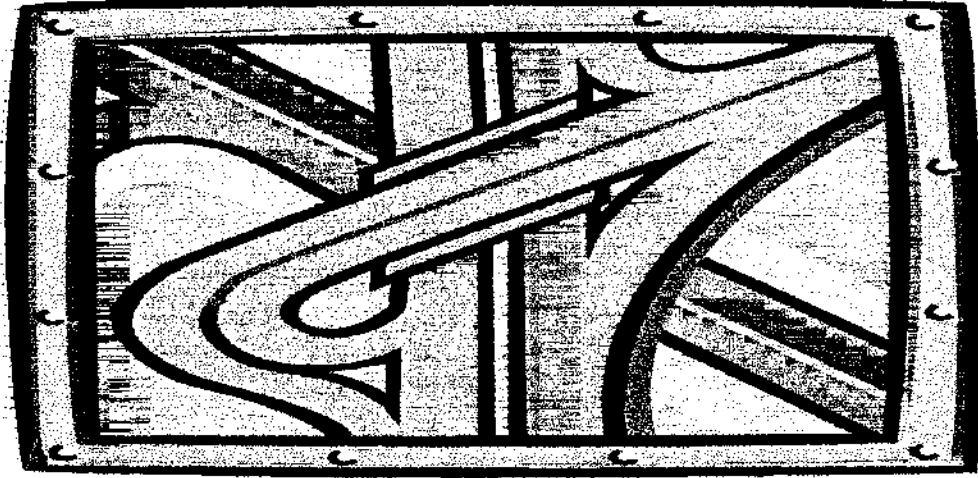
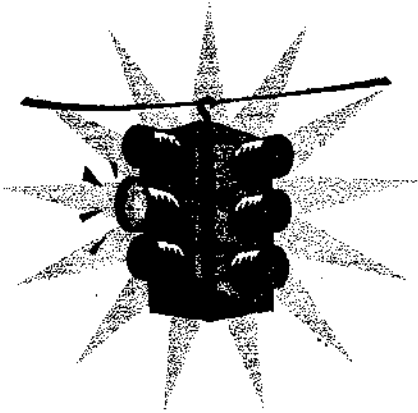


Traffic



SAFETY



Plan

TRAFFIC SAFETY PLAN

For A Small Department

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I. INTRODUCTION

As Law Enforcement Professionals, our Goal is to provide our citizens with a safe community to live in, and safe roads to travel. Part of this task is to keep *Unlicensed, Suspended or Revoked Drivers off the road*. Even though this project covers a small geographical area, (5 square miles), the impact on our citizens and travelers passing through our community is great. It is our hope that by developing partnerships with other entities, we can reduce the number of vehicle crashes involving *Unlicensed, Suspended, or Revoked* drivers.

For us, this project began in August of 2001, with strategy workshops held in Washington, DC hosted by the American Association of State Highway And Transportation Officials (AASHTO). The Goal is to construct a plan for our community using the Implementation Guide, prepared for the National Cooperative Highway Research Program.

Although some of the Strategies in this project can be initiated at the local level, others will take legislative action to implement.

Due to the lack of time and resources available on this subject, we will attempt to develop a Plan that can be implemented in the future using the Implementation Guide.

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II. THE PROBLEM

In the State of Texas, all drivers are required to have a valid drivers license and insurance to operate a motor vehicle. If you have drivers who have *No Drivers License or Suspended Drivers License*, the likelihood of them having insurance is very low.

The Majority of crashes in our community involving *Unlicensed, Suspended, Revoked Drivers*, results in the law abiding citizen and their insurance company paying for damages and medical costs from the crash.

Our focus will be on: How To Reduce *Unlicensed, Suspended & Revoked Drivers*, and holding them accountable for their actions. Data will be collected and analyzed from several sources. They include, but are not limited to:

1. Municipal Court Records 8 Courts
2. Justice of The Peace Records 16 Courts
3. Fatality Analysis Reporting System (FARS) Data
4. Department of Public Safety (DPS) Data

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The Data collected was requested through Surveys from the entities showing records of *Unlicensed, Suspended or Revoked* Drivers for the past 18 months. The response to the surveys was minimal from the Justice of the Peace Courts, but very good response from Municipal Courts.

The main reason for this is lack of data collection, and tracking of *Unlicensed, Suspended, or Revoked* drivers in the Justice of the Peace Courts. In fact, it is amazing to learn that there is very little tracking of *Unlicensed, Suspended or Revoked* drivers in the Justice of the Peace Courts. In fact, it is amazing to learn that there is very little tracking of *Unlicensed, Suspended or Revoked* drivers in the State, thus complicating the formulation of this Plan.

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III. PARTICIPANTS

The following list of individuals & groups will be asked to participate in this project. Because some of these positions are elected officials or persons who may retire or leave an organization, only the positions will be listed below.

