

A STUDY OF THE NATURE AND EXTENT OF THE
TRAFFIC ACCIDENT INVESTIGATION RESPONSIBILITIES
OF COUNTY LAW ENFORCEMENT AGENCIES
IN THE UNITED STATES

Thesis for the Degree of M.S.
MICHIGAN STATE UNIVERSITY

Russell J. Arend

1966

THESIS



A STUDY OF THE NATURE AND EXTENT OF THE TRAFFIC
ACCIDENT INVESTIGATION RESPONSIBILITIES
OF COUNTY LAW ENFORCEMENT AGENCIES
IN THE UNITED STATES

by

Russell J. Arend

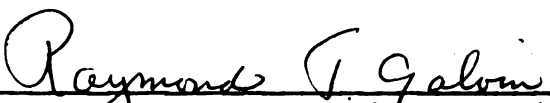
AN ABSTRACT OF A THESIS

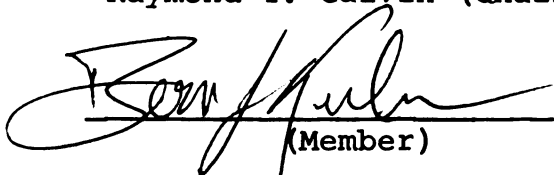
Submitted to
Michigan State University
in partial fulfillment of the requirements
for the degree of

MASTER OF SCIENCE

School of Police Administration and Public Safety

1966

APPROVED 
Raymond T. Galvin (Chairman)


(Member)


(Member)

ABSTRACT

A STUDY OF THE NATURE AND EXTENT OF THE TRAFFIC ACCIDENT INVESTIGATION RESPONSIBILITIES OF COUNTY LAW ENFORCEMENT AGENCIES IN THE UNITED STATES

by Russell J. Arend

This study determines the number and geographic locations of sheriffs' departments and independent county police agencies that have accepted traffic accident investigation responsibilities. The study also measures the extent to which these agencies are utilizing certain accident prevention tools and following recommended accident investigation practices.

As a part of this study, a model was developed which consisted of four specific criteria or time-tested principles that are generally recognized as good accident investigation practices in municipal police agencies. It was hypothesized that the selected criteria also had application in the accident investigation programs of county law enforcement organizations.

To validate this or establish a null hypothesis, the

researcher conducted a nationwide questionnaire survey of 3,059 county sheriffs' departments and fifty-two independent county police agencies. Responses from 1,097 sheriffs and thirty-seven independent county police administrators provided the basic data for the study.

The information provided by these agencies was organized into a series of twenty-one tables which covered such areas as accident investigation responsibilities, recruit and in-service accident investigation training, the use of accident location files and spot maps, and the forwarding of copies of accident investigation reports to the state accident records agency.

Examination of the tables reveals that over three-fourths (76.3 per cent) of the responding sheriffs' departments and nine-tenths (97.3 per cent) of the participating independent county police organizations have accident investigation responsibilities. When comparing the accident investigation programs of the two types of agencies with the model, it was found that the percentage of agencies meeting the minimum criteria varied in the different geographic regions of the United States. The percentage of agencies comparing favorably with the model also varied between population groups with the highest percentages

usually located in counties with over 100,000 population.

The survey data clearly indicates that the criteria selected for the model has application in the accident investigation programs of sheriffs' departments and independent county police agencies.

A second method used to test the validity of the hypothesis was a comprehensive review of available literature. Although most of the pertinent literature is directed to municipal police agencies, nothing was found that would imply that the criteria selected for the model could not also be applied in county programs.

The study, based on the results of the survey and the findings from the review of the literature, concludes that the hypothesis is valid.

A STUDY OF THE NATURE AND EXTENT OF THE TRAFFIC
ACCIDENT INVESTIGATION RESPONSIBILITIES
OF COUNTY LAW ENFORCEMENT AGENCIES
IN THE UNITED STATES

by

Russell J. Arend

A THESIS

Submitted to
the College of Social Science
Michigan State University
in partial fulfillment of the requirements
for the degree of

MASTER OF SCIENCE

1966

ACKNOWLEDGEMENTS

I would like to express my sincere thanks to my advisor, Mr. Raymond Galvin, for his direction and guidance in the writing of the study. I would also like to express my thanks to Mr. Ferris Lucas, Executive Director of the National Sheriffs' Association, and Mr. Rod Kendig, Field Service Director of the National Association of Counties, for their cooperation and assistance in gathering the data for the study.

