

Introduction to Traffic Stops

Facilitator Guide

Session Overview

Introduction & Learning Objectives	05m
PROBLEM STATEMENT (I) – Possible Drunk Driver	15m
Discussion – Moving vs. Stationary Enforcement	10m H
Discussion – Pre-Stop Survey	10m
GROUP EXERCISE – Unsafe Traffic Stops (3/7/5)	15m
Break	05m
Discussion – 5 Steps of Traffic Enforcement	05m H
Discussion – Stopping Locations	05m
Discussion – Stopping the Violator	05m
PRACTICAL – Radio Practice	05m
Discussion – Knowledge of Suspended / Revoked	05m
Discussion – Back-up, Mitigating Risk	10m
MEDIA – Your Vest Won't Stop This Bullet	15m
Break	10m
Discussion – Vehicle Positions	10m H
GROUP EXERCISE – Contacting the Violator (2/5/8)	15m
Discussion – Exiting Your Vehicle, Approach	05m
Discussion – Directing Occupants/Passengers	10m
Discussion – Point of No Return	05m
Discussion – Driver- vs. Passenger-Side Approach	05m
Discussion – Contact Model	05m H
End of Session / Break	05m

Total Session Time: 3 hours

Main Topics of Session:

- *Moving vs. Stationary Enforcement*
- *5 Main Steps of Traffic Stop (planning, stopping, contacting, determining, closing)*
- *Pre-Stop Survey*
- *Radio Procedures*
- *Back-up Considerations*
- *Vehicle Positioning (angle, offset, inline)*
- *Approaching Violator Vehicle*
- *Contact Model*
- *Controlling Passengers*

Facilitators Needed: 1 (TR)

Location: Classroom

Materials Needed:

- *PowerPoint - Introduction to Traffic Stops*
- *MEDIA (14 min) - Your Vest Won't Stop This Bullet*

Students Should Already Have:

[THUMB DRIVE]

- *HANDOUT - Traffic Patrol Techniques*
- *HANDOUT - Traffic Stop 8-Point Contact Model*
- *HANDOUT - Traffic Stop Skill Steps*
- *HANDOUT - Traffic Stop Vehicle Positioning*



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#1



SAY TO CLASS

In the previous sessions of this module, you became familiar with traffic infractions identified in RCW 46, Chapters 37 and 61. In Session One, you identified “Traffic Stop Procedures” as part of the knowledge, skills and information you needed to know in order to solve our current “problem”. Your planned response to the problem was to make a traffic stop.

In this session, you will proceed with your investigation by learning techniques for making a traffic stop and conducting a safe and professional violator interview. You will also learn how to write a citation. Additionally, you will be given practical experience in moving traffic stops under various conditions.

- Intro
- Safe & Professional

#2

Learning Objectives

- Describe, compare and contrast moving and stationary patrolling techniques as methods to locate violators
- List and explain the elements and importance of the pre-stop survey
- List and explain use of radio procedures and emergency lights for traffic stops
- Explain positioning of a police vehicle during a traffic stop
- Explain approaches to, and officer positioning at, various types of suspect vehicles
- Explain the parameters of a driver contact as discussed in class

#3

Learning Objectives

- Outline the parameters of breaking contact with a violator, returning to the patrol vehicle and safely completing an investigation and paperwork as discussed in class
- Compare and contrast the two different charging documents used in Washington State
- List the different ways a police officer can issue a traffic infraction as discussed
- List the important elements in writing citations
- Write a simulated citation given a driver's license and relevant citation information
- Explain the steps to close a contact with a violator



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#4

Problem Statement

You are on patrol at 2344 hours in a suburban area when you receive a call from dispatch advising you of a possible drunk driver in your area, proceeding eastbound on 18th Street. The vehicle is described as a black, older model, Chevy Camero with a partial plate beginning with BR. The caller indicated the vehicle had cut her off; that she began following it and had observed it run a stop sign. The complainant had last seen the car turn onto eastbound 18th Street, and she believed the driver to be either sick or drunk.

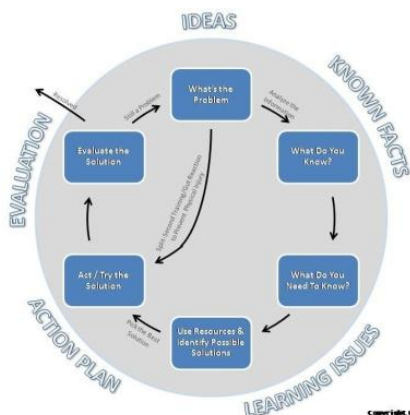
As you wait to pull onto 18th, you observe a black Pontiac Firebird going eastbound past you. It appears the vehicle has a driver's side headlight out and that the driver is not wearing a seatbelt. You pull onto 18th and follow the vehicle. Within ¼ of a mile or less, you observe that the vehicle is drifting in and out of its lane of travel, crossing the fog line several times and traveling under the speed limit.