A complete list of names, addresses and contact numbers will be part of the Plan and updated through the tracking process. This list will shrink and grow throughout the development of the Plan.

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III. A. PROJECT LIST

Mayor	Overall Authority
City Council	Provide Financial Avenues (5 members)
City Manager	Keep Project within Financial Limits
Chief of Police	Project Director
Administrative Secretary	Project Coordinator
Research Analyst	Compile and Analyze Data
County Sheriff	Coordinator for County Response
County Jail Supervisor	Tracking Incarcerated: <i>Unlicensed, Suspended or Revoked Drivers</i>
District Attorney	Prosecution of <i>Unlicensed, Suspended or Revoked Drivers</i>

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III. B. RESOURCE LIST

MADD	Resource for Educating Public & Changing Laws (Mothers Against Drunk Drivers)
TX DOT	Resource for Traffic Counts & Highway Safety (Texas Dept. of Transportation)
TX DPS	Resource for Tracking Offenders - through Statewide Database
Smithville Times	Media for Education Resource
Crime Victim Services	Tracking Source
Texas Legislature	Pass Bills to Strengthen <i>Unlicensed, Suspended or Revoked</i> Drivers and Provide Funding

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IV. STRATEGY

The Strategies we will concentrate on will be:

1. Increase Enforcement Throughout Community
2. Incarceration

The immediate list can be implemented at the beginning of the Project. The Long Term will need to be developed with the help of the Legislature, Department of Public Safety and Department of Transportation.

By utilizing the Implementation Guide addressing *Unlicensed, Suspended or Revoked Drivers*, prepared for the National Cooperative Highway Research Program, we will be able to construct a viable Plan for this community.

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General Description of Strategy

Increase Enforcement throughout the Community

IV. A. GOAL

Reduce the number of *Unlicensed, Suspended and Revoked* drivers in Smithville

IV. B. DATA SOURCE

In January of 2002, a Survey was sent to eight municipal courts requesting statistics from the past 18 months on *Unlicensed, Suspended or Revoked Drivers*. See: Exhibit 1 & Exhibit 1a

Of the eight courts surveyed, all but one replied. Most were small cities. However, Austin Municipal Court represents a population of approximately **586,000**.

Through the Survey of Municipal Courts, we found that all courts have statistics on *Unlicensed Drivers*, but only one (La Grange) had statistics on *Suspended Drivers License* cited through the court. See: Exhibit 2

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None of the courts track *Revoked* cases. The main reason for lack of statistics on *Suspended* and *Revoked* cases is that driving without a license is a class C misdemeanor, which municipal courts handle.

Suspended or *Revoked* cases are filed in Justice of the Peace Court or County Court.

For Smithville, the statistics show 50 cases of No Drivers License filed in the past 18 months. These cases are not just crash related specific, but are citation specific. Also, in January 2002, sixteen surveys were sent to Justice of the Peace Courts in four surrounding counties.

Of the sixteen surveys sent, only six responded. One Justice of the Peace Court shows one *Suspended* Drivers License case and one agency shows fourteen cases for *Revoked*. See: Exhibit 3

According to Data received from (FARS 1993 – 1997), Texas had 15% of citizens driving with Invalid or No Licenses. See: Exhibit 4

Statistics were also found for the following number of *Suspended* or *Revoked* for drivers with valid licenses in the three years preceding their Fatal Crashes by License State. See: Exhibits 5, 6, 7, 8, (FARS 1993 – 1997)

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V. PLAN

Based on the Municipal Court Survey results, (50 cases in Smithville for past 18 months), we will concentrate our efforts throughout our community to reduce this number over the next 18 months by at least 50%. The following Strategies will be implemented:

1. The Smithville Times newspaper will be asked to run weekly stories on *Unlicensed, Suspended or Revoked* drivers. This will include names of those charged with an offense involving *Unlicensed, Suspended, or Revoked* driving.
2. Monthly training involving officers, court clerks and judges; will be held to ensure the fullest detection and prosecution of *Unlicensed, Suspended or Revoked* offenders.
3. Policies will be adopted to ensure that *Unlicensed, Suspended or Revoked* offenders will be arrested, and their vehicle will be impounded.
4. Smithville Cable Channel 10 will be utilized to run current stories on the Laws & Consequences of Non-Compliance.

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5. State Funds will be requested to begin a: S.T.E.P. Program Selective Traffic Enforcement Program, to pay for Off-Duty Officers to work traffic.
6. Meeting will be held with the County or District Attorney's to request stiffer sentences for Enhanced Offenses.
7. With the new Reporting Software just installed, we will track *Unlicensed, Suspended or Revoked* drivers by citation and accident specific data.
8. A Pamphlet written in English and Spanish will be prepared and distributed throughout the community, explaining what *Unlicensed, Suspended or Revoked* driving is, and the consequences of being caught.
9. Offending *Unlicensed, Suspended or Revoked* drivers who have in their possession a License will have it confiscated by the officer, and it will be mailed to Department of Public Safety.

