Technical Report

Evaluation of *Checkpoint Tennessee:*

Tennessee's Statewide Sobriety Checkpoint Program

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16. Abstract

Tennessee implemented an extensive statewide sobriety checkpoint program (*Checkpoint Tennessee*). Checkpoints were scheduled on each weekend of the year in at least four counties in the state. On five weekends checkpoints were scheduled in each of the state's 95 counties. The volume of checkpoints increased from about 15 in the preceding year to nearly 900 in the program year. Grant funds were used to support training and equipment but checkpoints were staffed using existing personnel resources. Extensive checkpoint activity was continued after the formal program completion. The checkpoint activity was publicized extensively both through public service advertising and earned media. Interrupted time series analyses were used to evaluate the program. The program resulted in a 20.4% reduction in alcohol related crashes extending at least 21 months after conclusion of the formal program. This resulted in a savings of nine fatal alcohol-related crashes per month in Tennessee.

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Sobriety checkpoints have long been known to be an effective impaired driving enforcement method. In a review of the literature, it was concluded that the accumulation of positive findings for visible and well-publicized checkpoints provide support for the proposition that sobriety checkpoints are capable of reducing the extent of alcohol-impaired driving and of deaths and injuries on the highway (Ross, 1992a). However, until recently, checkpoints have generally only been implemented in the United States (U.S.) on a local level.

While these results have been encouraging, for various reasons (Ross 1992b) very few states in the U.S. have embarked on statewide sobriety checkpoint programs. Based upon their potential effectiveness, and the strong evidence from Australia on their random breath testing (RBT) program (Homel, 1990), the National Highway Traffic Safety Administration (NHTSA) decided to conduct a demonstration project in a state that was willing to change its philosophy and approach about checkpoints.

In 1993, NHTSA entered into a cooperative agreement with the State of Tennessee to conduct a highly publicized sobriety checkpoint program throughout the state and evaluate the effects of that program. In March 1994, Tennessee initiated a statewide impaired driving checkpoint program labeled "*Checkpoint Tennessee.*" The NHTSA grant funded equipment purchases, some logistics, and the evaluation. The personnel required to staff the checkpoints were provided though diversion of existing resources in the Tennessee Highway Patrol. Four sets of three checkpoints were conducted throughout the state every weekend using specially equipped vans with generators, lights, cones, signs, video taping and evidential breath testing equipment. Officers also used passive alcohol sensors in flashlights to detect the odor of alcoholic beverages, and used standardized field sobriety tests to detect impaired drivers. On five weekends during the project year checkpoints were scheduled each of the 95 counties in the state. By necessity these did not involve as many officers or as much equipment per checkpoint as was typical during other weekends but they served to reenforce the "blitz" concept.

The checkpoints were coordinated and conducted primarily by the Tennessee Highway Patrol with support from local law enforcement agencies. Publicity in support of the program was stimulated by obtaining the special cooperation of a single television station in each of the five major markets in the state. They each broadcast *Checkpoint Tennessee* as a special project. This publicity was enhanced by "hard news" coverage from other outlets, a statewide billboard campaign, and press releases announcing individual checkpoints, followed up by reports of their results in terms of arrests, etc. Television, radio and print media coverage was extensive during the 12 month operations phase of the program.

Three waves of a paper and pencil survey were administered in several driver's license renewal offices to measure knowledge and attitudes about the program. The first wave was administered in March 1994 prior to the formal announcement and

initiation of the *Checkpoint Tennessee* program. The second wave was administered in the summer of 1994, four months after program initiation and the third wave was administered in the spring of 1995, at the conclusion of the formal phase of the project. The first wave yielded 1,305 respondents while the second wave yielded 1,071 and the third, 1192 respondents. The results of several questions indicated increased awareness of the *Checkpoint Tennessee* program, as well as overwhelming support for the program.

Between April 1, 1994 and March 31, 1995, a total of 882 checkpoints were held. This compares to the typical 10-15 checkpoints conducted on an annual basis for the 5 years prior to the demonstration project, yielding quite a contrast in programs. A total of 144,299 drivers passed through these checkpoints with 773 arrested for driving under the influence of alcohol (DUI) or driving while intoxicated (DWI). An additional 201 drivers were arrested for drug violations, 84 for youth offender violations, 35 felony arrests were made, 49 weapons were seized, 1,517 were cited for safety belt or child restraint violations and 7,351 were given other traffic citations.

An interrupted time series approach was used in analyzing the traffic-safety impact of the checkpoint program. The independent variable and measure of effectiveness in the model was "drunk driving fatal crashes." A drunk driving fatal crash was defined as a fatal crash in which one of the involved drivers had a blood alcohol concentration (BAC) of 0.10% or more either through direct BAC test results or through an algorithm developed by NHTSA (Klein, 1986). The data covered the period 1988 through 1996.

Two techniques were used to guard against attributing any changes in drunk driving fatal crashes to the program when they might have been due to some other events that just happened to coincide with the program. First, a model of drunk driving fatal crashes in five states surrounding Tennessee (Kentucky, Georgia, Alabama, Mississippi, and Louisiana) was developed using the same procedures to see if an effect occurred coincident with Tennessee intervention. Such an effect might be indicative of a regional or, possibly, a national factor having nothing to do with the intervention. All fatal crashes were also included as an explanatory variable in the model for Tennessee and the model for the five surrounding states.

The model showed a significant effect for the intervention variable in Tennessee(a step function coincident with the checkpoint program start date) amounting to a reduction of about nine drunk-driving fatal crashes per month (t ratio=7.06). This was a 20.4% reduction over the projected number of drunk-driving fatal crashes that would have occurred with no intervention.

The model for the comparison series used 12-span differencing of the dependent variable "drunk-driving fatal crashes," and used the same differencing of the independent variable "all fatal crashes". Again, the transfer function was equal to 1. The model showed an insignificant *increase* in drunk-driving fatal crashes in the five surrounding states coincident with the Tennessee intervention, lending support to the

hypothesis that the checkpoint program was responsible for the positive results observed in Tennessee.

A parallel analysis using nighttime single-vehicle injury crashes as a proxy of alcohol-related crashes revealed a statistically significant reduction of 5.5% after the start of the *Checkpoint Tennessee* program.

While other statewide sobriety checkpoint programs have recently been initiated in the U.S. (in North Carolina and New Mexico, to name two) this demonstration in Tennessee is of interest because it resulted in a significant decrease in alcohol-related traffic fatalities with relatively low implementation costs. The total cost of the two-year demonstration project was $927,594, with federal funding at $452,255 and state matching funding at $475,339. The state contribution covered police salaries, publicity costs and other program expenses. The police salary contribution was accomplished by a reallocation of effort to this endeavor rather than through additional funding. NHTSA funding covered some public information and education materials, equipment and program evaluation. The Tennessee approach to Checkpoint scheduling might be characterized as a "sustained checkpoint blitz" effort with several checkpoints each weekend as opposed to a quarterly or bimonthly blitz as implemented in North Carolina and New Mexico, respectively.

The State of Tennessee has elected to continue with the checkpoints, although not at the same frequency or intensity as the 12-month operational phase described in this report. That is also considered a successful outcome since federal funding stimulated the initiation of a program that the state deems to be effective and has decided to continue.

Many of the reasons for the non-use of sobriety checkpoints (e.g., they are too expensive, require too much personnel, do not yield enough DWI arrests) (Ross, 1992b) are being overcome by the results of this program and of those in North Carolina and New Mexico (Lacey, Jones and Fell, 1995). A recent study (Stuster and Blowers, 1995) shows that sobriety checkpoints yield greater public awareness of the program and greater decreases in alcohol-related crashes than an enforcement program involving roving patrols. The premise of highly visible, highly publicized, frequent sobriety checkpoints conducted on a statewide basis appears to be a viable, effective deterrent to impaired driving. Other states should consider implementing statewide programs. For those states where they are not permitted measures to remove those legal barriers should be undertaken or similar alternatives pursued.

1 - INTRODUCTION

This report describes the steps taken in the implementation and evaluation of a statewide sobriety checkpoint program undertaken by the State of Tennessee to demonstrate the feasibility and effectiveness of implementing a sustained, year-long, statewide checkpoint blitz to deter impaired driving. The project was undertaken under the sponsorship of the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) through NHTSA Cooperative Agreement Number DTNH22-93-Y-05264.

BACKGROUND

Sobriety checkpoints have long been known to be an effective impaired driving enforcement method. In a review of the literature, it was concluded that the accumulation of positive findings for visible and well-publicized checkpoints provide support for the proposition that sobriety checkpoints are capable of reducing the extent of alcohol-impaired driving and of deaths and injuries on the highways (Ross, 1992a). However, until recently, checkpoints have generally been implemented in the United States (U.S.) on a local level. A well-publicized sobriety checkpoint program held in Binghamton, New York, resulted in a 39 percent decrease in the number of drinking drivers on the roads at night according to roadside surveys and a 23 percent reduction in late-night crashes in the months the checkpoints were held (Wells, Preusser and Williams, 1991). In New Jersey, checkpoints were associated with a drop of 10 to 15 percent in single vehicle nighttime crashes (a commonly used measure of alcohol-impaired driving) (Levy, Shea and Asch, 1988). A year-long checkpoint program in Charlottesville, Virginia was associated with a 13 percent reduction in the proportion of crashes that were alcohol-related (Voas, Rhodenizer and Lynn, 1985). Similar results were obtained from a checkpoint program in Clearwater and Largo, Florida, which experienced a 20 percent decrease following checkpoint operations (Lacey, Stewart, Marchetti, Popkin, Murphy, Lucke and Jones, 1986).

While these results have been encouraging, for various reasons (Ross, 1992b) very few states in the U.S. have embarked on statewide sobriety checkpoint programs. Based upon their potential effectiveness, and the strong evidence from Australia on their random breath testing (RBT) program (Homel, 1990), the National Highway Traffic Safety Administration (NHTSA) decided to conduct a demonstration project in a state that was willing to change its philosophy about checkpoints.

PROJECT SCOPE AND APPROACH

The overall intent of the demonstration project was to test whether it was feasible to implement a sustained, statewide DWI sobriety checkpoint enforcement program for a twelve-month period and to assess the effect of such a program on alcohol-related crashes. Tennessee felt strongly that this project should attempt to demonstrate to other states the feasibility of implementing a program such as this in a way that those jurisdictions could reasonably expect to adopt themselves. Thus, a conscious decision was made not to use any of the NHTSA funding to pay for officer enforcement time. All of the funds for enforcement activities were from existing resources of participating local and state agencies. Federal funds were expended for equipment, training costs, reproduction of informational materials, the purchase of billboard posting materials and evaluation of the program. Again, Federal funds were not expended for personnel costs associated with program implementation or enforcement.

Another salient aspect of the program was that Tennessee chose to implement a sustained statewide checkpoint program which involved conducting checkpoints across the state during every weekend of the year (weather permitting) rather than periodic blitzes every few months . The sustained program was supplemented on occasion by well publicized efforts to conduct at least one checkpoint in each of the State's 95 counties. This occurred on the initial kickoff weekend and during selected holiday periods. Since this was a statewide effort, the Department of Safety, Tennessee Highway Patrol (THP) took the lead in coordinating and implementing enforcement activities. The THP was represented at every one of the checkpoints described in this report but was usually assisted by local and county officers in the conduct of the checkpoints.

The program was initially intended to be conducted and evaluated on the basis of a one year implementation period (April 1, 1994 through March 31, 1995). However, because of the special nature of the Tennessee program -- using existing personnel resources for the actual conduct of the enforcement -- it was thought that the program might continue in some form after the formal conclusion of the project. Thus, it was decided to extend the crash evaluation follow up period until the end of 1996 to assess the longer term impact of this type of approach on crashes.

The evaluation examines the level of enforcement activity stimulated by the project, public receptiveness and awareness of the increased enforcement efforts and the impact of the overall effort on alcohol-related crashes.

ORGANIZATION OF THE REPORT

Chapter 2 describes the process used in implementing the *Checkpoint Tennessee* program and its supporting public information activities. Chapter 3 discusses the

evaluation process and its results, Chapter 4 contains the summary and conclusions of this report.