Problem Statement - Possible Drunk Driver (PART I)

You are on patrol at 2344 hours in a suburban area when you receive a call from dispatch advising you of a possible drunk driver in your area proceeding eastbound on 18th Street. The vehicle is described as a black, older model, Chevy Camero with a partial plate beginning with BR. The caller indicated the vehicle had cut her off; that she began following the vehicle and had observed it run a stop sign. The complainant had last seen the car turn onto eastbound 18th Street, and she believed the driver to be either sick or drunk.

As you wait to pull onto 18th, you observe a black Pontiac Firebird going eastbound past you. It appears the vehicle has a driver's side headlight out and that the driver is not wearing a seatbelt. You pull onto 18th and follow the vehicle. Within ¼ of a mile or less, you observe that the vehicle is drifting in and out of its lane of travel, crossing the fog line several times and traveling under the speed limit.



QTC: #1 - What's the Problem?

QTC: #2 - What do you Know?
(Who are clients & indirect clients?)

QTC: #3 - What do you need to Know?

QTC: #4 - What are your resources? Possible solutions?

QTC: #5 - What's your plan of action?

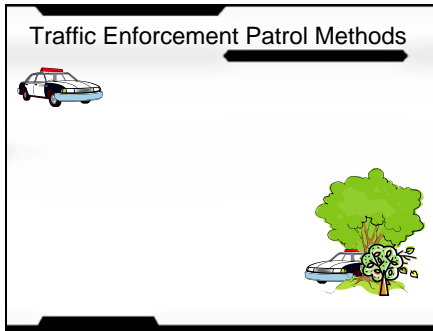
QTC: #6 - How will you evaluate your results?



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#5



SAY TO CLASS

There are two broad categories used to identify traffic violators: moving and stationary

Being stationary is a good time to catch up on paperwork and also serve as a strong deterrent to traffic violators. Or you may have chosen to assume a stationary position to watch for traffic infractions.

- Moving / stationary
- Stationary enforcement



STUDY

STUDY MATERIAL - HANDOUT - Traffic Patrol Techniques

Instructions: This handout covers some of the tactical considerations for the various traffic patrol methods (moving vs. stationary).

NTF: Briefly explain this handout.



IMPORTANT POINT

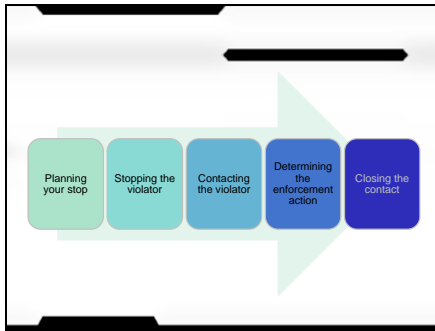
Be familiar with all of RCW Title 46. Look for both moving and equipment violations. Don't get in a rut by waiting for the "big one."



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#6



SAY TO CLASS

There are five broad steps in making a traffic stop. These include:

- Planning your stop
- Stopping the violator
- Contacting the violator
- Determining the enforcement action
- Closing the contact



STUDY

STUDY MATERIAL - HANDOUT - Traffic Stop Skill Steps

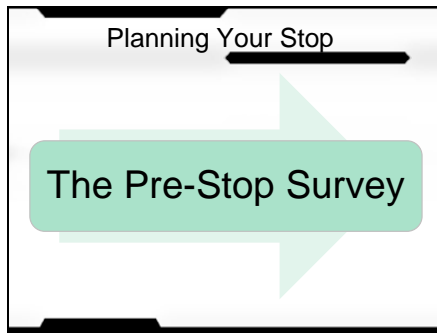
Instructions: This handout describes the 5 main steps of traffic enforcement.



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SAY TO CLASS

As you prepare to stop a vehicle, you should first do a pre-stop survey of the vehicle and surroundings. The pre-stop survey is an officer's evaluation process of internal and external factors relating to the occupants and the vehicle, usually only taking a few moments. It assists the officer in deciding whether he/she should stop the car or wait for back-up, and where the best location would be to make the stop.

The number of occupants matters and what kinds of actions you might observe will indicate if you should wait to make a stop until back-up is available. Keep in the forefront of your mind the following:

- Keep a constant eye on the driver (and passengers)
- Watch for things thrown from the vehicle or furtive movements (such as those made when looking for or hiding something)
- Be aware of where your beat partners are. You cannot evaluate their availability and distance if you do not know.
- If ANYTHING seems unusual request additional units or back-up. Don't be afraid to request back-up, especially if you anticipate an arrest or frisk.
- If no back-up is available, it may be more prudent to abort the stop.



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DISCUSSION - Pre-Stop Survey

QTC: What are some of the risk factors you need to consider as part of a pre-stop survey?

AR:

- Number of occupants
- Known details on occupants in vehicles
- Back-up availability and distance
- Available and safe places to stop the vehicle
- Nature/severity of the violation

QTC: When we speak of selecting a 'safe' stop location, whose safety are you concerned about?

AR: Your's, your back-up, the violator's and the public's.

QTC: The driver in our problem notices you behind him and starts to pull over before you signal him. He chooses a location with a narrow shoulder that will place him partially in the roadway? What actions will you take?

AR: Use PA/hand or directional signals to indicate where you want the stop to occur.