I am particularly grateful to the many staff members of the Automotive Safety Foundation for their encouragement and perseverance. A special thanks to Mr. James H. Lake, Director of the Safety Division of the Automotive Safety Foundation, without whom, in most probability, this paper would never have been written.

Finally, I would like to express appreciation to my wife, Peg, for her understanding and encouragement.

TABLE OF CONTENTS

CHAPTER	PAGE
I. THE PROBLEM AND DEFINITIONS OF TERMS USED.	1
The Problem.	2
Statement of the problem	2
Statement of the model	2
Importance of the study.	3
Limitations of the study	4
Definition of Terms Used	5
County Law Enforcement Agency.	5
Traffic Accident Investigations.	5
Organization of Remainder of the Thesis.	5
II. METHODOLOGY AND MODEL.	7
Survey Methods	7
Development and Explanation of the Model	9
III. REVIEW AND ANALYSIS OF THE LITERATURE.	19
The County as a Police Unit.	19
Origin in England.	19
Development in America	20
Historical Development of Traffic Accident	
Investigation as a Police Function	25

CHAPTER	PAGE
Highway Safety Act of 1966.	37
IV. EXTENT OF TRAFFIC ACCIDENT INVESTIGATION	
RESPONSIBILITIES OF COUNTY LAW ENFORCEMENT	
AGENCIES.	46
Number and Location of Sheriffs' Departments	
Having Accident Investigation	
Responsibilities.	47
Number and Location of Independent County	
Police Agencies Having Accident	
Investigation Responsibilities.	57
Types of Roads Over Which County Law	
Enforcement Agencies Exercise Jurisdiction.	59
Jurisdiction of sheriffs' departments . . .	59
Jurisdiction of independent county police	
agencies.	63
V. COMPARISON OF COUNTY LAW ENFORCEMENT ACCIDENT	
INVESTIGATION PROGRAMS WITH THE MODEL	66
Recruit Accident Investigation Training . . .	68
Sheriffs' departments	68
Independent county police agencies.	69
In-Service Accident Investigation Training. .	76
Sheriffs' departments	77

VI. 1001 to 1016 (16)

ATTACHED TO DECISION OF THE COURT IN

THE MATTER OF THE ESTATE OF THE LATE

VI. 1017 to 1018 (2)

ATTACHED TO DECISION OF THE COURT IN

THE MATTER OF THE ESTATE OF THE LATE

VI. 1019 to 1020 (2)

ATTACHED TO DECISION OF THE COURT IN

THE MATTER OF THE ESTATE OF THE LATE

VI. 1021 to 1022 (2)

ATTACHED TO DECISION OF THE COURT IN

VI. 1023 to 1024 (2)

VI. 1025 to 1026 (2)

ATTACHED TO DECISION OF THE COURT IN

THE MATTER OF

CHAPTER	PAGE
Independent county police agencies.	79
Spot Maps and Location Files.	85
Sheriffs' departments	85
Independent county police agencies.	86
Forwarding Copies of Accident Reports to	
the State Records Agency.	93
Sheriffs' departments	93
Independent county police agencies.	94
VI. SUMMARY AND CONCLUSIONS	103
Summary	103
Need for Further Research	108
Conclusions	109
BIBLIOGRAPHY	
APPENDIX	

LIST OF TABLES

TABLE	PAGE
I. Number of Traffic Accident Records Received by State Records Agencies from State and County Police Agencies in 1965.	38
II. Numbers and Percentages of Sheriffs' Departments Compared to Number of Departments Responding, by State.	49
III. Numbers and Percentages of Responding Sheriffs' Departments Compared to Number Reporting Traffic Accident Investigation Responsibilities, by State.	51
IV. Number and Percentages of Agencies Having Accident Investigation Responsibilities, by Region	53
V. Comparative Distributions of Sheriffs' Departments Investigation Accidents, by Population.	55
VI. Numbers and Percentages of Sheriffs' Departments Investigating Accidents on County Roads, Rural State Highways, City Streets, and Interstate System, by Region . .	60