2 - PROGRAM DESCRIPTION

CHECKPOINT PROGRAM

This program was a joint effort of the Tennessee Department of Transportation, Governor's Highway Safety Office (GHSO) and the Tennessee Department of Safety, Tennessee Highway Patrol (THP). The GHSO initiated the program through the development and planning stages while the Tennessee Highway Patrol took the lead in the implementation of checkpoint activities. Central planning for the enforcement activities was coordinated by the Planning and Research Section of the THP. A statewide plan and schedule for the implementation of the checkpoints for the full year was developed and distributed through the chain of command to a lieutenant in each of the Patrol's eight districts who was responsible for the implementation of the schedule. (A portion of the schedule appears in Appendix A as an example.) The basic schedule was constructed so that each of the eight districts was assigned two nights each month on which three checkpoints were to be conducted. This insured that at least 576 checkpoints would be conducted during the twelve month operational period if the schedule were adhered to strictly. Of course, there were occasions when inclement weather precluded strict adherence to the schedule.

These core checkpoints were conducted following the guidelines contained in the Tennessee Department of Safety General Order pertaining to Sobriety Checkpoints (Appendix B). The general order requires that at least six troopers and a supervisor staff the checkpoint and that other specific measures be taken to insure that the checkpoints meet all the requirements of statutory and case law for sobriety checkpoints.

During this project these core checkpoints included the use of special equipment purchased with project funds. Special equipment included specially outfitted vans which were equipped with an intoxilyzer, a video recorder with two cameras (one to tape field sobriety tests administered outside the van and one to tape breath alcohol tests administered inside the van), special lighting and auxiliary equipment. Auxiliary equipment included twenty passive alcohol sensors, cones, reflective vests, generator and floodlights. Much of this equipment was transported in trailers towed by each of the vans.

Four sets of equipment were purchased for this project. Specific troopers were assigned responsibility for maintaining and operating the equipment. The vans were stationed in four districts spread across the state so that they would be readily available to where the checkpoints were conducted. Specialized training was held for the van operators and their assistants in the operation of the vans and associated equipment. They in turn were able to provide training to officers staffing each checkpoint. This included both local and county law enforcement officers as well as

THP personnel. To assist in some of this training a new General Order was promulgated to cover the use of passive alcohol sensors. A copy of that general order and a descriptive brochure about the Passive Alcohol Sensors used in this project appear in Appendix C. A State Attorney General's ruling required that the passive sensors be held outside the driver's window during checkpoint interviews in order to be non-intrusive. The ideal use of the passive sensor in checkpoint operations is to place it inside the vehicle so that a more direct reading of the driver's breath may be obtained. Even though the passive sensors were not used in the optimal manner during this project it was reported by police that drivers at lower breath alcohol levels were being identified and that passive sensors enhanced checkpoint operations.

In addition to ensuring appropriate Highway Patrol participation, the district lieutenants coordinated activities with local police agencies in the areas where the checkpoints occurred, informed the local district attorneys of the activity, and also were responsible for informing local media of the checkpoints and of their results so as to maximize local hard news coverage of the checkpoint activity.

Besides the core checkpoints described above, five times during the project year, the Tennessee Highway Patrol chose to conduct weekend blitzes in which checkpoints were scheduled in each of the 95 counties in Tennessee. Clearly, with only four sets of special equipment it was not feasible to conduct 95 full-scale checkpoints on these weekends. Thus the scheduled, full-scale, core checkpoints were supplemented by what is termed Enforcement Roadblocks in the other counties. A copy of the General Order covering Enforcement Roadblocks appears in Appendix D. These roadblocks do not have the same personnel and equipment requirements as sobriety checkpoints and thus it was feasible to allocate the personnel to conduct them statewide on five occasions during the project year. These occurred at the initiation of the operational phase of the project (April, 1 1994), during the Memorial Day period, the July 4th Holiday, the Labor Day Holiday, and at the conclusion of the project year.

After each weekend each district submitted reports to the Planning and Research Section documenting *Checkpoint Tennessee* activity which was summarized and used for both management and public information purposes. Additionally, local summaries were distributed to appropriate local media by each district.

PUBLIC INFORMATION ACTIVITIES

It was felt that mass media -- television, radio, newspapers, and outdoor advertising -- is a very powerful influence in our society and that using them for publicity could play an important role in the potential success of the *Checkpoint Tennessee* program. Though the checkpoints themselves would offer contact with a large number of drivers they would still only reach a small fraction of the potential drinking drivers in Tennessee. It was assumed that effective use of the media would greatly enlarge the number of persons reached by the *Checkpoint Tennessee* message.

An objective was to demonstrate that a law enforcement agency could mount an effective public information campaign, designed to enhance the effectiveness of a sobriety checkpoint program, using already existing internal resources. Therefore, federal funding was not requested to supplement the public information officer's time nor were the services of a public relations or advertising firm engaged.

The primary concern of the public information program was to attempt to sustain media interest in the sobriety checkpoint program throughout at least the first year's implementation. To accomplish this, *Checkpoint Tennessee* had to remain newsworthy throughout the operational period, not just in the initial stages.

In developing the media plan, Tennessee decided to use public service announcements (both television and radio) as the primary avenue to reach the public. The print media and outdoor advertising would play secondary roles in the public service advertising (PSA) area. Public service advertising was to be supplemented by hard news coverage whenever feasible and by brochures and other handouts. Early on, a distinctive logo was developed and incorporated into virtually all publicity material (Figure 2-1). The following is a discussion of each media type and the activities associated with them.

Figure 2-1: *Checkpoint Tennessee* Logo

Television

In order to ensure the use of the public service announcements, a decision was made to select one television station in each of Tennessee's five market areas to be a "flagship" station (Memphis WREG, Nashville WTVF, Chattanooga WTVC, Knoxville WBIR and Tri-Cities WJHL). The rationale behind this decision was that

the project had to be assured that any PSAs developed would be broadcast, and broadcast at times when they would be viewed. The project director went to the station managers and program directors of the selected stations and offered them a deal. If they would agree to broadcast the *Checkpoint Tennessee* PSAs during some prime time hours for a one- year period, they would have first access to information about the program. They would be allowed on-site at sobriety checkpoints in their area, be given data about sobriety checkpoint activity in their area (number of arrests, etc.) before their counterparts, and quarterly updates on activities statewide. None of the stations refused the offer. A potential concern was that other television stations might refuse to cover the checkpoint program because they were not a flagship station. However, this did not come to pass. Whenever sobriety checkpoints were conducted, virtually all media in the area covered them.

One of the flagship stations, WTVF in Nashville, assisted in the development of the PSAs and made them available to the other flagship stations at no charge. The PSAs were 10, 15 and 30 seconds in length. These PSAs were broadcast a total of 720 minutes during the one year activity period.

The *Checkpoint Tennessee* program received continuous TV hard news coverage throughout the year. All of the flagship stations produced special series about *Checkpoint Tennessee* and the problem of alcohol impaired drivers. In addition, a series about other impaired driving issues began to surface in news broadcasts. For example, WSMV in Nashville produced a ten part series entitled "Unlicensed to Kill." This series aired each night for two weeks and focused on the problem of drivers with their license revoked for impaired driving still operating a motor vehicle. The amount of earned media generated by *Checkpoint Tennessee* was at least 156 minutes in addition to the PSAs.

Print

The intent was to use the print media to accomplish two basic tasks: to help to "spread the word" about *Checkpoint Tennessee*; and to inform the public about checkpoint activities in their community.

Before the start of the program the project manager visited the editorial board of the major newspapers in each of the five areas of the state described above. The purpose of the visit was to inform them of the impaired driving problem in Tennessee and to receive an editorial endorsement of the program. All five newspapers published editorials supportive of the *Checkpoint Tennessee* program.

When sobriety checkpoints were held in a community, the supervising officer was instructed to inform the media about the upcoming checkpoints. This was done to obtain the maximum deterrent value from the checkpoints. Data about the checkpoints were collected and arranged in a table format, and on the Tuesday following the weekend checkpoints they were mailed, hand-carried or faxed to the local newspapers. The thought was that immediate feedback to the community was

imperative to the success of the program. More general media releases such as quarterly updates were sent to all media outlets across the state throughout the program. *Checkpoint Tennessee* received at least 11.715 column inches of print coverage. An example of a press release appears in appendix E and examples of news articles in Appendix F.

Radio

Radio offers an opportunity to reach motorists while they are driving their vehicle. They could even be engaging in the risky behavior that the intervention is targeting. Radio stations were provided with PSAs which were the sound tracks from the television PSAs. Troopers visited the radio stations, explained the program and left the PSAs and printed materials. Troopers were interviewed about the program by local radio stations during the *Checkpoint Tennessee* effort. The interviews were usually conducted at times when checkpoints were being held within the community. Radio PSAs were played a total of 1,100 minutes.

Outdoor Advertising

Tennessee has used outdoor advertising in highway safety programs for many years. They feel that billboards (like radio) are an effective way to reach motorists while they are actually driving their vehicle. That is, they provide a good "point of sale message."

3M National Media was contacted about the possibility of donating billboard space for *Checkpoint Tennessee*. They agreed to design the artwork and provide space in four major urban areas of the state (Memphis, Nashville, Chattanooga, and Knoxville) and in nine rural locations if the project could obtain funding to purchase the actual materials to be posted.

Funding for outdoor advertising was not in the basic demonstration grant. However, the American Coalition for Traffic Safety (ACTS) was willing to consider funding outdoor advertising. The project director approached ACTS about *Checkpoint Tennessee*'s needs along these lines. ACTS agreed to provided $20,000 for these materials if a buckle-up seat belt message was incorporated into the billboards.

The project director selected 20 locations in the urban areas along the most heavily traveled interstate corridors in the state. They offered exposure to over one million vehicles daily. Forty percent of Tennessee's population lives in those four urban cities and 59% of the state's population lives within the Standard Metropolitan Statistical Areas of those cities.

The nine billboards placed along rural interstates had an exposure of approximately 250,000 vehicles per day.

The message was printed on a vinyl material which allowed the messages to be moved to various locations in the cities. Using this material permitted paying for printing only once. The average stay in any given location was three weeks. Moving the message from board to board provided even broader coverage. It is estimated that had the billboard space been purchased, it would have cost $800,000.

Printed Items

A brochure describing the program and summarizing the impaired driving laws was developed and printed. Over 150,000 copies were printed and distributed to the public by the THP. Additionally, thousands of promotional items such as pins, cups, pencils, etc. were printed and distributed at checkpoints and other law enforcement events.

3 - PROGRAM EVALUATION

ENFORCEMENT ACTIVITY

During the period preceding introduction of the *Checkpoint Tennessee* program the Tennessee Highway Patrol averaged 10 to 15 sobriety checkpoints per year. In the cooperative agreement application, the THP proposed conducting 576 checkpoints during the implementation year. Obviously, this was a tremendously increased number of checkpoints, particularly when one considers that they were to be staffed using existing patrol resources. There was no special funding for officer overtime. Essentially the mechanism was a change of command emphasis. Officers were to be diverted from other duties to conduct the checkpoints. Additionally, cooperation and support was obtained from the Tennessee Association of Chiefs of Police and the Tennessee Sheriffs' Association. Tennessee Highway Patrol district supervisors were instructed to contact local law enforcement agencies when planning checkpoints and encourage their participation. This was intended to both ease the personnel burden of the THP and to foster an overall spirit of cooperation.

The main mechanism for evaluation of the extent to which checkpoints were actually conducted was a special reporting mechanism put into place by the THP. Every Monday each of the eight THP districts was required to submit reports of activity at each checkpoint conducted the previous weekend (Appendix A). These reports were tabulated by personnel in the THP Planning and Research Section into a statewide summary report (Appendix A) and used both to monitor implementation of the program and to provide input for regular news releases to the statewide media.

The latter report is the final statewide activity report from the formal project implementation year. One can see that 882 checkpoints were conducted under the auspices of the program, well above the 576 in the original commitment. Nearly 145,000 vehicles passed through the checkpoints and over 9,000 were detained for further investigation. There were 773 resultant DUI arrests, 347 seat belt citations and 465 child restraint citations. Additionally, 705 written seat belt warnings were issued as well as 7,351 other traffic citations.

In addition to traditional traffic safety violations, numerous other violations of the law were detected and appropriate action taken. Four stolen vehicles were recovered, 35 felony arrests were made for violations such as drugs, bootlegging and parole violations. In addition 201 arrests for misdemeanor drug violations were made.

Thus, the program clearly exceeded the contractual requirement in terms of number of checkpoints conducted, and yielded many additional enforcement actions.

While other statewide sobriety checkpoint programs have recently been initiated in the U.S. (in North Carolina and New Mexico, to name two) one reason this demonstration in Tennessee is of special interest because of the relatively low

implementation costs. The total cost of the two-year demonstration project was $927,594, with federal funding at $452,255 and state funding at $475,339. The state contribution covered police salaries, publicity costs and other program expenses. The police salary contribution was accomplished by a reallocation of effort to this endeavor rather than through additional funding. NHTSA funding covered some public information and education materials, equipment and program evaluation.