SAY TO CLASS

In order to be prepared to pick safe locations for traffic stops, you will need to be familiar with your beat. You should know all secondary and unimproved roads, as well as primary routes. You will need to learn the unusual features of the roadways on your assigned beats, as some may pose a danger to you, back-ups or violators during traffic stops.



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#8

Exercise

- In your squads, brainstorm what types of issues might make a location unsafe for a traffic stop. Include issues related to weather, roadway design, and any other factors you can think of. Write your responses on an easel.
 - Time: 10 minutes
 - Present to class



GROUP EXERCISE - Unsafe Traffic Stops

Time: 15 min (3 prep / 7 work / 5 discuss)

- Materials:
- Easel
 - Markers

Instructions: In your squads, brainstorm what types of issues might make a location unsafe for a traffic stop. Include issues related to weather, roadway design, and any other factors you can think of. Write your answers on the easel. You will present to the class.

NTF: Do not let each squad do a “presentation” on their answers. Just quickly discuss a few of their answers. Remember that the students learned in their groups by discussing it - they don’t need you (the instructor) to say each answer out loud.

Weather related:

- Standing water when raining
- Areas that ice up quickly in wintry conditions
- Areas prone to strong winds (have blowing dust or snow) that might cause a car to swerve
- Slick Spots caused by excess water or leaves on the roadway

Roadway:

- No Shoulders
- Blind curves, hill crests, intersections, train tracks, tunnels, bridges
- Construction areas
- No radio reception
- Areas where large crowds congregate (bars, schools, apartment complexes, gang hang-outs)
- Avoid driveways



IMPORTANT POINT

Try to stop in a location YOU can control. Do not allow the violator to dictate where the stop occurs.



BREAK



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NOTE TO FACILITATOR

Show and discuss the following three slides which picture bad stop locations.

#9



Too close to intersection with narrow shoulder/on bridge with no or narrow shoulder.

#10



No shoulder, grassy area, possible slope, may have trouble stopping.

#11



Construction area/inclement weather with narrow shoulder.



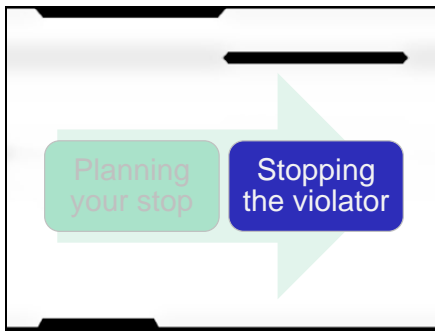
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#12



#13



DISCUSSION - Stopping the Violator

QTC: When would you conduct your radio traffic and notify dispatch of your stop? Why?

AR: Radio Traffic is conducted after your pre-stop survey is complete, but prior to signaling the violator to pull over. You don't know where you are going to be pulling over the car until you have done your pre-stop survey.

QTC: During the radio portion of your training (Module 2, Session 4) you learned the proper radio protocol for calling in a traffic stop. Review with me those steps:

AR: Follow the protocols:

1. Identify yourself and your intention to make a traffic stop (allows dispatch to know what is going to follow and prepare for receiving location/vehicle information); "Adam-1, traffic"
2. Allow radio to acknowledge; "Adam-1, go ahead"
3. Call in the location of stop and continue with the plate, vehicle description (as required by policy) and number of occupants (if relevant); "Adam -1, 1st Ave South and 192nd St, ABC123, a black Mercedes, occupied four times"



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NOTE TO FACILITATOR

Take **5 minutes** and have several recruits volunteer to give an example of calling in traffic while you answer as dispatch.

QTC: What would you do if the plate was not visible or available?

AR: Give a brief description of the vehicle and occupants.

QTC: Different radio centers receive traffic stops differently. Is anyone familiar with any other method of calling in traffic? Explain.

AR: As provided.



SAY TO CLASS

Sometimes the process for a traffic stop starts as a registration check. In those cases, you may follow the return from dispatch with advising radio that you will be out with the vehicle at a certain location. For example:

- “Adam-1 registration check”
- Radio acknowledges, “Adam-1, go ahead”
- WA/ABC123
- Radio returns with plate check
- Advise radio, “I will be out with that vehicle SB 1st Ave S in the Fred Meyer Parking lot. Occupied by three. Send an additional unit.”

Be aware that some CAD systems make it difficult for a dispatcher to run a registration and then easily transfer the plate information into a traffic stop template. Understand your CAD system limitations.



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DISCUSSION - Registration Check

QTC: When might a registration check evolve into a stop?

AR: Registration does not match the vehicle. Check indicates the vehicle is stolen. A warrant entry is attached to the plate. The driver is known to the officer and the officer has reasonable suspicion to believe the subject is driving without a valid license. A registration return indicates the RO is suspended (PIC # indicating suspension).

QTC: What if the driver doesn't match the description of the registered owner (RO) with a PIC number?

AR: There is no PC for a violation. No stop is allowed.

QTC: What if the registration check indicates that the registered owner (RO) is suspended (PIC#), and the driver does match the description of the RO?

AR: Yes, you can stop the vehicle to investigate the violation based on reasonable suspicion.