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The above STEPS will constitute the administrative STEPS to be taken by our department. These STEPS can be accomplished with no Legislative action. The following Strategies are considered 'Long Term Goals', which will involve action from State Officials and State Agencies.

What was determined from the Surveys sent out, and the Statistics gathered is that there is very poor, and in some cases no data tracked for *Unlicensed, Suspended or Revoked* drivers in Texas. In order for our Plan to be effective, and possibly helpful to the State, the following strategies will be discussed.

1. A Meeting will be held with our working group to determine if it would be feasible for us to continue work towards these Long Term Goals. If the consensus were to continue, than the following Plan would be attempted.
2. Contact and request a meeting with the Colonel of the Department of Public Safety, in hopes of getting the Standard Accident Reporting Form amended to track the *Unlicensed, Suspended or Revoked* drivers. This is currently a major flaw in the States database.

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3. Meet with State Representative Cook to develop strategies to bring to the Texas Legislature. These would include:
 - A. Require stiffer penalties for *Unlicensed, Suspended or Revoked* drivers.
 - B. Mandate Law Enforcement to track *Unlicensed, Suspended or Revoked* drivers.
 - C. Mandate Prosecutors to seize *Unlicensed, Suspended or Revoked* Driver's vehicle on convictions of third offense and forfeit vehicle to Law Enforcement Agency.

There is currently authority for prosecution to seize offender's vehicles for Felony Driving While Intoxicated convictions, however this is seldom done in Texas.

4. Meet with the Insurance Industry to develop strategy for rewarding citizens & Law Enforcement for removing *Unlicensed, Suspended or Revoked* drivers from the road. For Law Enforcement this could be cash donations to a local charity or non-profit organization.

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VI. COST OF PROJECT

The cost to implement this project will be minimal. They will include:

- A. Over-time for Officers to work "HOT SPOTS".
- B. Funds from the State for the S.T.E.P. Program.
- C. Funds to Provide Training for Officers & Municipal Court Clerks.
- D. Funds for Flyers & Media Material.

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VII. TRACKING OF PROJECT

The success of this Project will be tracked through:

- A. Monthly Reports generated through our Municipal Court showing number of cases filed and dispositions.
- B. Quarterly meetings with working groups.

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VIII. CONCLUSION

As stated earlier the Priorities of America have changed since **9/11**. Even though implementation of our Strategy can be accomplished without undue hardship on our department and community, the Long Term Commitment will be hard to justify to State and Federal Officials based solely on our Statistics.

The Implementation Guide is a very useful tool for developing a Plan. However, I feel the Target Group for this Guide would be Large agencies with appropriate resourced and clout. Put in the right hands, several of these strategies would definitely benefit our State.

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EXHIBIT: 1

Smithville Police Department

105 NW 4TH STREET, SMITHVILLE, TEXAS 78957 ☐ 512/237-3228 ☐ 512/237-4803

Lee Nusbaum, Chief of Police

December 3, 2001

Dear Official:

The Smithville Police Department, Bastrop Police Department and Lockhart Police Department is participating in a National Highway Safety Program. Our Part of the Program is to develop a Plan to keep Unlicensed, Suspended and Revoked Drivers '*Off The Road*' .

The First Step in the process is to identify the magnitude of the problem in Bastrop County and surrounding counties. This is where we need your help. If you could do some research on the number of cases filed in your office, it would be a great help to the Project.

Also, should you be aware of additional sources to obtain this type of information, please let me know. As usual, we are on a very short time-line to complete this Project, so your quick response would be greatly appreciated.

Sincerely Yours,

Lee Nusbaum
Chief of Police

/lcg

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Exhibit: 1a

1. In the past 18 months, how many cases of . . .

A. UNLICENSED Drivers

B. SUSPENDED Drivers

C. REVOKED Drivers

. . . has been filed in your office?

FOR YOUR CONVIENCE, PLEASE FAX TO:

512/237-4803

TRAFFIC SAFETY PLAN

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EXHIBIT: 2

NATIONAL HIGHWAY SAFETY PROGRAM SURVEY

MUNICIPAL COURT SURVEYED:

JURISDICTION	<i>Unlicensed</i>	<i>Suspended</i>	<i>Revoked</i>
AUSTIN	26,715	0	0
BASTROP	213	0	0
FLATONIA	35	0	0
GIDDINGS	232	0	0
LA GRANGE	10	13	0
LOCKHART	214	0	0
SMITHVILLE	50	0	0

MUNICIPAL COURT – NO RESPONSE:

JURISDICTION	<i>Unlicensed</i>	<i>Suspended</i>	<i>Revoked</i>
ELGIN	NONE	NONE	NONE

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EXHIBIT: 3

NATIONAL HIGHWAY SAFETY PROGRAM SURVEY

JUSTICE OF PEACE SURVEYED:

JURISDICTION	<i>Unlicensed</i>	<i>Suspended</i>	<i>Revoked</i>
BASTROP COUNTY PCT. #3	40	0	0
BASTROP COUNTY PCT. #4	77	1	0
FAYETTE COUNTY PCT. #2	67	0	0
LEE COUNTY PCT. #4	17	0	0
TRAVIS COUNTY PCT. #1	771	0	0
TRAVIS COUNTY PCT. #4	649	0	14

JUSTICE OF THE PEACE – NO RESPONSE:

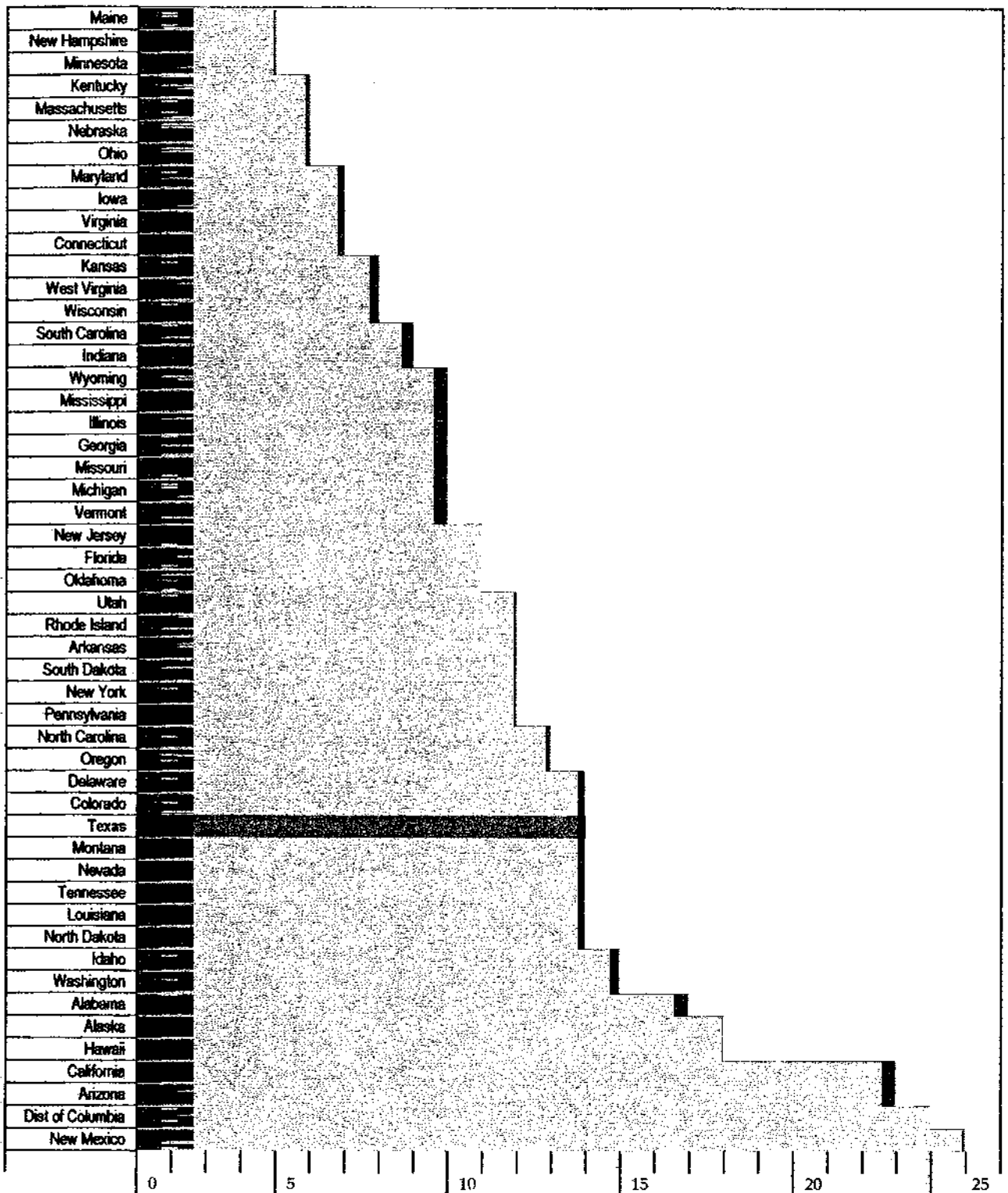
JURISDICTION	JURISDICTION
Bastrop County Pct. 1	Fayette County Pct. 1
Bastrop County Pct. 2	Fayette County Pct. 3
Lee County Pct. 1	Fayette County Pct. 4
Lee County Pct. 2	Travis County Pct. 2
	Travis County Pct. 3
	Travis County Pct. 5
NONE	

TRAFFIC SAFETY PLAN *For A Small Department*

EXHIBIT: 4 (Taken from FARS 1993-1997)