PUBLIC AWARENESS

Public awareness was measured in a number of ways. The Department of Safety administered brief paper and pencil surveys at driver's license offices across the state, the Department of Health added two questions about checkpoints to the Behavioral Risk Factor Surveillance System survey they conduct, mail back cards were distributed at some checkpoints and informal data about perceptions of checkpoint activity were gathered from nighttime bar and club patrons.

Driver's License Office Surveys

Three waves of a paper and pencil survey were administered in driver's license offices in support of the *Checkpoint Tennessee* evaluation activities. The first wave of the survey was administered in March 1994 prior to the formal announcement and initiation of the *Checkpoint Tennessee* program, a second wave was administered during the summer of 1994 beginning four months after program initiation and the third wave was administered in the spring of 1995 at the conclusion of the formal program. Wave 1 yielded 1,305 respondents, Wave 2 resulted in 1,071 respondents and Wave 3 surveyed 1,192 respondents. The survey form appears as Appendix G.

In terms of demographics (gender, age, race) respondents in each wave were similar as well as in terms of their reason for being at the driver's license office (Table 3-1).

Two open-ended questions were asked about exposure to highway safety programs: one was about drinking and driving and one was about seat belt use. As indicated in Table 3-2, relatively few individuals responded to these open-ended questions. The salient response change with respect to drinking-driving is that only two persons (1%) mentioned roadblocks in Wave 1 while 24 (18%) did in Wave 2. The most frequent responses to the open-ended questions about seatbelt use were the Vince and Larry commercials and the "Buckle up, it's the law" message. Mentions of the former message decreased after Wave 1, but mentions of the latter message increased after Wave 1.

Table 3-1: Attributes of Driver Survey Respondents, Percentage by Wave

Attribute	Wave 1	Wave 2	Wave 3	p
Number of Responses	1305	1071	1192	
Reason at License Office				0.001
First License	13.2	15.6	14.9	
Renew License	26.8	31.2	32.7	
Reinstate License	16.3	12.0	14.8	
Get ID	10.9	5.8	4.9	
Other	32.9	35.3	32.6	
Sex				0.259
Male	49.4	50.8	52.7	
Female	50.6	29.2	47.3	
Age				0.001
<18	10.0	12.1	11.4	
18-20	8.9	9.7	6.4	
21-24	15.3	16.4	12.7	
25-29	14.3	12.3	14.7	
30-49	43.8	41.0	41.7	
50-65	6.1	6.6	10.7	
Over 65	1.7	2.1	2.4	
Race				0.112
Caucasian	66.0	68.3	71.6	
African American	24.8	22.7	20.8	
Other	9.2	9.0	7.7	

Table 3-2: Response to Questions about Exposure to Highway Safety Programs

	Wave		
	1	2	3
Drinking-Driving			
Total Responses	205	134	330
Roadblocks Mentioned	2	24	6
% Roadblocks Mentioned	1.0	17.9	1.8
Seatbelts			
Total Responses	125	98	271
Vince & Larry Commercials Mentioned	65	31	67
% Vince & Larry Mentioned	52.0	31.6	24.7
"Buckle up, it's the law" Mentioned	16	25	16
% "Buckle up..." Mentioned	30.8	79.0	64.7

One question was intended to measure perceived risk of arrest and was phrased as follows, "Suppose you drive after drinking enough to violate Tennessee's drinking and driving law. What are you chances of being arrested by the police?" At Wave 1, 47% of respondents thought that the risk of arrest was 60% or greater, and this figure did not change much in succeeding waves (Table 3-3).

Table 3-3: Responses to Selected Questions on Opinions and Behavior

Opinion / Behavior	Wave		
	1	2	3
Chances of Arrest if DWI	47.0%	43.5%	47.0%
Drive <= 2 hours after drinking	17.4%	15.6%	14.1%
Drinking-Driving >= once in past 3 months	8.6%	7.3%	6.0%
Been through a checkpoint	7.9%	10.5%	8.7%
Support Checkpoints	88.1%	91.6%	91.4%
Use a Seatbelt	59.7%	65.7%	63.0%

Respondents were also asked, "How often do you drink alcoholic beverages and then drive within a couple of hours?" The percentage of persons admitting to this behavior in Wave 1 was 17.4% but dropped off slightly in Waves 2 and 3 (Table 3-3). They were then asked about impaired driving with the question, "Within the last 3 months, how often do you think you may have driven after drinking too much?" At Wave 1, 8.6% of respondents admitted to engaging in this behavior at least once,

and this percentage decreased slightly in Waves 2 and 3. There was virtually no change in the pattern of responses to the question asking whether their drinking driving behavior had changed compared with three months ago.

There was also virtually no change in the percentage of respondents reporting having been stopped by a police officer at night, 7.9% saying "yes" at Wave 1 (Table 3-3). At all waves the public overwhelmingly supported the use of checkpoints -- 88.1% at Wave 1, 91.6% at Wave 2, and 91.4% at Wave 3. Finally, self-reported seat belt usage increased several percentage points during the *Checkpoint Tennessee* program. At Wave 1, 59.7% said they always wore their belt, 65.7% claimed so at Wave 2, and 63% at Wave 3.

In summary, through this measure, though there was only slight change in public awareness of enforcement activity, measures of perceived risk of arrest and self-reported drinking driving behavior showed improvement. There was substantial improvement in self-reported seat belt use. However the most striking finding is how overwhelmingly the public supports the use of DUI roadblocks to combat drinking and driving, with nine out of ten drivers indicating support.

Behavioral Risk Factor Surveillance System Survey

The Behavioral Risk Factor Surveillance System Survey is a monthly random digit dialing statewide telephone survey with a range of 200 to 250 respondents monthly. It is intended to measure changes in behavior relative to risks to the population's health. The Tennessee Department of Health agreed to place two supplemental questions about checkpoints on the survey for a seven month period from March through September 1994. This afforded us one measure before the public announcement of the program and six measures during the first half-year of the implementation period.

The first question was "During the last 30 days, has a vehicle you were driving or one in which you were a passenger been through a DUI roadblock?" On the March 1994 survey 5.1% of respondents reported having been through a roadblock. In subsequent months the figures were as follows: April, 4.8%; May, 4.9%; June, 6.2%; July, 9.9%; August, 8.6%; and September, 6.2%. Thus there is a slight trend towards increased exposure to checkpoints, particularly in the summer months. However, the baseline measure is quite high given that few checkpoints were conducted during the period preceding that administration of the questionnaire.

The other question was "Do you support the use of DUI roadblocks to combat drinking and driving?" In March 1994, 88.8% of respondents reported they supported roadblocks. Support remained consistently high with 91.1% in April, 93.1% in May, 92.2% in June, 95.8% in July, 94.1% in August, and 91.7% in September 1994 supporting roadblocks. Even though the baseline support for sobriety checkpoints was very high, after the initiation of checkpoints and the associated publicity, support increased.

Survey of Drivers Passing through Checkpoints

The Tennessee Highway Patrol distributed prepaid postcards to persons passing through checkpoints. Of those mailing back written responses, 155 offered positive comments and 26 negative. Examples of the comments are:

Negative

- I don't think you need quite so many state troopers in your checkpoints. It was quite scary seeing so many blue flashing lights in one area.
- Would like to see statistics to prove this is worth the tax money.
- Seat belts are good, but should be left up to each adult to decide for his or herself to use them.
- I thought there were too many cars and officers at one place. Four or five more checkpoints could have been set up and each one would have had at least three official cars and personnel.
- Do not have as many officers standing around. It takes only three or four cars to check the drivers. When you have 20 or 50 cars around it is wasting tax money, plus it gives drinking drivers a symbol to avoid that area.
- I don't like the jail time. Most lose their jobs and parents have to take care of their families. It's unfair for them to take a drunk driver's responsibility. Some other punishment like jail at night or on weekends, but let them work and pay their own debts.
- These checkpoints may be helpful, but I feel drunk drivers will avoid them when possible. The checkpoints should not have so many blue lights flashing.
- Seems you could catch more of the drunks if you did not advertise the exact location of your checkpoints.

Positive

- This may save some lives. Keep up the good work.
- Need more checkpoints. Officers were friendly and professional. Keep it up. Let's get the drunks off the road.
- Drunk drivers are a horrible problem. They should do this nationwide especially on weekends (Friday, Saturday nights). Totally support this program.
- I think this is a very good program. I think it will help a lot not only to remove drunk drivers, but possibly catch other types of people violating the laws.

- I was in a commercial vehicle. Keep on checking more harder, I see a lot from the seat of my truck.
- Very impressive.
- Stricter laws.
- I think it's a great idea. Keep up the good work.
- Thank you for trying to keep our roads safe.
- I think it's the best thing for Tennessee to have.
- I greatly appreciated what you did; please do more.
- I like it.

Informal Assessment of Awareness in Clubs and Bars

On one checkpoint weekend, research project personnel conducted an informal survey of patrons in drinking establishments in the general area where checkpoints were conducted.

Ten establishments were visited and informal discussions held with 21 individuals.

Virtually all of those with whom the project personnel spoke were aware that there had been a recent police crackdown on drinking and driving. Two-thirds of the 21 persons were able to articulate specifically that DUI Checkpoints were being conducted.

Anecdotal Observations from Checkpoints and Surrounding Areas

Project team members observed several checkpoints throughout the project. Two general observations were that in many vehicles containing both a male and female (often pick-up trucks), the woman was driving and a man who had obviously been drinking was the passenger and it was observed that at some popular bars cars were being parked overnight.

Police reported that these patterns were different than the typical experience before the initiation of *Checkpoint Tennessee*, leading one to believe that the program may have been encouraging the use of designated drivers and alternative transportation.

EFFECT ON CRASHES

An interrupted time series approach was used in analyzing the traffic safety impact of the checkpoint program. In this approach, a time series of the data of interest is studied to see if an "intervention" occurring at some point in the series is a statistically significant factor in a mathematical model of the series. The intervention analyzed here is the *Checkpoint Tennessee* program.

The dependent variable and measure of effectiveness in the model was "drunk driving fatal crashes." A drunk driving fatal crash was defined as a fatal crash in which one of the involved drivers had a blood alcohol concentration (BAC) of 0.10% or more either through direct BAC test results or through an algorithm developed by NHTSA (Klein, 1986). Ideally, all classifications would be through direct BAC tests, however no state as yet obtains a BAC test of all drivers in fatal crashes and this approach is considered to be the best available alternative. The data used in the model were retrieved from NHTSA's Fatal Accident Reporting System (FARS). (The FARS has subsequently been renamed the Fatality Analysis Reporting System. The data covered the period 1988 through 1995.)

Two techniques were used to guard against attributing any changes in drunk driving fatal crashes to the program when they might have been due to some other events that just happened to coincide with the program. First, a model of drunk driving fatal crashes in five states surrounding Tennessee (Kentucky, Georgia, Alabama, Mississippi, and Louisiana) was developed using the same procedures to see if an effect occurred coincident with Tennessee intervention. Such an effect might be indicative of a regional or, possibly, a national factor having nothing to do with the intervention. All fatal crashes were also included as an explanatory variable in the model for Tennessee and the model for the five surrounding states.

Nominally, the statistical analysis assumed a program start date of April 1, 1994, but we also studied the effect of assuming several other start dates to account for a possible lag between the time the program was started and the time an impact occurred. It was assumed that a step-function intervention was appropriate for the majority of the analyses, and the effect of interventions of other time profiles, for example, a ramp function, was studied.

The ARIMA analysis method developed by Box and Jenkins in the 1970s, and incorporated in the SAS® statistical package as PROC ARIMA, was used.

The best fit to the Tennessee series was obtained through a model using all drunk-driving fatal crashes as the dependent variable. All fatal crashes were used as an input series. The transfer function for the input series was a simple scalar of value equal to 1. *The model showed a significant effect for the intervention variable (a step function coincident with the checkpoint program start date) amounting to a reduction of about nine drunk-driving fatal crashes per month (t ratio=-7.06).* This was a 20.4% reduction over the projected number of drunk-driving fatal crashes that would have occurred with no intervention.

The results are depicted graphically in Figure 3-1. The heavy line (labeled "model, program") represents the ARIMA time-series model fitted to the actual data. The light line (labeled "model, no program") shows what the series would have been after the start of the checkpoint program had there been no program.

The model for the comparison series used 12-span differencing of the dependent variable (drunk-driving fatal crashes), and used the same differencing of the independent variable (all fatal crashes). Again, the transfer function was equal to 1. The model showed a very small, insignificant *increase* in drunk-driving fatal crashes in the other states coincident with the Tennessee intervention (t ratio=0.21, Figure 3-2), lending support to the hypothesis that the checkpoint program was responsible for the positive results observed in Tennessee. (Note that the increase is too small to show as a separate curve in the figure.)