TABLE	PAGE
VII. Numbers and Percentages of Independent County Police Agencies Investigating Accidents on County Roads, Rural State Highways, City Streets, and Interstate System, by Region.	64
VIII. Comparative Distribution of Hours of Recruit Accident Investigation Training, by Region.	70
IX. Numbers and Percentages of Agencies That Do Not Provide Recruit Accident Investiga- tion Training, by Population	71
X. Numbers and Percentages of Agencies Providing Forty Or More Hours of Recruit Accident Investigation Training, by Population	74
XI. Comparative Distribution of Hours of Annual In-Service Accident Investigation Training, by Region.	78
XII. Number and Percentages of Agencies Providing Eight Or More Hours of Annual In-Service Accident Investigation Training, by Population	80

TABLE	PAGE
XIII. Numbers and Percentages of Agencies That Do Not Provide In-Service Accident Investigation Training, by Population. . . .	82
XIV. Numbers and Percentages of Agencies Filing Accident Reports by Location, by Region. . .	87
XV. Number and Percentages of Agencies Filing Accident Reports by Location, by Population	88
XVI. Numbers and Percentages of Agencies Using Spot Maps, by Region	89
XVII. Numbers and Percentages of Agencies Using Spot Maps, by Population	91
XVIII. Comparative Distribution of Types of Traffic Accident Reports Forwarded to the State Records Agency by Sheriffs' Departments, by Region.	95
XIX. Numbers and Percentages of Agencies Forwarding Copies of All Accident Investigation Reports to the State Records Agency, by Population.	96

TABLE	PAGE
XX. Comparative Distribution of Types of Traffic Accident Reports Forwarded to the State Records Agency by Independent County Police Agencies, by Region.	99
XXI. Numbers and Percentages of Agencies That Do Not Forward Copies of Traffic Accident Investigation Reports to the State Records Agency, by Population	100

LIST OF FIGURES

FIGURE		PAGE
1.	Division of the United States Into Four Geographical Regions.	10
2.	Number of Independent County Police Agencies, by State.	58

CHAPTER I

THE PROBLEM AND DEFINITION OF TERMS USED

Accident facts are essential to the development of effective accident prevention programs. It is generally recognized that the police, through their accident investigation efforts, provide the most reliable information available on traffic accidents.

As the accident problem continues to grow, more and more demands will be made on the police to increase their accident investigation activities and improve the quality of accident information.

Official and unofficial organizations at the national, state and local level have made continuous efforts to improve and upgrade the accident investigation capabilities of state and city law enforcement agencies. Unfortunately, the accident investigation activities of the more than three thousand county law enforcement agencies have been largely ignored.

The need for a comprehensive collection of information on the accident investigation responsibilities of county law enforcement agencies is apparent by the fact that at the present time little is known about the number of agencies which engage in this activity, and even less on the quality of work they are doing.

I. THE PROBLEM

Statement of the problem. This study proposes (1) to determine the nature and extent of the accident investigation responsibilities of county law enforcement agencies in the United States; (2) to show how these responsibilities vary in different regions of the United States; and (3) to compare certain characteristics of existing county law enforcement accident investigation programs with those of an established model.

Although the criteria, illustrated in the model below, were developed primarily for city police agencies, it is hypothesized that they have equal application to county law enforcement organizations.

The model. Experience has demonstrated that there are numerous elements that are basic to good police accident investigation programs at the municipal level.

Four elements that are generally recognized are:

1. An adequate amount of recruit traffic accident investigation training.
2. An adequate amount of regular in-service traffic accident investigation training.

3. The filing of police traffic accident reports by location and the use of accident location spot maps.
4. The forwarding of copies of accident investigation reports to the state accident records agency.

The above criteria are discussed in detail in Chapter II, "Methodology and Model."

Importance of the study. The review of available literature, plus interviews with staff of the National Sheriffs' Association, the International Association of Chiefs of Police, and the National Association of Counties revealed that a study of this type had never been performed.

Authorities in the field of police traffic supervision, when speaking and writing about police responsibilities for traffic accident investigations, generally confine their remarks to the municipal police, the state police, and highway patrols. Consequently, efforts to improve and upgrade police traffic accident investigation training and increase capabilities in the analysis and use of traffic accident data have been directed toward the municipal and state police organizations.

This study (1) provides current information on the responsibilities of county law enforcement agencies in the area of traffic accident investigation; (2) provides information for comparison with the similar responsibilities of other law enforcement agencies; (3) points out accident investigation training needs of county law enforcement organizations; and (4) measures the extent to which county law enforcement agencies are utilizing certain recommended methods in the collection and maintenance of traffic accident data.

Limitations. This study did not attempt to evaluate the effectiveness of the traffic accident investigation procedures or the quality of the investigations by individual officers. Nor did the researcher try to evaluate the quality of the recruit and in-service traffic accident investigation training.

