our agency is responsible for the traffic safety of the public in our jurisdiction."
  - a. Because over 90% of crashes are the result of driver behavior, most crashes can be prevented. Consistent, visible enforcement can significantly reduce risky driving behavior.
  - b. This does NOT mean that law enforcement is solely responsible for traffic safety. Engineers, maintenance crews, public health agencies, healthcare providers, workplaces, schools, families, and most importantly individuals have significant responsibility as well.
4. "Regularly engaging in traffic safety enforcement efforts will improve the safety of the community(ies) I serve."
  - a. As an individual officer, you make a difference every day you engage in enforcement activities. Much of your influence will be with people whom you never actually come into direct contact with, but who change their behavior because they know you are doing your job and enforcing the laws.
5. "When the public sees officers out enforcing traffic laws, they are more likely to follow traffic safety laws."
  - a. Visible enforcement changes people's behaviors. While the warning or citation may have a greater impact on the individual who receives it, visible enforcement impacts many other people as well.
6. "Traffic warnings and citations are an effective way to change driver behaviors."
  - a. Issuing a warning or citation is an opportunity to have a conversation with a driver that could have long term impact on the decisions they make. Helping drivers understand why the behavior is dangerous and helping them connect the impacts their risky behaviors may have on others will increase the effectiveness of the warning or citation.
7. "Engaging in traffic safety enforcement efforts identifies criminals."
  - a. Those who violate traffic laws may be more likely to violate other laws as well.
8. "I will be positively recognized by my agency for regularly engaging in traffic safety enforcement activities."
  - a. How officers respond to this statement is important for supervisors and leaders to hear. While supervisors and leader may believe they regularly recognize officers for their traffic safety enforcement efforts, officers may feel otherwise. Supervisors and leaders should try to listen with an open mind and reflect on what they hear without being overly defensive.
9. "Local prosecutors and judges do not seem to support our traffic safety enforcement efforts."
  - a. Local prosecutors and judges may appear not to support traffic safety enforcement. Clarifying this directly with them may bolster engagement by officers.
  - b. If prosecutors and judges are not supportive, engage stakeholders outside of law enforcement to advocate for traffic safety enforcement (and subsequent prosecution). State traffic enforcement prosecutor liaisons, healthcare providers, public health officials, and members of the general public can be strong allies.