In another analysis of crashes of lesser severity, nighttime single-vehicle injury crashes were used as a measure of alcohol-related crashes. An ARIMA model of these crashes was developed using all nighttime crashes as an explanatory variable. The model also included an intervention variable written as a step function with a value of zero prior to the intervention (April 1, 1994), and a value of one thereafter. The analysis showed a small but statistically significant (t=-2.20) reduction of about 5.5% in the alcohol-crash surrogate after the start of the intervention (Figure 3-3).

Thus, analyses of both alcohol-related fatal crashes and nighttime single vehicle injury crashes consistently indicate a statistically significant effect associated with the implementation of the *Checkpoint Tennessee* program.

Figure 3-1: ARIMA Model of Drunk-Driving Fatal Crashes in Tennessee, All Fatal Crashes as an Input (1988-1996)

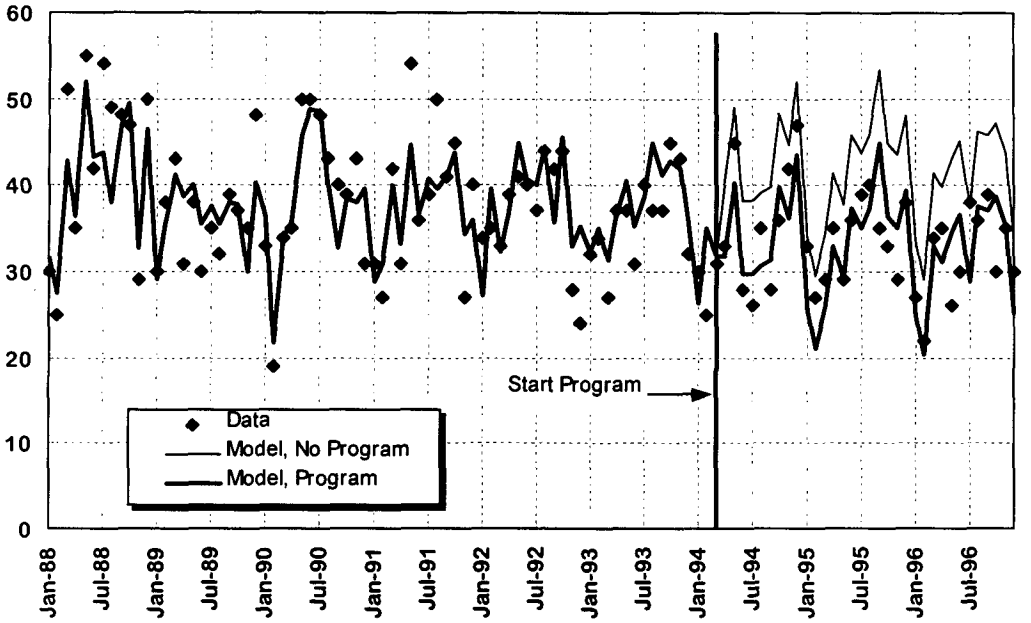


Figure 3-2: ARIMA Model of Drunk-Driving Fatal Crashes in Five Comparison States, All Fatal Crashes as an Input (1988-1996)

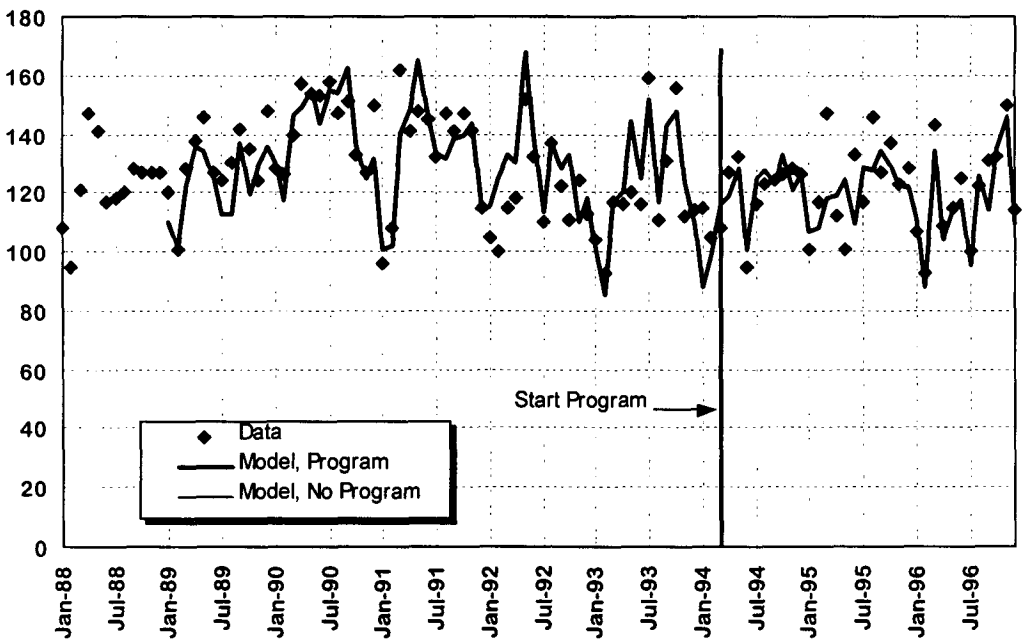
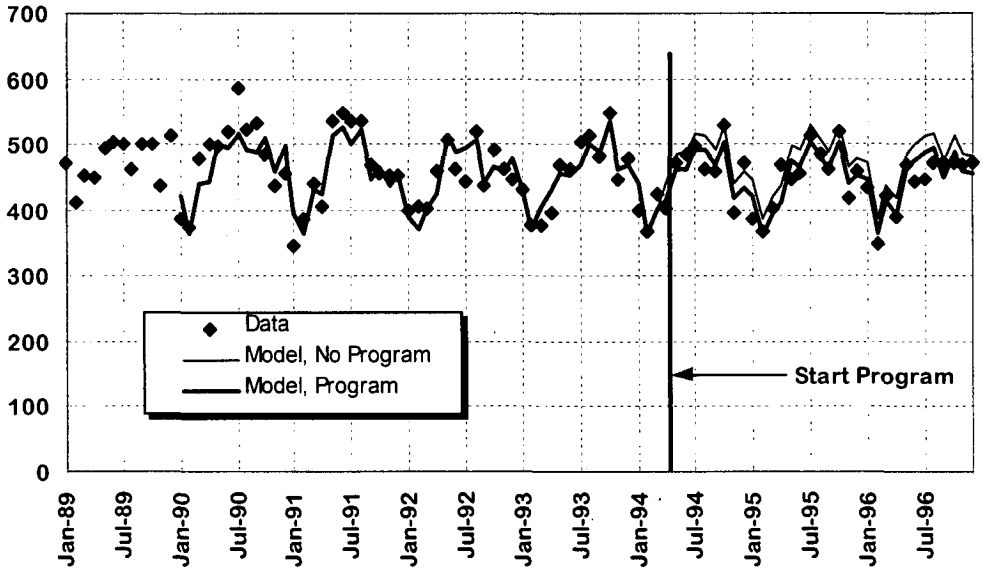


Figure 3-3: Nighttime Single-Vehicle Injury Crashes in Tennessee, 1989-1996



4 - SUMMARY AND CONCLUSIONS

The overall intent of this project was to test if it was feasible to implement a sustained year long statewide sobriety checkpoint program and, if implemented, if such a program resulted in a reduction in alcohol-related crashes and fatalities.

In developing the cooperative agreement, it was agreed that conducting 576 checkpoints in Tennessee over a twelve month period would constitute such a program. They were to be conducted in all areas of the state, with several checkpoints being held each weekend. In fact, during the *Checkpoint Tennessee* program, 882 checkpoints were held and, during five blitz periods, checkpoints were scheduled in each of the State's 95 counties. Thus, this project demonstrated that a sustained year long statewide checkpoint program could be implemented.

A key feature of Tennessee's approach was that they did not use funds from the cooperative agreement to pay salaries for enforcement personnel staffing the checkpoints. Rather they reassigned personnel from other duties to the checkpoints. This demonstrates that even such an extensive program can be implemented with existing resources.

The second major intent of the project was to see if implementation of such a program would result in a decrease in alcohol-related crashes and the attendant deaths and injuries. Interrupted time series analyses from the Fatality Analysis Reporting System revealed a 20.4% reduction in alcohol related crashes. This represents a savings of about nine fatal crashes per month. There was also a significant 5.5% decrease in nighttime single-vehicle injury crashes. These are dramatic reductions and they were sustained for at least twenty-one months after completion of the formal program.

Survey data indicate overwhelming support for the conduct of checkpoints. Consistently nine out of ten respondents to both the paper and pencil and the telephone surveys indicated that they supported the use of sobriety checkpoints to combat impaired driving. Even persons passing through checkpoints supported their use. Eighty-five percent of those sending in mail- back comment cards offered positive comments.

Often in the case of research projects such as this, even when there are positive results, once the formal project is over activity ends and the beneficial effect disappears. One intent of the project team in proposing not using Federal funds to pay for staffing the checkpoints was to demonstrate that this type of program is feasible to implement in the real operating world of law enforcement. During the first year after the end of the formal program, the Tennessee Highway Patrol conducted 245 sobriety checkpoints. This compares favorably to the ten to fifteen which were conducted annually in the years leading up to the *Checkpoint Tennessee* program. Traffic Enforcement Roadblocks have also been continued. In fact, 1,327

were held in the twelve month period subsequent to the completion of the formal *Checkpoint Tennessee* program and are being continued at an even higher rate.

Thus, though the volume of formal sobriety checkpoints is somewhat less than during the project year, it is still much higher than before, and traffic enforcement roadblock activity continues at an even higher rate. This may well account for the continued over 20% reduction in fatal crashes. Continued monitoring of FARS data to determine if these reductions are maintained is recommended.

In summary, an intensive, sustained, highly publicized and visible statewide sobriety checkpoint program can be implemented. Such a program can have dramatic effects on alcohol related crashes and their untoward consequences and can be extremely cost-beneficial. The program can be continued with existing resources and the beneficial effect maintained.

With such dramatic effects resulting in numerous lives saved, it is incumbent on policy makers and administrators to find ways to implement similar programs in their states.

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APPENDIX A

Sample Checkpoint Schedule

DUI SOBRIETY CHECKPOINT PROGRAM SCHEDULE

KNOXVILLE DISTRICT

DATE	COUNTY	ROADWAY ASSIGNMENT	TIME
April 1	Anderson	1.Mahoney Road	8 PM-9:30 PM
		2.U.S. 25W	11 PM-12:30 AM
		3.Hwy. 61	1 AM-2:30 AM
April 15	Anderson	1.Mahoney Road	8 PM-9:30 PM
		2.U.S. 25W	11 PM-12:30 AM
		3.Hwy. 61	1 AM-2:30 AM
May 14	Blount	1.S.R. 33	8 PM-9:30 PM
		2.U.S. 321	11 PM-12:30 AM
		3.Airbase Rd. @ S.R. 429	1 AM-2:30 AM
May 27	Blount	1.S.R. 33	8 PM-9:30 PM
		2.U.S. 321	11 PM-12:30 AM
		3.Airbase Rd.	1 AM-2:30 AM
June 4	Campbell	1.U.S. 25W - Jacksboro	8 PM-9:30 PM
		2.U.S. 25W - LaFollette	11 PM-12:30 AM
		3.U.S. 25W - Jellico	1 AM-2:30 AM
June 24	Campbell	1.U.S. 25W - Jacksboro	8 PM-9:30 PM
		2.U.S. 25W - LaFollette	11 PM-12:30 AM
		3.U.S. 25W - Jellico	1 AM-2:30 AM
July 4	Knox	1.U.S. 25W	9 PM-10:30 PM
		2.Cherokee Trail	12 MN-1:30 AM
		3.11E	2:30 AM-4 AM
July 22	Knox	1.Cherokee Trail	9 PM-10:30 PM
		2.S.R. 33N	12 MN-1:30 AM
		3.U.S. 129	2:30 AM-4 AM

CHECKPOINT TENNESSEE ACTIVITY REPORT

DATE _____ DISTRICT _____

ROADWAY _____ COUNTY _____

STARTING TIME _____ ENDING TIME _____

PERSONNEL PRESENT

(PRINT: RANK, FIRST, LAST)

		DEPT			DEPT
1.	LT. _____ SITE SUPERVISOR		8.		
2.			9.		
3.			10.		
4.			11.		
5.			12.		
6.			13.		
7.			14.		