Figure 1:

Percent of Drivers Who Were Driving with an INVALID License or No License or Were of Unknown License Status, Ranked by State



TRAFFIC SAFETY PLAN

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EXHIBITS

Informational Sheet

Suspensions and Revocations Recorded for Drivers Involved in Fatal Crashes in the Three Years Preceding Their Fatal Crashes by License State

i.e. The State in Which They Were Licensed

(FARS 1993 - 1997)

There are **four** tables following this informational Sheet:

- *Table 1: Number of Suspensions or Revocations for Drivers with **VALID** License in the Three Years Preceding their Fatal Crashes, by License State*
- *Table 2: Number of Suspensions or Revocations for Drivers with **SUSPENDED** License in the Three Years Preceding their Fatal Crashes, by License State*
- *Table 3: Number of Suspensions or Revocations for Drivers with **REVOKED** License in the Three Years Preceding their Fatal Crashes, by License State*
- *Table 4: Number of Suspensions or Revocations for Drivers with **EXPIRED** License in the Three Years Preceding their Fatal Crashes, by License State*

TRAFFIC SAFETY PLAN For A Small Department

EXHIBIT: 5 (Taken from FARS 1993-1997)

TABLE 1: Number of Suspensions or Revocations for Driver with VALID Licenses in the Three Years Preceding their Fatal Crashes, by License State

License State	PREVIOUS SUSPENSIONS OR REVOCATIONS										Total N
	NONE		1		2		3 +		UNKNOWN		
	N	%	N	%	N	%	N	%	N	%	
Alabama	5571	91.3	348	5.7	104	1.7	74	1.2	3	0.0	6100
Alaska	411	94.5	22	5.1	1	0.2	1	0.2			435
American Samoa	3	100.0									3
Arizona	4130	91.8	198	4.4	92	2.0	73	1.6	4	0.1	4497
Arkansas	3189	92.9	135	3.9	39	1.1	71	2.1			3434
California	20262	95.9	632	3.0	167	0.8	60	0.3	5	0.0	21126
Colorado	3227	94.7	129	3.8	29	0.9	14	0.4	7	0.2	3406
Connecticut	1803	91.9	86	4.4	31	1.6	24	1.2	18	0.9	1962
Delaware	678	91.9	43	5.8	11	1.5	4	0.5	2	0.3	738
Dist of Columbia	238	80.0	4	1.4					55	18.6	295
Florida	14826	87.0	1311	7.7	473	2.8	418	2.5	6	0.0	17034
Georgia	8154	91.9	564	6.4	104	1.2	50	0.6	2	0.0	8874
Hawaii	628	98.6	6	0.9	2	0.3	1	0.2			637
Idaho	1152	87.0	102	7.7	27	2.0	32	2.4	11	0.8	1324
Illinois	9191	97.6	187	2.0	25	0.3	4	0.0	9	0.1	5909
Indiana	5466	92.5	278	4.7	100	1.7	62	1.0	3	0.1	5909
Iowa	2880	94.0	135	4.4	31	1.0	14	0.5	4	0.1	3064
Kansas	2090	99.1	8	0.3	16	0.6	1	0.0			2721
Kentucky	4511	92.6	265	5.4	67	1.4	29	0.6	1	0.0	4873
Louisiana	4474	94.9	209	4.4	27	0.6	4	0.1			4714
Maine	956	87.0	65	5.9	34	3.1	25	2.3	19	1.7	1099
Maryland	3736	92.8	150	3.7	52	1.3	23	0.6	65	1.6	4026
Massachusetts	2254	82.2	251	9.2	94	3.4	108	3.9	34	1.2	2741
Michigan	8375	87.8	700	7.3	243	2.5	216	2.3	1	0.0	9535
Minnesota	3486	90.9	202	5.3	71	1.9	63	1.6	11	0.3	3833
Mississippi	4344	97.0	117	2.6	17	0.4	2	0.0			4480
Missouri	5845	95.7	195	3.2	54	0.9	15	0.2			6109
Montana	911	97.1	25	2.7	1	0.1			1	0.1	938
Nebraska	1526	96.5	42	2.7	7	0.4	5	0.3	1	0.1	1581
Nevada	1334	87.9	83	5.5	44	2.9	54	3.6	2	0.1	1517
New Hampshire	701	91.4	41	5.3	17	2.2	5	0.7	3	0.4	767
New Jersey	4073	87.0	251	5.4	146	3.1	209	4.5	5	0.1	4684
New Mexico	1669	86.2	195	10.1	45	2.3	26	1.3	1	0.1	1936
New York	8701	88.6	586	6.0	241	2.5	266	2.7	31	0.3	9825
North Carolina	7539	92.6	364	4.5	144	1.8	89	1.1	3	0.0	8139
North Dakota	427	89.1	20	4.2	16	3.3	14	2.9	2	0.4	479
Ohio	8285	92.9	457	5.1	129	1.4	44	0.5	7	0.1	8922
Oklahoma	3765	91.7	196	4.8	89	2.2	49	1.2	6	0.1	4105
Oregon	2604	91.1	148	5.2	58	2.0	46	1.6	1	0.0	2857
Pennsylvania	8624	93.9	391	4.3	95	1.0	41	0.4	30	0.3	9181
Puerto Rico	8100									8	
Rhode Island	443	96.3	15	3.3	1	0.2			1	0.2	460
South Carolina	4708	95.7	169	3.4	33	0.7	4	0.1	3	0.1	4917
South Dakota	746	92.3	49	6.1	9	1.1	1	0.1	3	0.4	808
Tennessee	6878	97.0	154	2.2	44	0.6	17	0.2	1	0.0	7094
Texas	18126	95.7	484	2.6	193	1.0	127	0.7	8	0.2	5546
Utah	1688	93.6	65	3.6	18	1.0	19	1.1	14	0.8	1804
Vermont	427	88.6	25	5.2	11	2.3	6	1.2	13	2.7	482
Virgin Islands	1100.0									1	
Washington	3502	92.1	191	5.0	56	1.5	52	1.4	2	0.1	3803
West Virginia	1961	94.4	102	4.9	9	0.4	4	0.2	1	0.0	2077
Wisconsin	4070	90.7	208	4.6	130	2.9	74	1.6	4	0.1	4486
Wyoming	506	88.6	38	6.7	15	2.6	11	1.9	1	0.2	571
Military	15	8.3							3	16.7	18
Canada	117	65.4	1	0.6	2	1.1			59	33.0	179
Mexico	1	20.0							4	80.0	5
Other Country	5	14.7							29	85.3	34
TOTAL	220851	92.6	10965	4.6	3576	1.5	2647	1.1	508	0.2	238547