NOTE TO FACILITATOR

Lead a **5 minute** guided group discussion regarding an officer's personal knowledge of a driver having been suspended/revoked and the time that may have elapsed between the officer having become aware of the suspension/revocation and the stop. How long is reasonable?



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SAY TO CLASS

Monitor your radio for other officer's traffic stops as well. Start toward their location if you are available. Just seeing you stop by may convince the violator not to act inappropriately. Remember, it doesn't matter which agency you work for, we are all on the same team. We need to watch out for each other.



DISCUSSION - When to call for back-up

QTC: In our problem, we suspect our driver may be DUI. Under these circumstances would you call for a back-up? Why or why not?

AR: Yes, if available; because you are anticipating an arrest. You wouldn't have stopped this vehicle unless you thought the driver might be DUI.

QTC: How would you request back-up for our scenario?

AR: Recruit response may include:

- At this point, as a routine response
- Ask for a second unit, assistance
- For some asking for 'help' or a back-up may be specific to a quicker response
- Agency specific



IMPORTANT POINT

Do not advise during your transmissions that you have a DUI. You have a *possible* DUI.

QTC: What if no back-up is available?

AR: Make the arrest quickly and efficiently, using reasonable and necessary force.



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SAY TO CLASS

After radio traffic is complete, activate your emergency lights. Use your turn signal and rear emergency lights to warn other traffic. The preferred sequence to gain compliance is:

- **Emergency lights**
- **Head light (wigwags)**
- **Spot light (check with your dept. policy)**
- **Horn**
- **Siren**

After the violator is stopped, leave emergency lights on for safety (except for wigwags). At night, use your spot light, take down lights, and high beams. This creates a “wall of light” (concealment).



IMPORTANT POINT

Keep an eye on the violator’s rear window. Watch for suspicious movements.

#14

Stopping the Violator

- Radio
- Signaling
- Precautions
- Positioning



SAY TO CLASS

As the driver complies with your request, you must be ready for him to stop abruptly or make unsafe moves. In the case of a multi-lane stop, the driver may become confused as to which shoulder to use. He may begin to stop in a location you deem unsafe.



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DISCUSSION - Mitigate Risk

QTC: What actions can you take to mitigate risk as the violator begins to pull over?

AR:

- Keep your escape route open - he may dynamite the brakes. Expect the unexpected, for example, they may lock-up.
- Try to do the majority of your braking on the pavement, due to gravel and debris on shoulders
- Use PA, hand or directional signals to indicate where you want the stop to occur or to give further directions if the stop would be in a bad position
- Watch steering toward where you are looking...don't drift into the violator
- Have a back-up plan (pull over ahead and wait, etc)

QTC: Be aware of the violator who may try to intentionally “suck you in” or control the stop location. If a violator starts to pull over in an unsafe location, and he seems to be intentionally disregarding your directions, what actions will you take?

AR: If the violator seems to be intentionally disregarding my directions, I may call for back-up or abort the stop, drive by but pull over and observe from a safe distance. Recruits additional response.



IMPORTANT POINT

If a violator stops in an extremely dangerous position, or you have safety concerns with the occupants of the vehicle (known problems to the police, furtive movements, car full of gang members) you always have the option to abort and drive away to safety!



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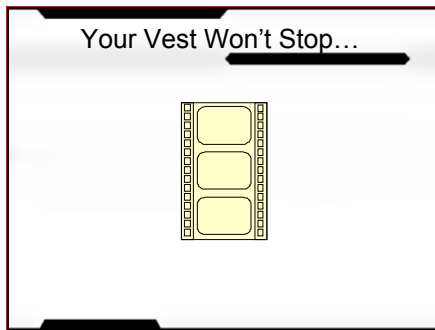


SAY TO CLASS

Vehicle positions and distance provide a safety zone for the officer during contact with the violator. This safety zone gives you protection from passing traffic and time to react to violator's/passenger's actions. Keep in mind the following for vehicle positioning:

- Should be 20-25 feet back: While sitting in your vehicle, you should be far enough back to see the violator's rear tires and underneath the violator's vehicle beyond the hood of your vehicle.
- Keep your engine running and put vehicle into park with emergency brake set
- Turn your patrol vehicle's wheels to the left (2 reasons):
 1. The tires provide limited protection from some rounds skipped off the roadway
 2. If your patrol car is hit from the rear by another vehicle (ex: DUI), your patrol car may move to the left and not over you. It may be forced into the other lane of travel and may not strike you as you are walking up to or back from the violator's car.

#15



MEDIA (14 min) - Your Vest Won't Stop This Bullet



BREAK



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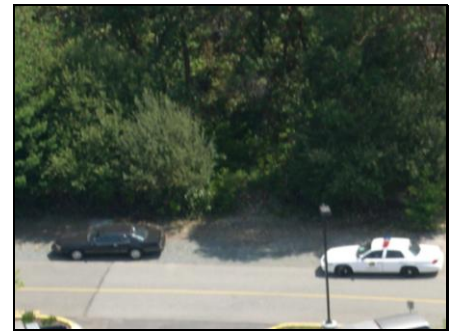
SAY TO CLASS

As you look at these set of slides, think about the pros and cons of each position...consider both day and night lighting conditions.