A good police traffic accident investigation and reporting system contains many more characteristics than the four outlined in the hypothesis. The researcher selected specific characteristics basic to a good system that would lend themselves, for comparative purposes, to a nationwide survey. Such important criteria as selection standards for

personnel, accident investigation equipment, adequacy of the accident report form, and use made of special traffic studies were beyond the scope of this study.

II. DEFINITIONS OF TERMS USED AND ORGANIZATION OF THE REMAINDER OF THE THESIS

Definition of Terms

County law enforcement agency. A county law enforcement agency is defined as being the county sheriff's office or other county-wide police agency independent of the sheriff's office.

Traffic accident investigation. In this study, traffic accident investigation is defined as the obtaining and recording of information on individual motor vehicle accidents by the police.

Organization of the Remainder of the Thesis

Chapter II discusses the procedures used to gather the data for the study and describes the model that was developed to test the hypothesis.

Chapter III reviews the historical development of the county as a police unit and describes the role of the

police in the investigation of traffic accidents. This Chapter also briefly discusses the Highway Safety Act of 1966 and the possible impact it will have on accident investigation activities of police agencies.

Chapter IV discusses the number and geographic location of sheriffs' departments and independent county police agencies having traffic accident investigation responsibilities. The types of roads and streets over which these agencies exercise jurisdiction are also discussed in this Chapter.

Selected characteristics of the accident investigation programs of sheriffs' departments and independent county police agencies are compared with an established model in Chapter V.

Chapter VI summarizes the study findings and suggests areas in need of further research.

CHAPTER II

METHODOLOGY AND MODEL

Survey Methods

There is no nationwide information on the traffic accident investigation responsibilities of county law enforcement agencies. The little knowledge that currently exists is based on limited observation.

The need for getting more complete and accurate information on the extent to which county law enforcement personnel engage in accident investigation activities was brought to the attention of Mr. Ferris Lucas, Executive Director of the National Sheriffs' Association. After several meetings and consideration of a number of alternatives, it was decided that the most feasible way of obtaining such information was by mailing a questionnaire to all county sheriffs in the United States.

Obtaining similar information on the independent county police agencies, posed a bigger problem as there was no central source which could furnish the names of the counties having a law enforcement agency independent of the sheriffs' office. Considerable time was spent interviewing staff members of the International Association of Chiefs of

Police and the National Association of Counties and searching books and periodicals. As a result of this inquiry, fifty-two such organizations were located in twelve states.

Mr. Rod Kendig, Field Service Director of the National Association of Counties, agreed to lend the support of his Association in surveying the fifty-two county organizations in a manner similar to that being done by the National Sheriffs' Association.

A questionnaire was developed by the researcher in cooperation with the above two organizations. The questionnaire and a cover letter were mailed under the auspices of Mr. Ferris Lucas to 3,059 county sheriffs in forty-eight states and to the fifty-two independent organizations under the auspices of Mr. Bernard Hillenbrand, Executive Director of the National Association of Counties. (See Appendix A.)

Because of the lack of knowledge on other aspects of county police activities, the questionnaire was designed to develop information that would not only be pertinent to this study, but which would also provide the cooperating associations with additional information of interest.

In organizing the study, for comparative purposes, the United States was divided into four geographical regions: Mountain Pacific, North Atlantic, North Central and Southern, as shown in Figure I. This geographical division is the same

as that used by the Division of State and Provincial Police of the International Association of Chiefs of Police.¹ The counties were subdivided into eight population groups ranging in size from under 10,000 to over one million.²

Responses from 1,097 sheriffs' departments and thirty-seven independent county law enforcement agencies furnished the basic data for the study. Charts, maps and graphs are used to depict the results of summarization of the various aspects of the study.