TRAFFIC SAFETY PLAN For A Small Department

EXHIBIT: 6 (Taken from FARS 1993-1997)

TABLE 2: Number of Suspensions or Revocations for Drivers with a SUSPENDED License in the Three Years Preceding their Fatal Crashes, by License State

License State	PREVIOUS SUSPENSIONS OR REVOCATIONS										Total N
	NONE		1		2		3 +		UNKNOWN		
	N	%	N	%	N	%	N	%	N	%	
Alabama	47	13.0	176	48.6	57	15.7	82	22.7			362
Alaska	2	25.0	4	50.0	1	12.5	1	12.5			8
Arizona	47	14.9	91	28.8	70	22.2	107	33.9	1	0.3	316
Arkansas	62	24.2	52	20.3	45	17.6	97	37.9			256
California	377	16.3	1178	50.9	446	19.3	312	13.5			2313
Colorado	17	11.3	78	52.0	29	19.3	26	17.3			150
Connecticut	10	10.4	35	36.5	23	24.0	28	29.2			96
Delaware	7	21.2	12	36.4	9	27.3	5	15.2			33
Dist of Columbia	1	14.3	4	57.1	1	14.3	1	14.3			7
Florida	148	13.4	358	32.4	219	19.8	376	34.1	3	0.3	1104
Georgia	73	13.6	254	47.3	105	19.6	105	19.6			537
Guam							1	100.0			1
Hawaii	23	50.0	12	26.1	7	15.2	4	8.7			46
Idaho	16	18.6	29	33.7	15	17.4	26	30.2			86
Illinois	140	31.5	186	42.5	67	15.1	48	10.8	1	0.2	445
Indiana	48	12.1	114	28.7	78	19.6	155	39.0	2	0.5	397
Iowa	9	11.0	34	41.5	15	18.3	24	29.3			82
Kansas	124	80.0	10	6.5	15	9.7	6	3.9			82
Kentucky	28	12.1	85	36.6	52	22.4	64	27.6	3	1.3	232
Louisiana	193	47.3	132	32.4	51	12.5	31	7.6	1	0.2	408
Maine	9	18.0	13	26.0	10	20.0	18	36.0			50
Maryland	17	30.4	17	30.4	13	23.2	8	14.3	1	1.8	56
Massachusetts	14	13.1	25	23.4	23	21.5	44	41.1	1	0.9	107
Michigan	13	3.2	130	31.7	93	22.7	174	42.4			410
Minnesota	8	13.6	19	32.2	13	22.0	19	32.2			59
Mississippi	13	12.9	63	62.4	17	16.8	6	5.9	2	2.0	101
Missouri	35	18.2	97	50.5	37	19.3	23	12.0			192
Montana	21	84.0	4	16.0							25
Nebraska	8	16.7	22	45.8	11	22.9	7	14.6			48
Nevada	8	11.6	13	18.8	6	8.7	41	59.4	1	1.4	69
New Hampshire	4	15.4	7	26.9	7	26.9	8	30.8			26
New Jersey	23	5.7	56	13.8	65	16.0	262	64.4	1	0.2	407
New Mexico	18	9.1	78	39.6	36	18.3	65	33.0			197
New York	59	13.3	113	25.4	77	17.3	194	43.6	2	0.4	445
North Carolina	36	12.6	81	28.4	52	18.2	116	40.7			285
North Dakota	4	13.8	7	24.1	5	17.2	13	44.8			29
Ohio	25	6.0	161	38.6	124	29.7	105	25.2	2	0.5	417
Oklahoma	54	25.8	70	33.5	38	18.2	47	22.5			209
Oregon	16	7.5	49	23.1	36	17.0	111	52.4			212
Pennsylvania	103	19.5	135	25.6	83	15.7	203	38.5	3	0.6	527
Rhode Island	17	53.1	11	34.4	3	9.4	1	3.1			32
South Carolina	48	16.6	170	58.8	50	20.1	13	4.5			269
South Dakota	4	10.5	23	60.5	6	15.8	5	13.2			38
Tennessee	160	46.0	117	33.6	41	11.8	30	8.6			348
Texas	73	12.1	247	41.0	121	20.1	162	26.9			603
Utah	12	21.8	21	38.2	11	20.0	9	16.4	2	3.6	55
Vermont	5	10.4	14	29.2	7	14.6	22	45.8			48
Washington	18	7.0	100	38.9	50	19.5	89	34.6			257
West Virginia	23	28.8	43	53.8	5	6.3	9	11.3			80
Wisconsin	16	12.0	46	34.6	29	21.8	42	31.6			133
Wyoming			5	17.2	5	17.5	19	65.5			29
Military							1	100.0			1
Canada							1	33.3	2	66.7	3
Mexico			2	100.0							2
Other Country			2	50.0	1	25.0			1	25.0	4
TOTAL	2283	17.4	4885	37.3	2435	18.6	3462	26.4	29	0.2	13094