#16



#17



DISCUSSION - Vehicle Positioning - Offset

QTC: What are the pros and cons of each type of the Offset position?

AR:

➤ Offset

- Pros
 - It allows a good view of driver's side of the violator's vehicle
 - It allows all of the patrol vehicle's lights to be used effectively in the "curtain of light"
 - It does not expose the passenger officer to the violator(s)
 - It affords protection from traffic during the officer's approach
- Cons
 - It does not allow for the most effective use of the engine block for cover
 - The officer may have to move into traffic to enter and exit his vehicle
 - If the patrol car is struck from behind it will most likely strike the violator vehicle
 - The passenger side of the violator vehicle may not be visible



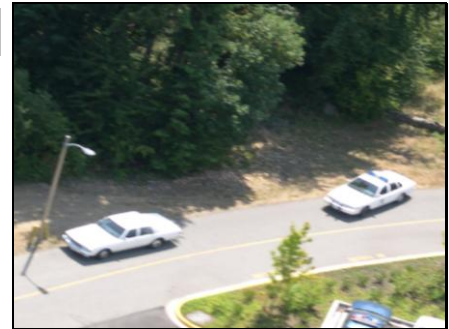
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#18



#19



DISCUSSION - Vehicle Positioning - Angle

QTC: What are the pros and cons of each type of the Angle position?

AR:

- Angled - Preferred position for a 1 officer car
 - Pros
 - The officer has a good view of the driver/violator
 - The officer has protection from traffic during approach
 - It maximizes protection of the driver officer by the engine block
 - The officer is positioned to quickly pull back into traffic
 - A vehicle striking the patrol car may push it into traffic away from the officer and violator vehicle
 - Cons
 - The officer has to step closer to traffic to pass the right front corner of the patrol car
 - A passenger officer is exposed to violator(s)
 - It does not allow for best use of patrol car lighting at night



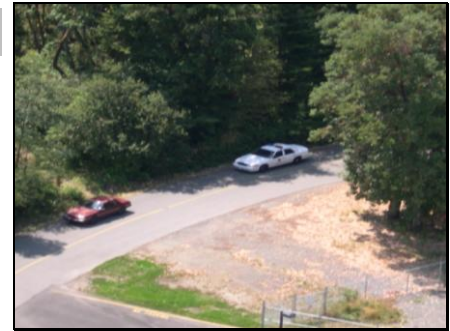
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#21



DISCUSSION - Vehicle Positioning - Inline (Can be used by either 1 or 2 officer cars)

QTC: What are the pros and cons of each type of the Inline position?

AR:

- Pros
 - It provides the officer(s) with a good view of driver and passengers
 - It maximizes the use of all of the patrol car lighting equipment
 - The driver and passenger officers are both afforded some protection from the engine block
 - This is the preferred position for the first vehicle in a high risk vehicle stop
 - It may be used in areas that have limited shoulders

- Cons
 - There is no protection from passing traffic on approach
 - It does not allow for the most effective use of the engine block for cover
 - If the patrol car is struck from behind it will most likely strike the violator vehicle



STUDY

STUDY MATERIAL - HANDOUT - Traffic Stop Vehicle Positioning

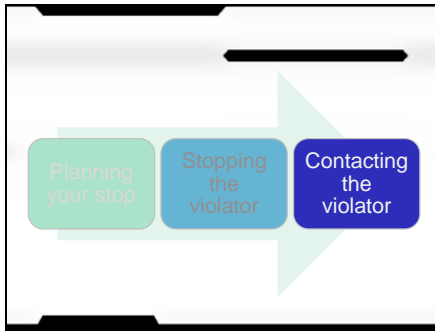
Instructions: The info in this handout will be testable. Please make sure to read it and learn it. You will also need to know it for the traffic mock scenes.



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GROUP EXERCISE - Contacting the Violator

Time: 15 min (2 prep / 5 work / 8 discuss)

- Materials:
- Tool boxes
 - Easels

Instructions: After the driver has pulled over, you are ready to contact the violator. Brainstorm in your squads the risks, concerns, questions, and problems you can think of regarding this action. Write your responses on easel paper and be prepared to present your ideas to the class

NTF: Have the first group present and then have the other groups add anything they thought of that was not yet covered.

AR - Risks/Concerns/Questions/Problems:

- How to exit my patrol vehicle safely
- How to approach the stopped vehicle - from which side
- What should I do about passengers? What can I ask or demand of passengers?
- Should the violator stay in the vehicle or should I ask them to exit? What should I do if they exit without me asking?
- How do I position myself relative to the driver and his vehicle; to passengers



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DISCUSSION - Exiting Your Patrol Vehicle

QTC: What are some of the actions you should perform when exiting your vehicle to enhance your safety?

AR:

- Check for traffic before exiting the vehicle
- Use mirrors and turn your head and look over your left shoulder, open door slightly and look before proceeding
- While walking around the patrol vehicle, on a passenger side approach be aware of blind spots (corners of your trunk)
- Don't slam your car door at night...don't negate the benefit given by your curtain of light



SAY TO CLASS

Getting out of your vehicle is the most hazardous period during a traffic stop. You are exposed to traffic and cannot see the violator or occupants well. The only protection you have during this period is your vest and ability to observe and react quickly.