(USE ADDITIONAL PAGE TO LIST ALL PERSONNEL IF NECESSARY)

ACTIVITY

Number of Vehicles Passing Thru Checkpoint		Drivers Not Wearing Seat Belts	
Number of Vehicles Detained		Number of Stolen Vehicles Recovered	
Number of DUI Arrests		Number of Felony Arrests (Explain)	
Number of Other Traffic Arrests/Citations		Number of Weapons Seized	
Number of Seat Belt Written Warnings		Number of Arrests for Drug Violations (Explain)	

Number of Media Notifications: TV _____ Radio _____ Print Media _____

Remarks

_____

_____

_____

_____

_____ _____

SITE SUPERVISOR (SIGNATURE) DISTRICT CAPTAIN (SIGNATURE)

CHECKPOINT TENNESSEE
STATEWIDE ACTIVITY REPORT

WEEK OF Total Activity as of March 31, 1995

NUMBER OF ROADBLOCKS 882 * See Note

CHECKPOINT COUNTIES

1. Statewide
2.
3.
4.
5.
6.
7.
8.

ACTIVITY

* Number of Vehicles Passing Thru Checkpoint	144,299	Drivers Not Wearing Seat Belts	23,185
Number of Vehicles Detained	9,210	Number of Stolen Vehicles Recovered	4
* Number of DUI Arrests	773	Number of Felony Arrests (Explain)	35
* Number of Other Traffic Arrests/Citations	7,351	Number of Weapons Seized	49
* Number of Seat Belt Written Warnings	705	Number of Arrests for Drug Violations (Explain)	201
Number of Seat Belt Citations	347	Youth Offender Act Violations	84
* Number of CRD Citations	465		

Number of Media Notifications: TV 161 Radio 575 Print Media 398

Remarks

* NOTE: 644 DUI Roadblocks and 238 Enforcement Roadblocks

ACTIVITY FOR ENFORCEMENT ROADBLOCKS:

36,868	vehicles passing through
106	DUI arrests
2,024	other traffic arrests/citations
191	written warnings
161	CRD citations

PROJECT COORDINATOR

☐ DRIVER ☐ ACCIDENT
☐ PEDESTRIAN ☐ VIOLATION
☐ PASSENGER ☐ OTHER

DATE _____ TIME OF ACCIDENT _____

DATE _____ TIME IN CUSTODY _____

TENNESSEE HIGHWAY PATROL
ALCOHOL/DRUG INFLUENCE
REPORT

CASE NUMBER _____
DISTRICT _____
CITATION NO. _____
TROOPER _____
BADGE NO. _____

SUSPECT/ARREST INFORMATION

PERSON'S NAME (FIRST, MIDDLE, LAST) ☐ UNK. ☐ JUVENILE SEX: ☐ M ☐ F RACE D.O.B. AGE OPERATOR'S LIC. NO. STATE

RESIDENCE ADDRESS: (Street Address, Apt. No., City, Etc.) ☐ NONE ☐ UNK. STATE ZIP CODE TELEPHONE NUMBER ☐ NONE ☐ UNK.

INCIDENT CREATING SUSPICION: (Check all applicable)

☐ DRIVER ASLEEP WHILE IN CONTROL OF VEH.
☐ VEHICLE'S SPEED _____ M.P.H. IN A _____ M.P.H. ZONE
☐ CROSSING CENTER DIVIDING LINE
☐ FAILURE TO OBEY TRAFFIC CONTROLS
☐ IRREGULAR STARTING OR STOPPING OF VEH.
☐ SWERVING WITHIN ROADWAY
☐ EVIDENCE OF INTOXICANT BEING INJESTED
☐ SUSPECT APPEARED INTOXICATED
☐ INVOLVEMENT IN TRAFFIC ACCIDENT, 10- _____
☐ VEHICLE DRIVING OFF ROADWAY
☐ OBSERVANCE OF DRIVERS ACTIONS OF _____ WHILE DRIVING VEHICLE
☐ ROADBLOCK
☐ OTHER (Explain in narrative)

LOCATION OF STOP: (Address, Marker No., Intersection, Etc.)

DRIVER RESPONDED TO EMERGENCY EQUIPMENT:(Check all applicable) ☐ N/A
☐ IMMEDIATE ☐ LAWFUL ☐ SLOW ☐ UNLAWFUL BY _____
☐ POSITIONED VEHICLE IMPROPERLY BY _____

SUSPECTS INITIAL ACTIONS IN RESPONSE TO INSTRUCTIONS/REQUESTS:

☐ NORMAL
☐ APPEARED TO BE INTOXICATED
☐ UNCONSCIOUS OR ASLEEP
☐ FUMBLED EXCESSIVELY GETTING LICENSE
☐ UNSTEADY EXITING VEHICLE
☐ LEANED OR BRACED SELF AGAINST VEHICLE WHILE WALKING OR STANDING
☐ FELL OUT OF VEHICLE
☐ ATTEMPTED TO FLEE VEHICLE
☐ OTHER (Explain)

OBSERVATIONS OF SUSPECT:(Check all applicable and explain any additional specifics in the narrative.)

ATTITUDE		CLOTHING	EYE CONDITION	MENTAL STATE	WALK	SPEECH
☐ ANGRY	☐ INSULTING/PROFANE	☐ DISARRANGED	☐ BLOODSHOT/RED	☐ CONFUSED	☐ FALLS DOWN	☐ LOUD
☐ ARROGANT	☐ HUMOROUS/JOKING	☐ DIRTY/STAINED	☐ CLOSED	☐ INCOHERENT	☐ STAGGERED	☐ QUIET
☐ COOPERATIVE	☐ NERVOUS/ANXIOUS	☐ TORN/RIPPED	☐ DILATED PUPILS	☐ STUPOR	☐ STUMBLING	☐ SLURRED
☐ HYSTERICAL	☐ PREOCCUPIED	☐ UNCLOTHED	☐ WATERY	☐ UNCONSCIOUS	☐ UNABLE	☐ TALKATIVE
☐ INDIFFERENT	☐ UNCOOPERATIVE	☐ NORMAL	☐ NORMAL	☐ NORMAL	☐ NORMAL	☐ NORMAL

ODOR OF INTOXICANT
☐ ALCOHOL
☐ MARIJUANA
☐ INHALANT
☐ NONE
☐ OTHER

INTENSITY CODE
1. SLIGHT ODOR
2. OBVIOUS ODOR
3. EXTREME ODOR

UNUSUAL ACTIONS
☐ BELCHING ☐ HICCUPING
☐ COMBATIVE ☐ ILL/VOMITING
☐ CRYING ☐ LAUGHING
☐ DEFECATED ☐ URINATED
☐ FALLS ASLEEP ☐ OTHER

EFFECTS OF INTOXICANT
☐ NONE
☐ SLIGHT
☐ OBVIOUS
☐ EXTREME
☐ UNDETERMINED

ABILITY TO OPERATE VEH.
☐ UNABLE
☐ POOR
☐ FAIR
☐ NORMAL
☐ UNDETERMINED

PHYSICAL EVIDENCE IN PLAIN VIEW:(Indicate location(s) and describe in detail.) ☐ NONE ALCOHOL IN VEHICLE? ☐ YES ☐ NO ☐ CONTINUE IN NARRATIVE

CLOTHES

DESCRIBE (TYPE AND COLOR)

Hat or Cap _____
Jacket or Coat _____
Shirt or Dress _____
Pants or Skirt _____
Type of Shoes _____

SIGN OR COMPLAINT OF ILLNESS OR INJURY ? ☐ YES (Explain) ☐ NO _____

PRESCRIPTION DRUGS: ☐ YES ☐ NO TYPE _____

PASSIVE ALCOHOL SENSOR USED? ☐ YES ☐ NO

VIDEO TAPED? ☐ YES ☐ NO

CHEMICAL TEST DATA

SPECIMEN: BLOOD ☐ BREATH ☐ URINE ☐ NONE ☐

IF REFUSED, WHY? _____

_____

ANALYSIS RESULTS _____ IF BREATH, WHAT INSTRUMENT AND LOCATION _____

DRAWN BY _____ WITNESSED BY _____

FIELD SOBRIETY TASKS

MUST COMPLETE 3 OUT OF 4 TESTS UNLESS REFUSED/UNABLE ☐ REFUSED ☐ UNABLE TO PERFORM TASKS

TEST SURFACE: ☐ ASPHALT/CONCRETE ☐ DIRT ☐ GRASS ☐ SNOW ☐ LEVEL ☐ SLIGHT GRADE ☐ OTHER _____

TEST CONDITION: ☐ DAYLIGHT ☐ DARK ☐ ARTIFICIAL LIGHT ☐ WINDY ☐ RAINING ☐ OTHER _____

LINE USED: ☐ PAINTED LINE ON ROADWAY ☐ IMAGINARY ☐ OTHER _____

HORIZONTAL GAZE NYSTAGMUS: ☐ REFUSEDTO PERFORM TASK ☐ CANNOT PERFORM TASK, Explain ...

NOTE: SUSPECT ☐ DOES ☐ DOES NOT HAVE HARD CONTACTS

	POINTS PER EYE	L. EYE	R. EYE
EYE DOES NOT PURSUE SMOOTHLY	1		
DISTINCT NYSTAGMUS AT MAXIMUM DEVIATION	1		
NYSTAGMUS ONSET BEFORE 45 DEGREE	1		

MAXIMUM 6 POINTS: (4 or more points indicates .10 or more)	TOTAL
COMMENTS:	

WALK & TURN ☐ REFUSED TO PERFORM TASK

INSTRUCTIONS STAGE:	POINTS
CANNOT KEEP BALANCE	1
STARTS TOO SOON	1
IMPROPER TURN	1
CANNOT COMPLETE TEST	1

WALKING STAGE:	POINTS	1ST 9 STEPS	2ND 9 STEPS
STOPS WALKING	1		
MISSES HEEL-TOE	1		
STEPS OFF LINE	1		
RAISES ARMS	1		
IMPROPER NUMBER OF STEPS TAKEN	1		

MAXIMUM 9 POINTS: (2 or more points indicates .10 or more)	
COMMENTS:	TOTAL

ONE-LEG-STAND: ☐ REFUSED TO PERFORM TASK

☐ LEG STANDING ON ... ☐ LEFT ☐ RIGHT

	POINTS	0 TO 10 SECONDS	11 TO 20 SECONDS	21 TO 30 SECONDS
SWAYS WHILE ON ONE LEG	1			
RAISES ARMS WHILE ON ONE LEG	1			
HOPS WHILE ON ONE LEG	1			
FOOT DOWN BEFORE TIME	1			
CANNOT COMPLETE TASK	1			

MAXIMUM 5 POINTS: (2 or more points indicates .10 or more)	TOTAL
COMMENTS:	

FINGER-TO-NOSE ☐ REFUSED TO PERFORM TASK ☐ CANNOT PERFORM TASK, Explain ...

☐ RIGHT ARM: ☐ COMPLETELY MISSED ☐ HESITANT ☐ SURE

☐ LEFT ARM: ☐ COMPLETELY MISSED ☐ HESITANT ☐ SURE

COMMENTS:

ADDITIONAL COMMENTS

_____

_____

_____

_____

_____

WITNESS _____

WITNESS _____ _____

TROOPER'S SIGNATURE (BADGE NO.)

APPENDIX B

General Order for

Sobriety Checkpoints

GENERAL ORDER

Subject: Sobriety Checkpoints

Date: 1 January 1994

Distribution: All Commissioned Members

I. PURPOSE:

To establish policy, procedures and guidelines for commissioned members of the Tennessee Department of Safety concerning the above captioned subject.

II. POLICY:

A. It is the policy of the Department of Safety to utilize sobriety checkpoints as a deterrence to and in the detection of persons driving under the influence of intoxicants who pose a substantial threat to the welfare of the citizenry of Tennessee.

B. To utilize sobriety checkpoints in a safe, effective, uniform and lawful manner as prescribed by guidelines established by the Department of Safety in the enforcement of the State's DUI statute (T.C.A. 55-10-401).

III. ESTABLISHMENT OF SOBRIETY CHECKPOINTS:

A. Site Selection:

1. Individual site selections will be based on the knowledge of alcohol related accidents and the knowledge of DUI arrests in a particular area.

a) Documentation of site selections will be maintained on file by the district captain.

2. The location of the checkpoint will be selected for its safety and visibility for oncoming motorists.

3. The location must give motorists adequate prior warning that a roadblock is ahead.

*This order supersedes General Order No. 410-1, 1 October 1992.

