



# SAVE THE DATE!

## DDACTS Implementation Workshop

### February 18 - 20, 2014



#### What?

Data Driven Approaches to Crime *and* Traffic Safety workshop designed to show officers how to use data collection efforts to manage and deploy strategic resources that will decrease traffic crashes and crime.

#### Where?

Sarasota Police Department  
2099 Adams Lane  
Sarasota, Florida

#### When?

Feb 18, 1:00 pm-5:00pm  
Feb 19, 8:00 am-5:00pm  
Feb 20, 8:00 am-12:00 pm

#### What to wear?

Business casual or uniform equivalent

#### Who?

1 Command-rank officer  
1 Supervisor-rank officer  
1 Analyst

#### How?

Limited attendance!!  
Register your agency **TODAY** by submitting your completed Agency Inventory Worksheet to:  
Peggy Schaefer [peggyschaefer@iadlest.org](mailto:peggyschaefer@iadlest.org)  
Sandy Richardson [sandy.Richardson@dot.gov](mailto:sandy.Richardson@dot.gov)

#### Why?

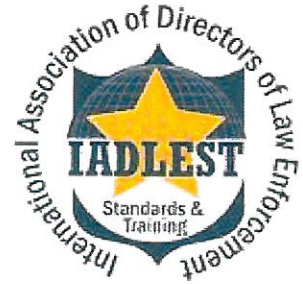
"If the data analysis reveals that criminal activity and traffic crashes occur at a specific place within a community, then it is at that place that law enforcement activities need to be focused. A non-biased, data-driven approach to crime and traffic safety delivers law enforcement services at the right place and at the right time."

*Joseph A. McMillan, NOBLE President 2008-2009*



## Data Driven Approaches To Crime and Traffic Safety IMPLEMENTATION WORKSHOP

Sarasota Police Department  
2099 Adams Lane  
Sarasota, Florida  
**February 18 - 20, 2014**



### **DAY ONE, Tuesday, February 18**

- 1300 - 1400 Introductions, Opening Statements and Workshop Overview
- 1400 - 1645 **Phase I** - Exploring and Understanding the DDACTS model
- 1645 - 1700 Review and Summary of Day 1 and Overview of Day 2

### **DAY TWO, Wednesday, February 19**

- 0800 - 0815 Review of Day 1 and Overview of Day 2
- 0815 - 1645 **Phase II & III**– DDACTS Roles and Responsibilities/Implementation Plan (*lunch on your own*)
- Participants will be assigned to a commander, supervisor or analyst working group. Facilitators will lead a discussion of the guiding principles, identifying and discussing role specific responsibilities and considerations. Throughout the day, participants will work on their agency specific implementation plans.
- 1645 - 1700 Review and Summary of Day 2 and Overview of Day 3

### **DAY THREE, Thursday, February 20**

- 0800 - 0815 Review of Day 2 and Overview of Day 3
- 0815 - 1130 **Phase III** – DDACTS Implementation Plan review
- 1130 - 1200 Workshop Summary and Closing remarks

## An Integrated Approach

In addition to reducing crimes and crashes, DDACTS positions traffic enforcement as a logical rationale for a highly visible law enforcement presence in a community. Its focus on community collaboration reinforces the role that partnerships play in improving quality of life. Finally, by analyzing the confluence of crime and crashes, DDACTS lets law enforcement agencies use effective interventions and new strategies to address both issues.

## Supported by a National Partnership

As leaders of this national initiative to improve the quality of life in local communities, NHTSA, BJA, and NIJ are collaborating to promote and support DDACTS.

NHTSA, BJA, and NIJ receive support from other national partners who offer technical assistance and resources to support law enforcement agencies that undertake DDACTS initiatives. These include:

- American Association of Motor Vehicle Administrators;
- American Probation and Parole Association;
- Federal Highway Administration;
- Federal Motor Carrier Safety Administration;

- Governors Highway Safety Association;
- International Association of Chiefs of Police;
- National Criminal Justice Association;
- National District Attorneys Association;
- National Liquor Law Enforcement Association;
- National Organization of Black Law Enforcement Executives; and
- National Sheriffs' Association.

NHTSA, BJA, and NIJ, along with their national partners, help technical assistance teams work with local law enforcement agencies on DDACTS, serve as intermediaries to identify local partnerships, and obtain technical assistance from local affiliates and State agencies.

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For more information or technical assistance, or to obtain a copy of the DDACTS Operational Guidelines please contact DDACTS National Coordinator Earl Hardy at [earl.hardy@dot.gov](mailto:earl.hardy@dot.gov).

For updates about DDACTS go to <http://www.ojp.usdoj.gov/nij/topics/law-enforcement/traffic-safety/ddacts.htm>.

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DOT HS 811 186  
August 2009



U.S. Department of Transportation  
**National Highway Traffic Safety  
Administration**

# Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

*Integrating "hot spot" technologies  
to establish effective methods for  
deploying law enforcement resources.*

## Sponsored by

Department of Transportation,  
National Highway Traffic Safety  
Administration

Department of Justice,  
Bureau of Justice Assistance  
National Institute of Justice

# Data-Driven Approaches to Crime and Traffic Safety

Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a law enforcement operational model that integrates location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations across the country.

Using geo-mapping to identify “hot spots” – areas of high incidence of crimes and crashes – DDACTS uses targeted traffic enforcement strategies that play two roles in fighting crime and reducing crashes and traffic violations. The model responds to the competing demands for police services that law enforcement executives face every day.

To facilitate DDACTS initiatives across the country, the Department of Transportation, National Highway Traffic Safety Administration, and the Department of Justice, Bureau of Justice Assistance, and National Institute of Justice, have developed the DDACTS Operational Guidelines for law enforcement executives. The guide outlines procedures and highlights operational considerations based on best practices in the field.

## DDACTS Operational Guidelines

The DDACTS Operational Guidelines list seven guiding principles for effective program operations. The model is based on local data collection and analysis to identify crime, crash, and traffic-related hot spots. Then it starts with building community partnerships to establish support for high-visibility traffic enforcement to get participation that aids development of strategic countermeasures and operational plans. Finally, monitoring, evaluation, and analysis of outcome measures supply feedback for adjustments. Here are essential features of each guiding principle.

### Partners and Stakeholder Participation

– Partnerships between law enforcement agencies and local stakeholders establish support for highly visible traffic enforcement and get participation that aids the development of strategic countermeasures and operational plans.

### Data Collection – Crime, crash, and traffic

data coded for type of incident, time of day and of week, and location are the building blocks of DDACTS. Additional data may include citizen complaints, dangerous driving behaviors, information about suspended or revoked licenses, and wanted persons.

### Data Analysis – Integrated maps that

overlay crime, crash, and traffic data let agencies identify hot spots. Additional analysis can distinguish causation factors, delineate time elements, and considers environmental influences on crime and crashes.

**Strategic Operations** – Based on these analyses, agencies can identify enforcement activities and countermeasures that realign workflow and operational assignments to focus police efforts and increase efficiency.

### Information Sharing and Outreach –

Fundamental to DDACTS are the sharing of results, community participation, and documentation of accomplishments. Progress reports give management the documentation they need to keep officers informed, meet with community members, and report to administrative and elected officials.

### Monitoring, Evaluation, and

### Adjustments – Data collection and

analysis allow for monitoring, evaluating, and adjusting field and internal operations. They also let staff assess crime and crash reductions, cost savings, and other outcome measures that define success.

### Outcomes – Goals and objectives that

emerge during problem identification and strategic planning are developed into outcome measures that assess effectiveness in crime, crash, and traffic violation reductions; costs savings; use of specific interventions; and personnel deployment.