Don't let the violator beat you out of the car. It could be fatal. Prepare properly for the stop so you are ready to get out of your vehicle. Is your spotlight pre-positioned? When do you take off your seatbelt? Flashlight? But, being prepared doesn't mean to rush up to the target car - you still need to pause and observe.

Remember: Don't let yourself become careless, be aware of passing traffic. You only step into the path of a car once.



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SAY TO CLASS

Officers may approach on either side of a vehicle. Statistics are indicating that a right side approach to the violator's vehicle is the safest in the majority of contacts on busy streets and freeways. For the left side, walk directly up, utilizing your patrol vehicle as cover from traffic. For the right, walk from behind your patrol unit, and slightly to the right of the side mirror of the suspect vehicle. Regardless of the approach you choose, be aware of traffic/external threats as you walk up to the violator, including ground conditions. Always walk alertly and business-like. Stay out of the curtain of light at night as long as possible.

When using a flashlight, turn it on when you reach the rear of the suspect's vehicle.

Key Points of using a flashlight:

- Have it available even during the day as you may make a stop in a garage or other area requiring additional light.
- There are dark spots in a car, even on a sunny day.
- Secondary weapon (subject to agency policy).

Remember - continuously observe activity in the violator's vehicle. Watch the mirrors; they help you see what the driver and occupants are looking at.



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#25

Directing Occupants

- Violators
 - Remaining in vehicle
 - Exiting



SAY TO CLASS

Under some circumstances, it may be safer for you to have the driver exit the vehicle. The decision of having violator either exit or remain in a vehicle should be based on officer safety, and not just a whim. An officer should be able to articulate why the violator was ordered to do either.



DISCUSSION - Directing Occupants

QTC: What are some of the advantages to having the violator remain in the vehicle?
Disadvantages?

AR:

A violator who remains in the vehicle:

- Advantages
 - The violator is not exposed to moving traffic
 - More difficult to physically attack you
 - Officer may see stolen items/drugs/weapons
- Disadvantages
 - Harder to see hands of violator/occupants
 - Officer exposed to moving traffic
 - The violator has access to weapons or drugs
 - Violators' body may be concealing items



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QTC: Conversely, what are some of the advantages to having the violator exit the vehicle? Disadvantages?

AR:

A violator who exits the vehicle:

- Advantages:
 - Observation of a violator (D.U.I. enforcement?)
 - Separates driver from other passengers who may be causing problems
 - May be able to see evidence/drugs/weapons
 - Helps deter vehicle pursuits
 - May be able to see weapons, drugs, contraband on their person

- Disadvantages:
 - Violator exposed to roadway traffic
 - Physical attack more easily initiated
 - Escape on foot is easier
 - May not be able to see evidence in violators' vehicle

QTC: If a violator refuses to leave the vehicle as you have directed, what procedure should you follow?

AR:

- Give them warning and repeat the direction to exit the vehicle
- Call for back-up
- Wait
- Arrest them for obstructing



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**NOTE TO FACILITATOR**

Make sure the students can articulate and discuss the reasonableness of the request and the possibility of alternatives.

QTC: What if you haven't asked them to exit and they do so anyway? For what reasons might a violator do so?

AR: They may be trying to hide something and don't want you to get closer to their vehicle. Or, they may just not know what they are 'supposed' to do. Or they may be considering an attack.

QTC: Can you order them back into their vehicle?

AR: There is no strong legal precedent to take any action against a violator if that person chooses to get out of their vehicle. Therefore, you cannot, under color of law, and under most circumstances, demand they get back into their vehicle. Officer safety is the overriding decision factor. However, there are exceptions to this on a limited access highway, where it is illegal to be a pedestrian. I-5 would be an example.

QTC: Can passengers routinely be directed into or out of a motor vehicle?

AR: No, you must have an articulated reason. This falls under the "heightened awareness of danger" test. You can direct a passenger to leave a vehicle:

- for their own safety
- to conduct an inventory
- search incident to arrest
- vehicle frisk

QTC: Can you have any dealing with the passenger?

AR: Unless you can articulate a violation or reasonable suspicion of a crime, you cannot demand or request identification from a passenger. You must have an articulated reason to "ask". The passenger may leave, if it is not a hazard to do so. If the passenger stays, the officer must ensure their safety. Contacts with passengers are at the social level. You can create a reasonable safety zone and control the movements of a passenger who does exit the vehicle.



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IMPORTANT POINT

Whenever you ask a driver or violator to exit their vehicle you are responsible for their safety outside of their vehicle.

QTC: How would you attempt to keep a violator/passenger safe if they would not comply with your request to return to their vehicle?

AR: If a violator opts to be outside, direct them to the curbside. First 'guide' them, then 'escort' them, to the right side of the road. If they refuse, you may have to arrest them for obstructing. Do so only as a last resort.