4. The location will provide a safe area to move the vehicle in the event further inquiry of the driver is necessary.

5. An alternate site will be selected should the primary site prove unsafe due to congestion of traffic.

   a) In the opinion of the site supervisor, the checkpoint will be moved to the alternate site should a hazardous condition exist.

   b) If the site supervisor moves the checkpoint, the time and reason for moving should be thoroughly documented.

6. Location and time of the checkpoint will be approved by the Colonel/Deputy Commissioner at least five (5) working days prior to conducting the checkpoint.

   a) District captains will submit to the Colonel/Deputy Commissioner a recommended location and time for establishing the checkpoint.

   b) Checkpoints established in the Checkpoint Tennessee Plan Book have been approved by the Colonel/Deputy Commissioner.

B. Personnel and Equipment:

1. There will be adequate personnel and equipment at the checkpoint to minimize the fear, surprise or the likelihood of apprehension of the motorist.

2. There will be a sufficient number of uniformed personnel present to show the police presence at the checkpoint location.

   a) A minimum of 6 members will be present at each checkpoint.

3. There will be at least one (1) member of the rank of lieutenant at the checkpoint site.

   a) The lieutenant will be the site supervisor.

   b) The site supervisor will not participate in the actual stopping of motorists.

4. The majority of the vehicles utilized at the checkpoint site shall be marked patrol vehicles.

   a) All emergency lighting (blue lights, take down lights, spot lights and headlights) will be activated while the checkpoint is in operation to provide for adequate illumination of the area.

5. Traffic cones will be placed along the center line of the roadway to assure safe traffic flow and to provide a measure of protection for the officers conducting the checkpoint.

C. Operation:

1. The checkpoint will remain in operation for a minimum period of one (1) hour.

   a) The duration of the checkpoint will not exceed two (2) hours without permission from the Colonel/Deputy Commissioner or his designated representative.

   b) In the event of inclement weather or an emergency situation, the site supervisor will terminate the checkpoint and assign the personnel to other duties.

2. Every vehicle will be momentarily stopped.

   a) The duration of the stop should not exceed one (1) minute except in cases where further investigation is warranted (i.e. field sobriety tests).

b) If the level of traffic increases, the site supervisor will designate specific vehicles to be stopped (i.e. every 3rd, 5th, 10th, etc.).

3. Personnel assigned to the checkpoint will identify themselves to the driver, and advise the driver that the Highway Patrol is conducting a routine stop of traffic to check for intoxicated drivers.

4. When no noticeable sign of possible intoxication is observed, or other violations are present, the member will give the motorist a DUI pamphlet (when available) and thank the driver for his/her cooperation without further delay.

   a) If violations other than alcohol related are detected, while conducting the checkpoint, appropriate enforcement action will be taken at that time for those violations.

5. Only upon observing a noticeable sign of possible intoxication, or other offense, will further inquiry be warranted. In regard to possible intoxication:

   a) The member will develop at least an indication that the driver has been consuming alcohol before asking for a driver's license.

   b) The Department will utilize Passive Alcohol Sensors (P.A.S.) to aid in alerting troopers to the need for more careful assessment.

      (1) The P.A.S. should not be used in a manner that would violate established search and seizure laws.

6. If, after the initial contact, the member develops specific and noticeable facts which lead the member to believe the motorist to be intoxicated, or other violations are present, the vehicle will be moved to a pre-determined area for further inquiry.

a) The member will ask the driver for his/her driver's license and request the driver to perform field sobriety tests, or take appropriate enforcement action for other violations detected.

b) When warranted, normal DUI arrest procedures will be followed.

c) If, after further inquiry, it is determined that the driver is not to be placed under arrest, or corrective enforcement actions have been taken, he/she is to be thanked for their cooperation and allowed to leave.

IV. NOTIFICATION TO PUBLIC:

A. The District Attorney, of the area in which the sobriety checkpoint is to be conducted, shall be notified by the District Captain, or his designated representative.

B. All local law enforcement agencies, within the jurisdiction where the checkpoint is to be held, should be notified and their participation in all activity will be accepted and welcomed.

C. Written notification of sobriety checkpoints will be given to the different news media agencies in the area of the checkpoint by the district captain or his designated representative.

1. This notification will include the date and county the checkpoint will be held.

2. This notification will be given no sooner than two (2) weeks, nor less than three (3) days prior to the date the checkpoint is to be held.

V. REPORTING:

A. The site supervisor (lieutenant) will submit a Sobriety Checkpoint Activity Report to the district captain. (See example)

1. The checkpoint activity report will include:

   a) The exact location of the checkpoint.

   b) Full name and rank of site supervisor.

   c) Full name and rank of all members participating in checkpoint.

   d) The actual number of vehicles passing through checkpoint.

   e) The actual number of vehicles stopped for further inquiry.

   f) The number of DUI arrests made as a result of the checkpoint.

   g) The total number of arrests made as a result of the checkpoint.

   h) The beginning and ending time of the checkpoint.

B. The district captain will review each report submitted by the site supervisor.

   1. The original will be retained in the district headquarters office and the copy will be forwarded to the Colonel/Deputy Commissioner.

   2. The original and copy will be approved by the district captain.

   3. The Colonel/Deputy Commissioner's copy will be mailed no later than the close of business of the second working day, following the day of the checkpoint.

VI. PRE-CHECKPOINT BRIEFING:

A. All personnel assigned to work at a sobriety checkpoint will attend a briefing prior to the checkpoint location.

B. The briefing will be held by the district captain or the site supervisor (lieutenant).

C. All aspects of this general order will be covered and the person conducting the briefing will explain any portion not fully understood by all personnel participating in the checkpoint.

D. The duties of each officer assigned to work the checkpoint will be explained at the briefing.

E. The site location will be reviewed as to placement of personnel vehicles, traffic cones and pull off areas.

F. The briefing will include a review of what proof of alcohol impairment to look for, including smell of alcohol on driver's breath and inspection of visible alcohol containers.

G. The procedures for the future questioning and/or arrest of suspected violators are to be covered including but not limited to sobriety field test, implied consent law requirements and disposition of violator's vehicle upon arrest.

H. The designation of personnel to observe for and procedure to follow when detection occurs of a motorist turning around to avoid the checkpoint.

1. A motorist who chooses to avoid a checkpoint should be allowed to proceed unless traffic violations are observed or probable cause exists to take other action.

Robert D. Lawson
Commissioner

All Personnel:

I have read and fully understand the above order.

(Signature) (Date)

APPENDIX C

General Order for

Passive Alcohol Sensors

and

Description of Passive Sensors

GENERAL ORDER

Subject: Passive Alcohol Sensors

Date: 1 March 1994

Distribution: All Commissioned

I. PURPOSE:

To establish policy, procedures and guidelines for commissioned members of the Tennessee Department of Safety concerning the above captioned subject.

II. POLICY:

A. It is the policy of the Department of Safety to utilize passive alcohol sensors (P.A.S.) to aid members in the detection of the presence of alcohol.

B. It shall further be the policy of this Department to properly train personnel in the use of P.A.S. to ensure effective operation of the device.

III. PROCEDURES:

A. Any member conducting an investigative traffic stop or participating in sobriety checkpoint roadblocks may employ the use of a Departmental issued P.A.S. (When that member has been properly trained in the use of the instrument.)

B. Any alcohol presence indicated by the P.A.S. should only be relied on as one factor of several in determining probable cause of intoxication. Although the sensors may reflect stronger or weaker concentrations of alcohol, they cannot be used as evidence of the level of intoxication of an individual.

C. The P.A.S. shall not be used as an intrusive device into any vehicle compartment. Instead, the instrument should be used at the outer edge of the open window through which the officer is talking to the driver. When used in this manner, the officer will not intrude into an area that he/she otherwise might not be legally entitled to enter.

IV. ISSUANCE

A. Members assigned to participate in sobriety checkpoints will be issued a P.A.S. at the scene by the van operator.

1. The van operator and members will ensure that the device is in proper working order prior to conducting the checkpoint.

2. Upon completion of the sobriety checkpoint, each member will return the P.A.S. to the van operator.

V. UNIT STORAGE AND CARE

A. All P.A.S. will be stored and secured at the district headquarters, when not being used to conduct sobriety checkpoints.

B. The sensors will be kept fully charged and released only to the D.U.I. van operator, or as designated by the District Captain.

C. The D.U.I. van operators' responsibilities regarding P.A.S. will include:

1. Procuring the sensors from the district headquarters prior to departing for the site of the checkpoint.

2. Ensuring that all sensors are fully charged.

3. Securing the devices in the van.

4. Distributing the devices to all D.O.S. members participating in the checkpoint.

5. Collecting all devices after completion of checkpoint activity.

6. Returning all sensors to district headquarters and placing them in the chargers immediately upon completion of all scheduled checkpoints.

VI. CALIBRATION OF PASSIVE ALCOHOL SENSORS

A. If a member detects any malfunction of a P.A.S., it immediately will be taken out of service and forwarded to the district captain.

B. Members will not attempt to calibrate or otherwise correct any malfunction noted.

C. P.A.S. will be repaired and returned to service only by a certified technician.

Robert D. Lawson
Commissioner

All Commissioned Personnel:

I have read and fully understand the above order.

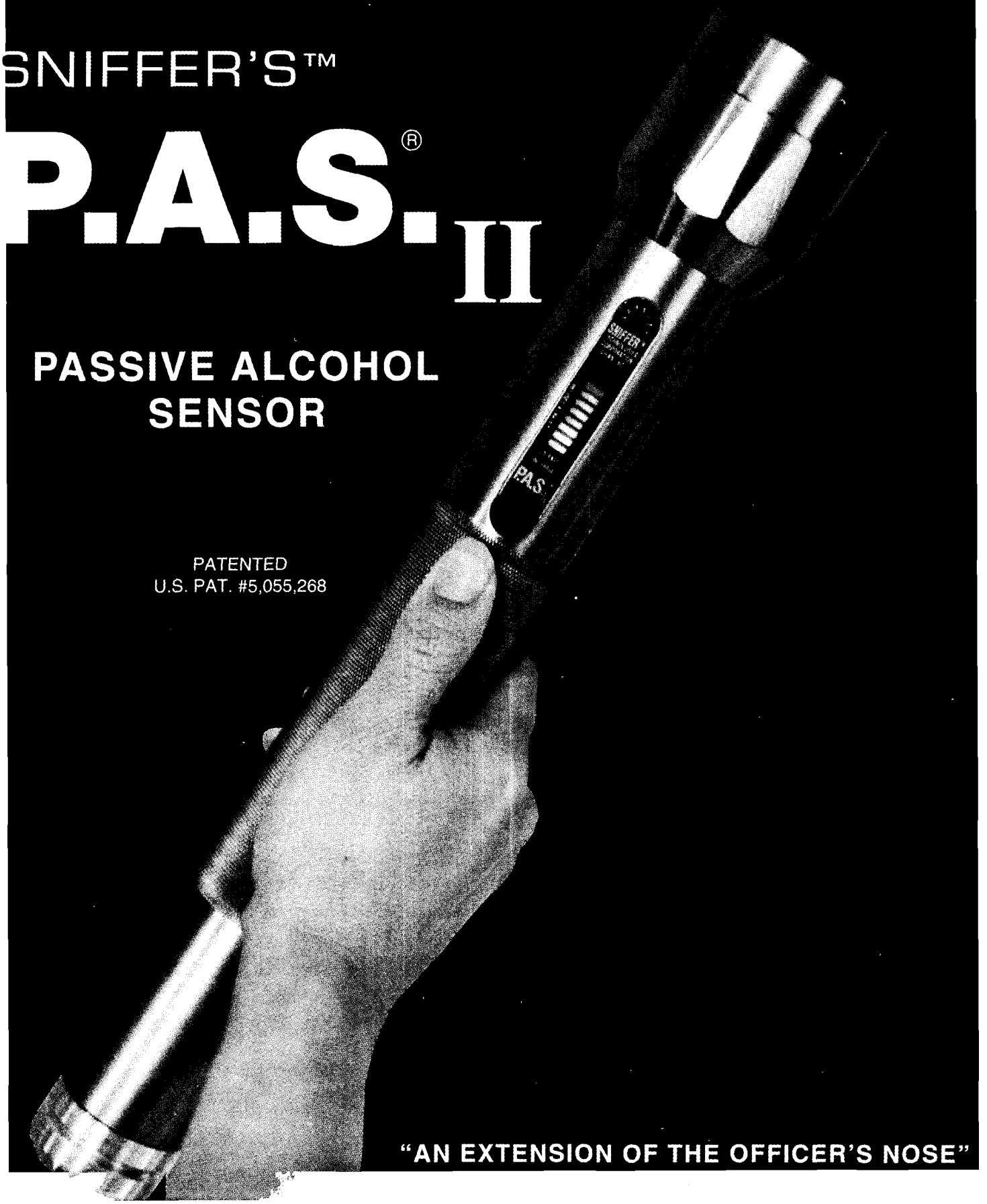
_____ _____
(Signature) (Date)

Introducing:

SNIFFER'S™

P.A.S.® II

PASSIVE ALCOHOL SENSOR



PATENTED
U.S. PAT. #5,055,268

"AN EXTENSION OF THE OFFICER'S NOSE"

P.A.S.® II General Information

The P.A.S.® II sensor is a non-invasive alcohol screening device. Combined with a functional flashlight, this instrument enables an operator to check a Breath Alcohol Level without a subject's active participation.