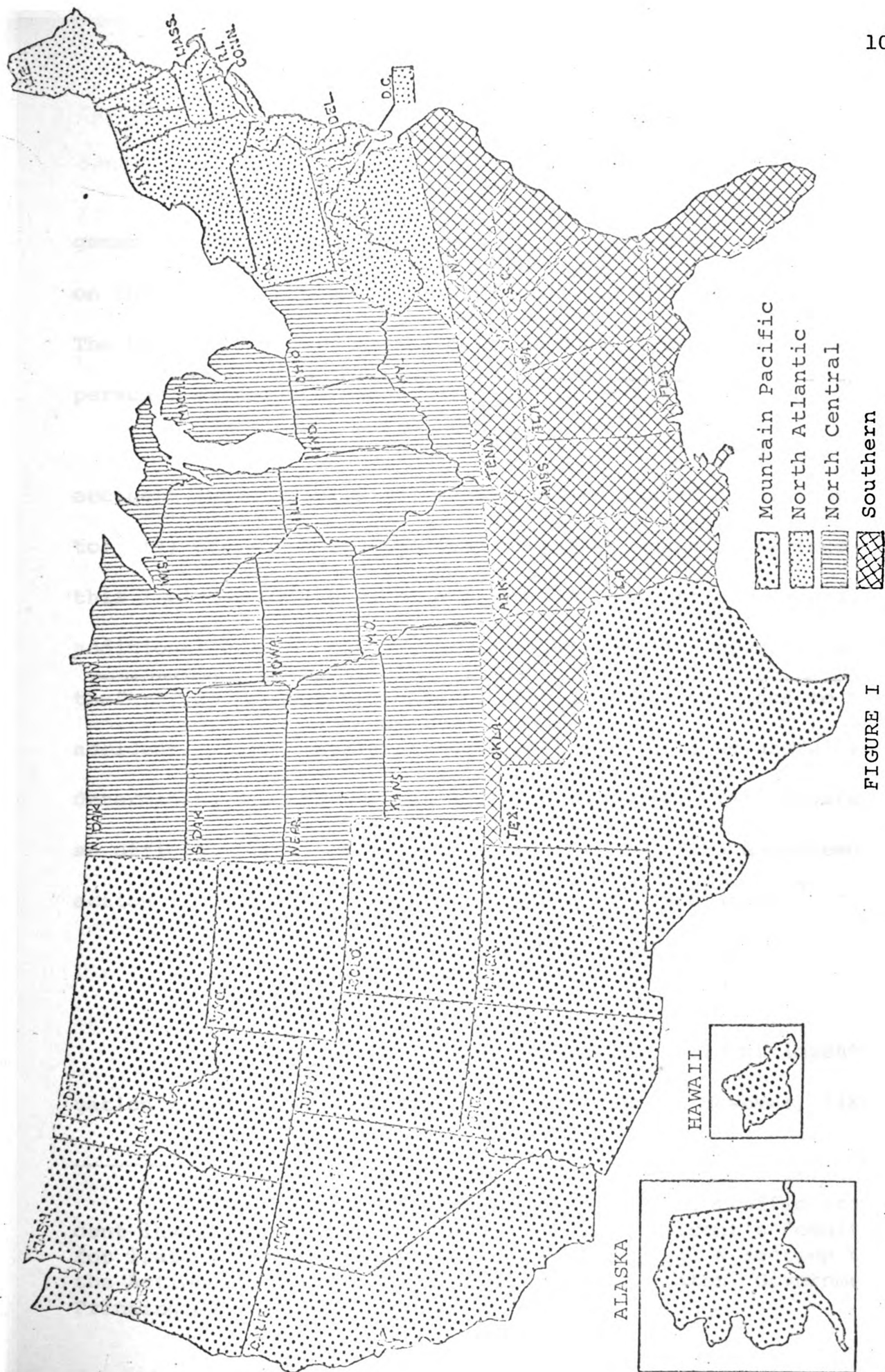
Development and Explanation of the Model

Four basic elements of a good police accident investigation program were selected by the researcher as criteria in analyzing the accident investigation programs of county law enforcement agencies.

In selecting these criteria, the researcher relied extensively on the knowledge and experience of recognized authorities in police traffic accident investigation.

¹International Association of Chiefs of Police "Administrative Guide, Division of State and Provincial Police." (Unpublished paper outlining organizational and administrative structure of Division of State and Provincial Police, 1965), p. 20.

²The source used for all population figures is the United States Bureau of the Census, United States Census of Population: 1960. Characteristics of the Population, Vol. 1 (Washington: Government Printing Office, 1961).



FOUR GEOGRAPHICAL REGIONS

1. An adequate amount of recruit accident investigation training.

The necessity of adequate recruit training is generally recognized, but there are no agreed-upon standards on the minimum number of hours needed for such training. The hours of recruit training recommended are based on the personal experience and opinion of the researcher.