NOTE TO FACILITATOR

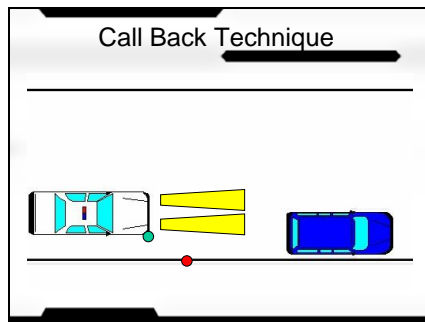
Step lightly around this issue. While you have much leeway with the violator, your rights in regards to the passenger(s) are limited. While obstructing is an option, an officer should use his/her other skills and tools first (communication).



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Directing Occupants

- Violators
 - Remaining in vehicle
 - Exiting
 - Refusing your directions
- Passengers

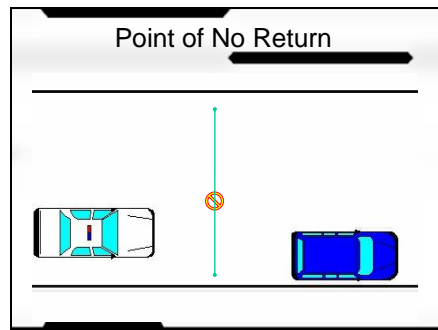


SAY TO CLASS

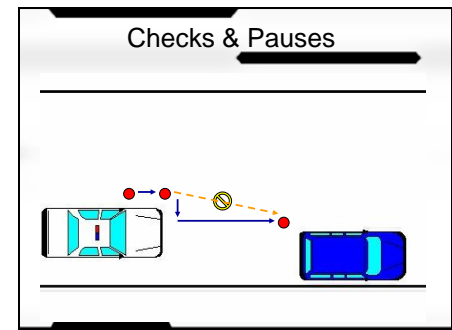
There is an imaginary line between the patrol car and the violator's vehicle. If you pass the line and danger arises you would move to the side or rear of the violator vehicle for cover. If you move to the rear of a violator's vehicle, watch for back-up lights!

If you have not yet passed this line (point of no return), you would move to your patrol car or some other available point of cover.

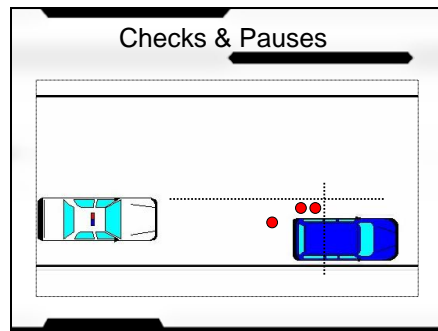
#28



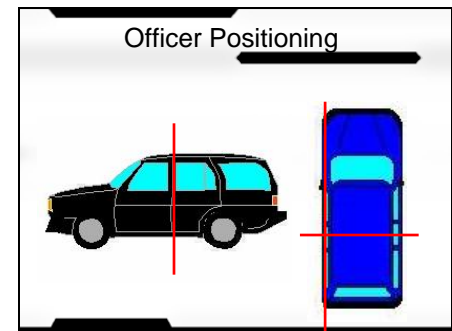
#29



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NOTE TO FACILITATOR

Identify, on this slide, the post positions (A, B, C).

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SAY TO CLASS

No matter which side you are approaching, you should always have your weapon hand free, and always keep your head up watching all occupants. Check the trunk lid to make sure it is latched ('print' the trunk). This is also a good time to ask the driver or occupants to show you their hands, if reasonable and appropriate (have them put on steering wheel). Have the driver turn the vehicle off if you feel it is reasonable.

Pause after the rear door "C" post and survey the rear seats. Then move forward to just behind the front door (behind the B-post).

This next slide illustrates where you should stand, and what you should be able to see when correctly positioned at the B-post and looking into a vehicle.

Flashlight: A good time to turn on your flashlight in hours of darkness is when you reach the trunk. Turning it on too early lets the violator know which way you are approaching. This takes away the element of surprise. Consider waiting to turn on your flashlight when you reach the "C" post on a passenger side approach unless you have been seen approaching, then turn your flashlight on when you reach the trunk.



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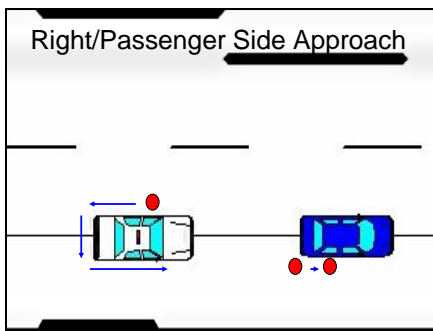


DISCUSSION - Driver's Side Contact Views

QTC: How would you react if the violator's hands started to move out of your view?

AR: Recognize that the hands are what will hurt you. Movement may or may not have ill intention. Be able to distinguish threatening hand movement(s). If hand movement is threatening at any time, address it appropriately and immediately, with the appropriate level of force.

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SAY TO CLASS

To approach the right or passenger side:

- Exit unit and walk to rear of patrol car
- Cross behind your unit and approach along the right side
- Use the same pause points and cautions

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SAY TO CLASS

This slide illustrates where you should stand, and what you should be able to see when correctly positioned at the B-post and looking into a vehicle from the passenger side.