- **P.A.S.® II sensor can check any person or container for alcohol presence.**
- **Powered by rechargeable batteries.**
- **Weatherproof design for use in any weather**
- **Left or Right-Hand operation.**
- **Allows operator to carry out checks quickly and efficiently**
- **Subject needs only to speak for about 4 seconds; P.A.S.® II draws in air from in front of the mouth.**
- **Alcohol level shown by color-coded display in 20 seconds.**

P.A.S.® II Technical Specifications

Name:	Sniffer Technologies' **P.A.S.®** II passive alcohol sensor
Designation:	Analysis of breath from subject by passive sampling (i.e.: without their active participation)
Sensor:	Electrochemical fuel cell generate a voltage in response to alcohol vapor
Specificity:	Alcohol detector is unaffected by acetone, paint and glue fumes, foods, confectionery, methane and practically any other substance likely to be found in the breath (other than alcohol)
Power Supply:	Three 1.5 volt high power rechargeable batteries with recharger. Includes 115 vAC and 12vDC cigarette lighter adapter
Battery Capacity:	4 hours continuous use with light (approximately)
Temperature Range:	32° to 104°F. (0° to 40°C.)
Display:	Color-Coded, 10-element LED bar graph display
Recovery Time:	2 Minutes; Significantly less if heater is activated. (Heater is activated when light is on)
Dimensions:	13.9" long x 1.5" around, increasing to 2.2" at head.
Flashlight:	Quartz halogen lamp (20,000 candlepower)
Weight:	With Batteries— 2.0 lbs.
Optional Extras:	Calibration Kit

Sniffer Technologies Corp.
389 Johnnie Dodds Blvd., Suite 200
Mt. Pleasant, SC 29464
Toll Free Message Line 1-800-762-1281

PHONE
803-849-1677

FAX
803-849-1679

APPENDIX D

General Order for

Traffic Enforcement Roadblocks

GENERAL ORDER

Subject: Traffic Enforcement Roadblocks

Date: 1 February 1995

Distribution: All Commissioned Members

Revised 30 Sept. 95

I. PURPOSE:

To establish policy and procedures for the commissioned members of the Tennessee Department of Safety concerning the above captioned subject.

II. POLICY:

It is the policy of the Department of Safety that roadblocks be conducted in a safe, effective and lawful manner.

A. Roadblocks, as referred to in this policy, are defined as any action(s) taken by officers that restrict the movement of the motoring public.

III. TYPES OF ENFORCEMENT ROADBLOCKS:

A. Roadblocks can be established for:

1. Checking driver licenses;
2. Equipment;
3. Weight;
4. Length;
5. Agriculture violations (where applicable)

IV. ESTABLISHING AN ENFORCEMENT ROADBLOCK:

A. Roadblocks established for one of the reasons stated in Section III cannot be used as a subterfuge to search for other crimes.

*This order supersedes General Order No. 410, 1 October 1992.

1. This does not preclude an officer from taking appropriate enforcement for any law violation detected while conducting a roadblock.

B. Authority to establish roadblocks:

1. Roadblocks may be established only under the authority of the commissioner of Safety, colonel or district captain.

C. Location and time:

1. Under routine operating conditions, the senior member will have the authority to conduct and approve roadblocks within their respective counties.

a) The location of the roadblock will be selected for its safety and visibility for oncoming motorists.

b) The location must give motorists adequate prior warning that a roadblock is ahead.

c) The location will provide a safe area for the motorist to move the vehicle in the event that the operator is unable to locate his/her driver license immediately, if enforcement action is necessary, etc.

2. There should be a minimum of two (2) marked vehicles or adequate personnel and equipment used to minimize the dangers which could result from fear, or surprise to the motoring public.

a) Sufficient number of uniformed personnel will be present at the roadblock location to show police presence.

V. PROCEDURES:

A. In the event a supervisor is not present, the senior member at the scene of a traffic enforcement roadblock shall be the site supervisor, and should make an on-site inspection of the roadblock.

B. Roadblocks may be held in conjunction with a city and/or county agency.

1. All city and county officers engaged in conjunctive roadblock activities shall follow the guidelines presented in the general order.

2. Commissioned members of the Department of Safety are empowered to stop a vehicle and request exhibition of a driver license at a roadblock.

3. Members are not authorized to demand the exhibition of the certificate of vehicle registration unless the operator or the vehicle is in violation of state law.

C. All personnel engaged in roadblock activities will be in uniform.

D. All personnel shall utilize issued orange vests and orange flashlight batons when conducting roadblocks during hours of darkness.

E. The majority of vehicles utilized at the roadblock location shall be marked patrol cars.

1. All emergency lighting (blue lights) will be activated during the roadblock.

F. During hours of darkness or low visibility, headlights and spotlights will be utilized to illuminate the area in which the roadblock is being conducted.

1. A minimum of two (2) marked vehicles will be used during hours of darkness.

2. Vehicles should be positioned in such a manner that their headlights will not blind drivers approaching the roadblock.

G. Length of operation:

1. The roadblock shall remain in operation for a minimum period of one (1) hour.

a) In the event of inclement weather or an emergency situation, the roadblock will be terminated.

H. Every pre-determined vehicle (supervisor or senior member's discretion; i.e., all vehicles, every 5th, 10th, etc.) will be momentarily stopped and the operator asked to exhibit his/her driver license.

1. If traffic backs up creating a hazardous condition, all vehicles will be allowed to pass until the back up is cleared.

2. If a specific location is causing a hazardous condition, the roadblock will be moved to another location.

3. A motorist who chooses to avoid a checkpoint should be allowed to proceed unless traffic violations are observed or probable cause exists to take other action.

I. Personnel assigned to roadblocks will identify themselves to the driver, and advise the driver that the Department of Safety is conducting a routine stop of traffic to check for unlicensed drivers.

1. The officer will ask the operator of the vehicle for his/her driver license.

2. If no violation is detected, the officer will return the driver license and thank the driver for his/her cooperation without further questioning.

3. When a violation is detected, the officer will request the operator of the vehicle to move the vehicle to a safe location and take the appropriate enforcement action.

a) If it is determined that a driver's privilege to operate a motor vehicle in Tennessee has expired, been revoked, suspended, cancelled, or are unlicensed, the driver will not be allowed to operate the motor vehicle.

b) If the violation detected requires immediate enforcement action, the member will ensure the safe disposition of the violator's vehicle.

(1) Members will follow the guidelines set forth in General Order No. 467 "Towing Vehicles."

Michael C. Greene
COMMISSIONER

Colonel Jerry W. Scott
DEPUTY COMMISSIONER

All Personnel:

I have read and fully understand the above Order.

Signature

Date

TENNESSEE DEPARTMENT OF SAFETY
TRAFFIC ENFORCEMENT ROADBLOCK ACTIVITY

DISTRICT _____ COUNTY _____ DATE _____

Type Of Enforcement Roadblock:
- ☐ Driver License Check
- ☐ Equipment
- ☐ Weight, Length, Etc.
- ☐ Sobriety Checkpoint
- ☐ Other
- ☐ Specify Other _____

This Report Is:
- ☐ Site Location Activity
- ☐ County Summary Activity
- ☐ District Summary Activity
- ☐ Statewide Summary Activity

List appropriate sites/counties/districts

_____ _____
_____ _____
_____ _____

Location Of The Roadblock _____

Time Of Roadblock Beg. Time: _____ To End. Time: _____

PERSONNEL (print name and rank)

Supv./Senior Member: _____ _____
_____ _____
_____ _____
_____ _____
_____ _____

ACTIVITY

CITATIONS

C.R.D. Law	
Commercial Vehicle Violations	
Driving Under the Influence	
Driving While Impaired	
Felony Drug Law Violations	
Misdemeanor Drug Law Violations	
Equipment Law (non commercial vehicle)	
Juvenile Offender Act Violations	
Light Law	
Open Container Law	
Registration Law	
Revoked/Suspended Driver License Law	
Other Driver License Law	
Safety Belt Law	
Other Violations	
Total Citations	

ARRESTS

Felony Arrests	
Explain	
Other Arrests	
Total Arrests	

WARNINGS

Total Warnings Issued	

RELATED ACTIVITY

Number of Vehicles Passing Through	
Number of Vehicles Detained	
Drivers Not Wearing Seatbelts	
Number of Vehicles Searched	
Number of Stolen Vehicles Recovered	
Number of Vehicles Seized	
Number of Weapons Seized	

Number of Media Notifications if applicable: TV _____ Radio _____ Print Media _____

Submitted By Supv./Senior Member: _____ Date: _____

Reviewed By Supv.: _____ Date: _____

Approved By Dist. Capt.: _____ Date: _____

APPENDIX E

Sample Press Release

News From...
Tennessee Department of Safety

1150 Foster Avenue
Nashville, TN 37210
Phone: (615) 251-5227
Audio report: 1-800-342-3258

FOR IMMEDIATE RELEASE Contact: Anthony Kimbrough

STATEWIDE DUI BLITZ

With more than 600 DUI arrests to its credit, the Tennessee Highway Patrol's Checkpoint Tennessee program comes to a close March 31.

But the program won't end quietly. The sobriety checkpoint program -- designed to remove drinking drivers from the road -- will conclude with a statewide blitz of DUI checkpoints. From 11 p.m., March 31 to 2 a.m., April 1, a sobriety checkpoint will be manned in each of Tennessee's 95 counties.

"We hope this emphasis reminds people how serious we are about reducing alcohol-related fatalities on Tennessee roads," explains THP Col. Jerry Scott. "Checkpoint Tennessee has been a tremendous program. It's made a difference, but we've still got lots of work to do to make our roads even safer."

Checkpoint Tennessee, funded by a federal grant, began April 1, 1994. Through mid-March, 762 DUI roadblocks had been held. The results, as 118,167 vehicles passed through the checkpoints, indicate the program's effectiveness: 638 DUI arrests; 6,116 other traffic arrests and citations; 242 seat belt citations; 411 child restraint device citations; 32 felony arrests; 33 weapons seized; and 146 arrests for drug violations.

Those kind of numbers are why Department of Safety Commissioner Mike Greene has promised that sobriety checkpoints will continue on a statewide basis even after Checkpoint Tennessee has ended. The department hopes continued cooperation and funding assistance by the National Highway Safety office will help ensure that sobriety checkpoints remain a fixture in Tennessee.

The need is evident: Nearly half of all traffic fatalities in Tennessee each year are alcohol-related.

(For additional information about the March 31 DUI roadblock in your area, contact the Safety Education officer in your local THP district headquarters.)

03/16/95

APPENDIX F

Examples of Newspaper Coverage

Tennessee Receives Grant to Combat Drunk Driving

Tennessee has been chosen over all 50 states to implement a new federally-funded program to combat drunk driving.

The $425,000 grant was awarded by the National Highway Traffic Safety Administration (NHTSA) to the Tennessee Department of Transportation's Governor's Highway Safety Program to conduct the project with the Tennessee Highway Patrol.

"While the Department of Transportation is primarily known for engineering and constructing safe roadways, we are also concerned with the human factor in transportation. I believe that this program will contribute to a safer transportation system by focusing on problem drivers," said Department of Transportation Commissioner Carl Johnson.

According to Department of Safety Commissioner Robert Lawson, the objective of this new program, dubbed "Checkpoint Tennessee," is to document the process and results of a yearlong, intense, statewide sobriety checkpoint program so that other states may use the results to implement a similar program. More importantly, the program aims to increase DUI arrests and decrease alcohol-related crashes.

"We are extremely pleased Tennessee has been chosen as a model for the United States and even more pleased that the Highway Patrol can play a major role in the effort. I believe this program will not only be successful in showing other states what they can do to combat drunk driving, but it will also improve road conditions in Tennessee by getting drunk drivers off the streets," Lawson said.

"Checkpoint Tennessee," scheduled to kick-off April 1, will consist of a minimum of 600 sobriety checkpoints in 12 months throughout the eight Tennessee Highway Patrol districts.