A minimum of forty hours of recruit training in accident investigation is recommended to enable an officer to: (1) prevent accidents from becoming even more serious -- this includes giving first aid, directing traffic to avoid additional collisions, extinguishing fires, and preventing theft; (2) prevent unnecessary traffic congestion due to the accident; (3) identify circumstances that will be useful in determining how and why the accident happened; (4) prepare an official report of the accident; and (5) take enforcement action if there is sufficient evidence of a violation.³

2. An adequate amount of regular in-service training in accident investigation.

The necessity of regular in-service accident investigation training is also generally recognized. However, like

³Based on a discussion of what a police traffic accident investigation should include by The President's Committee for Traffic Safety, Police Traffic Supervision, a section of the Action Program for Highway Safety (Washington: Government Printing Office, 1961), p. 6.

recruit training, there is no agreement on the minimum number of hours needed. Based on personal experience and review of the literature, a minimum of eight hours in-service training annually is recommended to keep officers abreast of the latest available knowledge and techniques, and to correct deficiencies in the program.

The elements that constitute a police traffic accident investigation are the same regardless of the political subdivision in which the accident occurs. A county police officer or sheriff's deputy, who is assigned accident investigation responsibilities, needs the same type of training as municipal police officers. This applies to in-service, as well as recruit training.

3. Filing police traffic accident reports by location and maintenance of spot maps.

Adequate accident investigation training does not insure the success of a police accident prevention program. But accurate and complete facts, gathered by trained police officers at accident scenes, do provide the foundation on which programs can be built.

Experience has shown that traffic accidents happen in recurring patterns, i.e., accidents are caused by specific

acts and conditions and unless remedial action is taken, these same acts and conditions will continue to cause accidents.

A large percentage of the accidents occur as a result of a driver or pedestrian failing to obey a traffic law. The police, whether state, county, or city, have the authority to enforce the law. Since no police department has enough manpower to enforce all traffic laws at all times in all areas under its jurisdiction, enforcement efforts must be directed on the basis of need.

Kreml emphasized the value of accident records in an enforcement program when he stated, "Traffic law enforcement must base its operation on accident facts, since accident prevention is one of its prime objectives."⁴

Accident records are only useful, however, if they are organized to serve the needs of the department. Experience has shown that accident location files arrange reports so they are readily available for study. The National Safety Council illustrates this by saying:

⁴Franklin M. Kreml, "The Specialized Traffic Division," The Annals of the American Academy of Political and Social Science, (January, 1954), p. 66.

Good accident records and effective accident prevention programs go hand in hand. Without the records - the accident facts - the programs are likely to be based largely on opinion and guesswork.

Since the most important use of accident reports is in the prevention of other accidents of similar nature, it becomes necessary to know where accidents are occurring in a city before prevention methods can be applied. For this purpose the accident reports must be filed so that the entire accident experience at a single intersection or section of a street is immediately available for detailed study to develop prevention methods.

The method of filing by street locations described in this memo is recommended as the most flexible system for all uses, providing a convenient index for reference to a particular report and at the same time arranging reports so they may be used by the traffic engineer, enforcement officer, records statistician and others working on the traffic accident problem.⁵

The National Safety Council as well as numerous other organizations have also recommended the use of spot maps as an accident prevention tool:

Traffic accident spot maps have long been recognized as valuable tools in city and state accident prevention programs. The primary purpose of a spot map is to aid in identifying

⁵ National Safety Council, Traffic Safety Memo No. 40, "Filing City Traffic Accident Reports by Location" (Chicago: National Safety Council, 1962), p. 1.

high accident locations and areas. It furnishes a quick visual index to concentrations of accidents which warrant detailed analysis. An adequate spot map is necessary for good traffic engineering and it facilitates programs of selective enforcement and selective education for traffic safety.

A spot map does not replace but rather supplements a location file of reports (T.S. Memo 40), and is therefore but one of the tools in studying the danger spots in traffic.⁶

The fact that these two record keeping techniques also have application in the planning activities of county law enforcement organizations was expressed by the National Conference on Uniform Traffic Accident Statistics which stated, "Although most of this discussion is presented in terms of city police departments, the procedures are equally applicable to state police, sheriffs, and other law enforcement officers."⁷

⁶ National Safety Council, Traffic Safety Memo No. 75, "Traffic Accident Spot Maps for Cities" (Chicago: National Safety Council, 1962), p. 1.

⁷ National Conference on Uniform Traffic Accident Statistics, Uses of Traffic Accident Records (Saugatuck, Conn: ENO Foundation for Highway Traffic Control, Inc., 1947), p. 50.