TRAFFIC SAFETY PLAN *For A Small Department*

EXHIBIT: 7 *(Taken from FARS 1993-1997)*

TABLE 3: Number of Suspensions or Revocations for Drivers with REVOKED Licenses in the Three Years Preceding their Fatal Crashes, by License State

License State	PREVIOUS SUSPENSIONS OR REVOCATIONS										Total N
	NONE		1		2		3 +		UNKNOWN		
	N	%	N	%	N	%	N	%	N	%	
Alabama	34	9.8	61	17.6	62	17.9	190	54.8			347
Alaska	11	39.3	8	28.6	2	7.1	7	25.0			28
Arizona	14	26.9	9	17.3	9	17.3	20	38.5			52
Arkansas	1	50.0					1	50.0			2
California	76	35.8	43	20.3	45	21.2	40	22.6			242
Colorado	32	22.2	40	27.8	25	17.4	47	32.6			144
Connecticut			1	33.3			1	33.3	1	33.3	3
Delaware	4	16.0	4	16.0	9	36.0	8	32.0			25
Dist of Columbia	2	40.0	2	40.0			1	20.0			5
Florida	10	27.8	15	41.7	8	16.7	5	13.9			36
Georgia	25	31.3	15	18.8	12	15.0	27	33.8	1	1.3	80
Guam					1	100.0					1
Hawaii	3	16.7	7	38.9	4	22.2	4	22.2			18
Idaho	1	33.3	2	66.7							3
Illinois	37	52.9	22	31.4	8	11.4	3	4.3			70
Iowa	6	8.5	29	40.8	11	15.5	25	35.2			71
Kansas	5	27.8	11	61.1	1	5.6	1	5.6			18
Kentucky	1	50.0			1	50.0					2
Louisiana	27	69.2	10	25.6	1	2.6			1	2.6	39
Maine							1	100.0			1
Maryland	34	31.8	34	31.8	24	22.4	14	13.1	1	0.9	107
Massachusetts	7	10.6	9	13.6	9	13.6	41	62.1			66
Michigan	8	15.7	13	25.5	8	15.7	22	43.1			51
Minnesota	16	19.0	29	34.5	12	14.3	26	31.0	1	1.2	84
Mississippi	2	50.0	1	25.0	1	25.0					4
Missouri	21	8.4	42	16.7	57	22.7	131	52.2			251
Montana	16	64.0	1	4.0	6	24.0	2	8.0			25
Nebraska	9	26.5	13	38.2	6	17.6	6	17.6			34
Nevada	10	22.7	9	20.5	9	20.5	16	36.4			44
New Hampshire	1	100.0									1
New Jersey	1	14.3					6	85.7			7
New Mexico	22	31.4	22	31.4	12	17.1	14	20.0			70
New York	28	17.6	19	11.9	30	18.9	82	51.6			159
North Carolina	79	14.9	120	22.6	116	21.9	215	40.6			530
North Dakota	2	28.6			2	28.6	3	42.9			7
Ohio	1	33.3	1	33.3	1	33.3					3
Oklahoma	36	28.1	43	33.6	22	17.2	27	21.1			128
Oregon	5	13.5	2	5.4	3	8.1	27	73.8			37
Pennsylvania	2	22.2	5	55.6	1	11.1	1	11.1			9
South Carolina	7	53.8	4	30.8	2	15.4					13
South Dakota	2	22.2	4	44.4	3	33.3					9
Tennessee	205	46.1	156	35.1	54	12.1	30	6.7			445
Texas	4	14.3	9	32.1	9	32.1	6	21.4			28
Utah			3	33.3	3	33.3	3	33.3			9
Vermont			1	16.7	2	33.3	3	50.0			6
Virginia	15	21.1	13	18.3	9	12.7	34	47.9			71
Washington	9	7.8	20	17.2	29	25.0	58	50.0			116
West Virginia	9	18.4	28	57.1	11	22.4	1	2.0			49
Wisconsin	12	6.2	32	16.4	35	17.9	116	59.5			195
Wyoming			1	25.0			3	75.0			4
TOTAL	852	22.9	913	24.5	673	18.1	1276	34.3	5	0.1	3719