Media throughout the state will be notified of the date and time of a sobriety checkpoint in their community, although the exact location of each checkpoint will remain confidential.

During the checkpoint, each car passing through will be given an informational brochure. The brochure will contain information about the new checkpoint program, the dangers of drinking and driving and the expense associated with DUI conviction as well as a safety belt message.

"Education will be a major emphasis of this new program. We want to get the message across to every individual in the state that if you drive drunk in Tennessee you will be caught," Lawson said.

According to Lawson, the federal funds will be used to purchase new equipment including vans, intoximeters, trailers and passive alcohol sensors as well as educational materials.

The Tennessee Highway patrol will be the lead agency in this effort and will work in conjunction with local sheriff and police departments.

Warnings Ignored,
DUI Violators Arrested

Despite an ample amount of warning, a DUI roadblock in Sewanee napped several violators in a short period of time Saturday.

Although the DUI checkpoint was announced in last week's edition of the **Grundy County Herald** and despite warning signs set up well before both ends of the roadblock, some drivers opted to take their chances against the Tennessee Highway Patrol and lost.

The roadblock was part of a new program called Checkpoint Tennessee and is designed to discourage drinking and driving.

A DUI checkpoint was set up at U.S. 64 at University Avenue from 9 p.m. – 10:15 Saturday night and according to District Coordinator, Lt. Mike Walker it was a "success."

"The success of the program doesn't depend on how many DUI arrests we make ... it's designed to keep people from drinking and driving and being involved in an accident," Lt. Walker said. "And as far as I know, there wasn't any accidents, fatal or otherwise, involving alcohol in this area on Saturday."

Walker said despite prior warnings concerning the roadblock, they still made some arrests. In less than one and a half hours troopers had two DUIs, one public drunkenness, two age 18-20 possession of alcohol and one person driving on a revoked license.

"Sobriety checkpoints signs were posted in advance of the roadblock," Lt. Walker said. "People had plenty of opportunity to make a legal turn and avoid the checkpoints."

"If they make an illegal turn we go after them," he said, "but if they don't, they're okay."

Lt. Walker said Checkpoint Tennessee roadblocks will continue throughout the area and in Grundy and Franklin Counties as well, advising that "We'll be back."

Police checkpoints to catch DUI 'fools'

State erecting roadblocks in every county

By Jeff Wilkinson
Banner Staff Writer

Those blue lights up ahead are no April Fools' joke.

Today, the state Highway Patrol is manning roadblocks in every county in the state as the kick-off to "Checkpoint Tennessee," a national test program aimed at getting drunken drivers off the road once and for all.

Fueled by a $336,000 one-of-a-kind National Highway Traffic Safety Administration grant, the troopers were scheduled to set up 95 sobriety checkpoints and roadblocks statewide to catch any fool who decides to drink and drive.

"I believe there is no better way to show Tennesseans we are serious when it comes to getting drunk drivers off our roads," said Department of Safety Commissioner Robert Lawson.

Every year about half of the fatalities on Tennessee roads are alcohol-related, Lawson said. In 1992 more than 500 people died in the state because of drunken driving.

"Our goal for this project is to have a significant decrease in alcohol-related fatalities and an increase in DUI arrests," he said.

Assisted by local authorities, troopers are to set up at least one roadblock in each county in the state, but metropolitan areas, such as Nashville and Memphis, will have several, said Lt. Tom Moore, state Department of Safety executive assistant.

"We'll have a roadblock of some type in every county," he said. "The larger counties have more than the smaller counties.

"And they will be set in the high-traffic areas."

And after today the checkpoints will continue albeit on a slightly smaller scale, Moore said. In total, troopers plan to set up 600 checkpoints over the next 12 months.

Lawson said the federal mandate for the program is to document the results of a yearlong checkpoint program. If it proves successful, the program could be expanded to other states.

The grant allowed the THP to purchase four specially equipped vans and other equipment to man the checkpoints. The equipment includes four vans, intoximeters, video cameras, trailers, lights, portable generators and "passive alcohol sensors," which are flashlights that double as breath alcohol detectors.

Moore said the flashlights have sensors that detect alcohol on the breath as the officer checks the eyes of the suspected drunken driver.

"It's just another method of determining probable cause," he said.

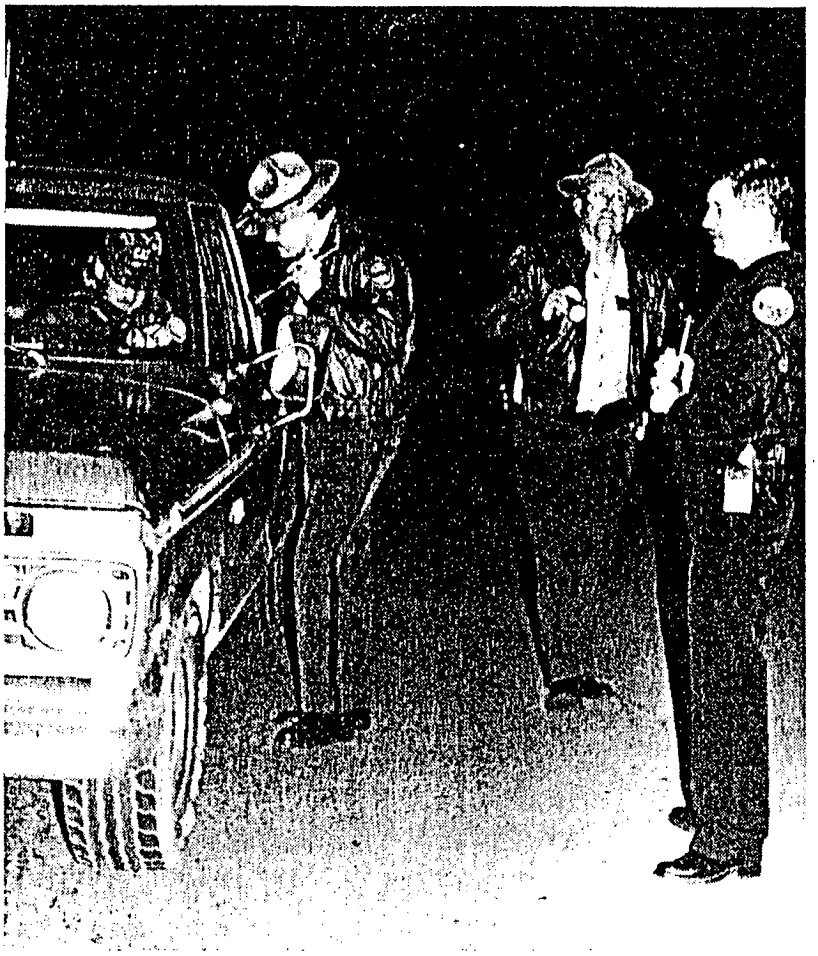
Lawson said he hopes the results of the yearlong effort will be favorable and the program will be expanded.

"This is the first effort of this magnitude in Tennessee history, and after these 12 months of checkpoints, the Tennessee Highway Patrol intends to continue intense enforcement of the state's DUI laws," Lawson added.

Moore said that although the program is starting on April Fools' Day, it holds no special significance.

"It's just coincidental," he said. "But you can draw you own conclusions from it."

Checkpoint planned Friday



Mike Moser/Crossville Chronicle

OFFICERS MAN CHECKPOINT – Trooper Lt. John Eldridge checks a motorist's driver's license while Sgt. Ted Swafford (middle) and Crossville Police Aux. Ptl. Tim Reagan waits for another vehicle. The photo was taken at the most recent checkpoint held May 27 during which four suspected drunk drivers were taken off the road and numerous other citations issued.

A sobriety checkpoint will be held in Cumberland County on Friday, June 10, from 8 p.m. until 2:30 a.m.

This checkpoint is part of the federally-funded project known as "Checkpoint Tennessee." This year-long effort of intense, statewide sobriety checkpoints is designed to reduce alcohol-related fatalities and remove drinking drivers from Tennessee's roads.

"Over the past few years almost half of our state's fatalities have been alcohol-related," Department of Safety Commissioner Robert Lawson said. "Hopefully, the enforcement agencies can reduce these statistics dramatically."

According to Mr. Lawson, sobriety checkpoints will be common in the state over the next year and beyond.

"When this project is complete, the Highway Patrol will continue sobriety checkpoints with the same intensity. If we lose one person as a result of drinking and driving that's too many, and we want to do our part to ensure the safety of fellow Tennesseans," Mr. Lawson said.

The grant, awarded by the National Highway Traffic Safety administration to the Tennessee Department of Transportation's Governor's Highway Safety Program, is a three-phase, 24-month process.

Phase one is a six-month planning stage; phase two begins 12 months of sobriety checkpoints, a minimum of 600; and phast three is an evalua-

A Tennessee Highway Patrol road block on Highway 25/70 stopped vehicles Friday night to check for people driving under the influence (DUI) or driving while intoxicated (DWI). Local law enforcement and THP assisted at the road block. (photo by Senta Scarborough)

APPENDIX G

Driver's License Survey

Tennessee Department of Safety Survey on Highway Safety Issues

The Tennessee Department of Safety needs your help in providing information about highway safety issues. Your answers will be used for statistical purposes only. Please do not write your name on this form.

1. Why are you at the driver's license office? (CIRCLE ONE)

   a. To get first license
   b. To renew currently valid license
   c. To have license reinstated
   d. To get an I.D. only
   e. Other

2. Your sex? (CIRCLE ONE) a. Male b. Female

3. Your age? (CIRCLE ONE)

   a. Under 18 c. 21-24 e. 30-49 g. Over 65

   b. 18-20 d. 25-29 f. 50-65

4. Your race? (CIRCLE ONE)

   a. African-American c. Hispanic e. Caucasian

   b. American Indian d. Asian f. Other

5. What new Tennessee programs dealing with drinking and driving have you seen, heard about, or read about in the last three months (on TV, radio, in the newspapers, posters, etc.)? Please write in.

The program	Where seen, heard or read
_____	_____
_____	_____
_____	_____

6. What new Tennessee programs dealing with encouraging seat belt use have you seen, heard about, or read about in the last three months (on TV, radio, in the newspapers, posters, etc.)? Please write in.

The program	Where seen, heard or read
_____	_____
_____	_____
_____	_____

7. Suppose you drive after drinking enough to violate Tennessee's drinking and driving law. What are your chances of being arrested by the police? (CIRCLE ONE)

a. 0% c. 20-39% e. 60-79%

b. 1-19% d. 40-59% f. 80-100%

8. How often do you drink beer, wine or liquor? (CIRCLE ONE)

a. Every day c. Once a week e. Less than once a month

b. Several times a week d. Once a month f. Never

9. How often do you drink alcoholic beverages and the drive within a couple of hours? (CIRCLE ONE)

a. Every day c. Once a week e. Less than once a month

b. Several times a week d. Once a month f. Never

10. Within the last three months, how often do you think you may have driven after drinking too much? (CIRCLE ONE)

a. Every day c. Once a week e. Less than once a month

b. Several times a week d. Once a month f. Never

11. A. Compared with three months ago, are you driving after drinking: (CIRCLE ONE)

a. More often? b. Less often? c. About the same?

d. Do not drive after drinking

B. If it changed, please say why:

_____

12. How many times in the past 3 months has a vehicle you were driving been stopped by a police officer at night?_____

13. How often do you wear seat belts? (CIRCLE ONE)

a. Always b. Most of the time c. Sometimes d. Never

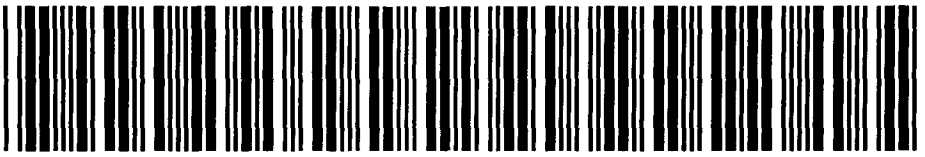
A. Compared with three months ago, are you wearing seat belts: (CIRCLE ONE)

a. More often? b. Less often? c. About the same?

B. If it changed, please say why:

15. In the past 3 months has a vehicle you were either driving or been a passenger in been through a DUI roadblock? (CIRCLE ONE) a. Yes b. No

16. Do you support the use of DUI roadblocks to combat drinking driving? (CIRCLE ONE) a. Yes b. No



NHTS00015-0036

NHTSA

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DOT-NHTSA PROJECT

January 1999
DOT HS 808 841

An Evaluation of Checkpoint Tennessee:

Tennessee's Statewide Sobriety Checkpoint Program

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

NHTSA
People Saving People
http://www.nhtsa.dot.gov