DISCUSSION - Passenger Side Contact Views

QTC: Why would you choose to approach on one side or the other?

AR: Recruit choices (but should include reference to traffic and threat assessment)

QTC: Looking at the view from the previous slide, what advantages might you have by approaching from the right?

AR:

- The violator does not expect it, which gives the officer the element of surprise
- Best view of driver's right hand (90% of people are right-handed)
- Different view of the vehicle interior
- Ability to observe contents of the glove box and/or center console
- Less distractions - attention is not divided between traffic and violator
- You can hear better if traffic is heavy
- You cannot be pushed into traffic
- More options for escape



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IMPORTANT POINT

As a matter of safety, you should not be reaching into or leaning into the violator's vehicle at all.

Instead, have the violator reach out of the vehicle to give or get his license and paperwork. Treat it like a force field that will melt your hand off. Every time you reach into that vehicle, you give the person inside an opportunity to grab you and harm you. It only takes a second for the person to use a weapon against you or to stomp on the gas and drag you down the road!



SAY TO CLASS

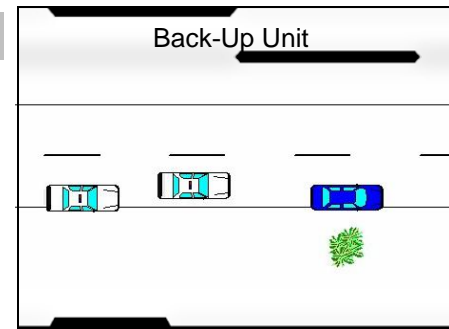
The next two slides show good positions for a back-up officer. Some considerations you may consider:

- Be aware of back lighting (turn off your head lights)
- Distance should allow for easy movement and proper techniques (buffer, wheels turned)

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Facilitator Guide

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SAY TO CLASS

Traffic law enforcement is one of many tasks performed by officers, but for violators it is often the only contact the person will have had with police. It can be an emotional experience.

Officers should be aware of these conditions and strive to make each contact professional, leaving the violator with the impression that the officer has performed a necessary task in a reasonable and friendly manner.

When drivers are not immediately provided with the officer's identification and the reason for the stop, some violators will believe the officer used race or another unlawful reason for the stop. They may feel that if the officer had a real reason, he/she would give his/her name and the proper violation up front.



NOTE TO FACILITATOR

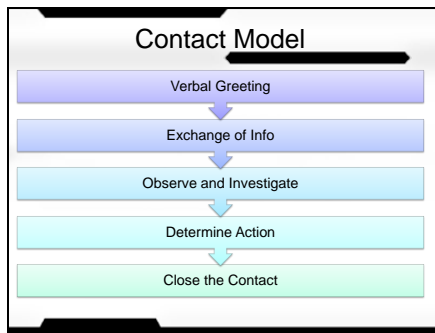
Lead a short guided group discussion about other ways an officer may be perceived as professional or unprofessional while engaged in traffic enforcement. Does it matter? What are the possible consequences?



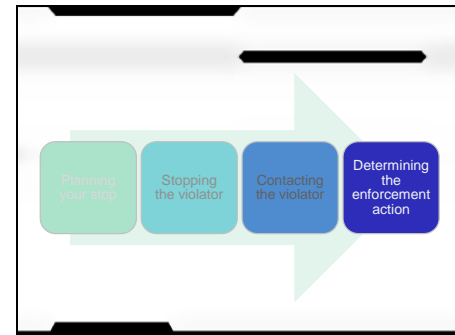
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**SAY TO CLASS**

Contact model:

1. Verbal Contact
 - Greeting, identification, reason for stop
2. Exchange of Information
 - Obtain required information, advise them to remain in their vehicle
3. Observe and Investigate
 - Return to your patrol car (stay vigilant), run checks (DOL, warrants, registrations)
4. Determine Enforcement Action
 - Write the citation/warning
 - Verbal warning (per department policy)
5. Close the Contact
 - Request additional needed information (when reasonable)
 - Present the citation/warning
 - Concluding statement, safe procedure for re-entering traffic

**NOTE TO FACILITATOR**

Discuss why you might choose to ask for some information at the first contact, and then ask for *additional* information in the second contact: for example, you want to run someone before you confirm the address, etc on the license.

**STUDY****STUDY MATERIAL - HANDOUT - Traffic Stop 8-Point Contact Model**

Instructions: Have the students review the sheet, then ask for volunteers to walk through the actions, verbalizing the interchanges with the violator, and explaining the physical actions necessary to use this model.



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DISCUSSION - Contact Model: Obtaining paperwork

QTC: What precautions/considerations do you think you should take when obtaining the paperwork?

AR: DO NOT reach into the violator's window to retrieve information or to hand information back. If possible have the violator turn toward you, so that you may see any hazards that may be in the vehicle.

If you are on the passenger side approach, have the driver reach over to you in order to minimize your reach into their vehicle. They can also pass the paper work to the passenger to give to the officer.



BREAK/END OF SESSION