TRAFFIC SAFETY PLAN *For A Small Department*

EXHIBIT: 8 *(Taken from FARS 1993-1997)*

TABLE 4: Number of Suspensions or Revocations for Drivers with EXPIRED Licenses in the Three Years Preceding their Fatal Crashes, by License State

License State	PREVIOUS SUSPENSIONS OR REVOCATIONS										Total N
	NONE		1		2		3 +		UNKNOWN		
	N	%	N	%	N	%	N	%	N	%	
Alabama	31	88.6	1	2.9	1	2.9	2	5.7			35
Alaska	7	100.0									7
Arizona	86	85.1	4	4.0	4	4.0	7	6.9			101
Arkansas	56	86.2	5	7.7	2	3.1	2	3.1			65
California	684	93.4	41	5.6	5	0.7	2	0.3			732
Colorado	50	92.6	2	3.7			2	3.7			54
Connecticut	7	87.5	1	12.5							8
Delaware	2	100.0									2
Dist of Columbia	2	100.0									2
Florida	12	85.7	1	7.1					1	7.1	14
Georgia	72	87.8	6	7.3	2	2.4	2	2.4			82
Hawaii	39	95.1	1	2.4	1	2.4					41
Idaho	22	71.0	1	3.2	3	9.7	4	12.9	1	3.2	31
Illinois	61	84.7	10	13.9	1	1.4					72
Indiana	72	85.7	3	3.6	5	6.0	4	4.8			84
Iowa	36	78.3	9	19.6	1	2.2					46
Kansas	45	100.0									45
Kentucky	49	98.0							1	2.0	50
Louisiana	96	91.4	9	8.6							105
Maine	1	100.0									1
Maryland	2	66.7							1	33.3	3
Massachusetts	22	71.0	4	12.9	3	9.7	2	6.5			31
Michigan	124	41.1	64	21.2	32	10.6	82	27.2			302
Mississippi	41	64.1	4	6.3	1	1.6			18	28.1	64
Missouri	88	90.7	6	6.2	2	2.1	1	1.0			97
Montana	26	92.9	1	3.6	1	3.6					28
Nebraska	19	90.5	1	4.8	1	4.8					21
Nevada	17	100.0									17
New Hampshire	5	62.5	1	12.5	1	12.5	1	12.5			8
New Jersey	6	66.7			1	11.1	2	22.2			9
New Mexico	19	82.6	2	8.7	1	4.3	1	4.3			23
New York	40	74.1	4	7.4	3	5.6	7	13.0			54
North Carolina	82	81.2	8	7.9	5	5.0	5	5.0	1	1.0	101
North Dakota	4	80.0					1	20.0			5
Ohio	188	65.6	45	17.6	16	6.3	24	9.4	3	1.2	256
Oklahoma	15	78.9	2	10.5	2	10.5					19
Oregon	21	75.0	2	7.1	2	7.1	3	10.7			28
Pennsylvania	39	95.1	1	2.4	1	2.4					41
Rhode Island	3	100.0									3
South Carolina	3	75.0	1	25.0							4
South Dakota	20	95.2	1	4.8							21
Tennessee	35	97.2	1	2.8							86
Texas	425	89.7	27	5.7	8	1.7	14	3.0			474
Utah	1	50.0							1	50.0	2
Vermont	3	100.0									3
Virginia	4	80.0	1	20.0							5
Washington	43	81.1	4	7.5	3	5.7	3	5.7			53
West Virginia	24	92.3	1	3.8	1	3.8					26
Wisconsin	28	93.3	2	6.7							30
Wyoming	4	100.0									2
Canada	1	100.0									1
Mexico	1	50.0							1	50.0	2
TOTAL	2763	82.5	277	8.3	109	3.3	171	5.1	28	0.8	3348