4. Forwarding of copies of police accident investigation reports to the state traffic accident records agency.

In addition to the police, there are many other users of traffic accident information. The President's Committee for Traffic Safety, in discussing the traffic accident record keeping activities of police agencies, stated, "Police should recognize this system not only as a means for gathering information useful for guiding their own activities directed toward reducing accidents, but also as a source of accident information for other governmental and private agencies with traffic safety responsibilities."⁸

Some examples of the uses that are made of accident records by agencies of state and local government in their accident prevention programs are:

1. Two of the many engineering uses of accident records, for instance, are (a) improvement of high-accident locations and (b) design of new highways and betterment of existing highways. Engineers have pointed out that the numbers and types of injury and property-damage accidents - figures easily available from accident records systems - are even more important than fatal-accident experience in determining accident fre-

⁸The President's Committee for Traffic Safety, Police Traffic Supervision, A Section of the Action Program for Highway Safety (Washington: Government Printing Office, 1961), p. 7.

quency and severity and in guiding accident-prevention measures.

2. Accident records can be used to guide the traffic safety information and education program, directing it into productive channels and furnishing material for the educational effort. The records may show, for instance, an increasing number of accidents at intersections. Data on the time of these accidents, the types of vehicles involved, and driver violations contributing to the accidents, might well be publicized through local informational media.

Another analysis might indicate that pedestrian accidents were extremely high in a particular area of a city. Further study might indicate that school children of a particular age group were involved, with the majority of the accidents occurring after school hours. This information would be of value in an educational program directed toward parents through community newspapers, churches, and civic and fraternal associations, and making use of leaflets, sound-slide films, and personal pleas in various media.

3. The police enforcement program needs to be based to a greater extent on accident experience. Of course, many States have attempted in a more or less general fashion to base their rural enforcement on accident experience - using routine monthly or annual summaries. But the best application of this experience can come only as the result of special tabulations - such as studies of rural accidents by police areas, including information on time, specific locations, and violations involved. Unfortunately, these special tabulations have been made in relatively few States and actually used in still fewer.

Enforcement planning in cities presents a similar problem, with the single difference that

the problem is concentrated in a relatively small area. Accident records again tell where, when, and why accidents have occurred, and enable the police administrator to plan his assignments accordingly.

4. Driver-improvement or driver-discipline work commonly uses accident records, usually in combination with other evidence of unsafe driving such as complaints and convictions for traffic violations. Many States use a driver's accident record as a basis for issuing an advisory letter, for holding an interview, for reexamination, for clinical treatment, or for suspension or revocation of his license to drive.

5. Accident records serve a number of general administrative uses. They are a particularly valuable tool to the traffic administrator trying to convince other officials of the need for a proposed program. There is far less opposition, generally speaking, to remedial measures that are supported by accident experience representing human suffering and economic loss.⁹

In view of the large number of agencies using traffic accident data and the many purposes for which it is used, The President's Committee recommended that police departments forward copies of police traffic accident investigation reports to the State records agency.¹⁰

⁹The President's Committee for Traffic Safety, Traffic Accident Records, A Section of the Action Program for Highway Safety (Washington: Government Printing Office, 1961), pp. 15-16.

¹⁰Ibid., p. 18.

CHAPTER III

REVIEW AND ANALYSIS OF THE LITERATURE

To establish a foundation for the data gathered in this study, this chapter briefly reviews the role of the county as a police unit and traffic accident investigation as a police responsibility.

I. THE COUNTY AS A POLICE UNIT IN THE UNITED STATES

Origin in England. The county as a police unit can be traced back to Anglo-Saxon England which was divided in geographical areas called shires. The shire had a legislative and judicial body called a shire-moot which met semi-annually under the direction of an earl. The earl had an assistant called a shire-reeve, or sheriff, who had important police, financial and judicial powers.¹¹

After the Norman Conquest, the sheriff gained increasing power becoming the administrative head of the

¹¹Herbert S. Duncombe, County Government in America, National Association of Counties (Washington: Arrow Printing Service, 1966), pp. 18.

county, as the shires came to be called.¹²

Between the thirteenth and seventeenth centuries, many of the functions formerly performed by the sheriff were transferred to a new class of peace officer known as justices of the peace.¹³ However, the sheriff, as an appointee of the king, still retained a position of importance in the court system.

Development in America. In the seventeenth century, when the first colonist arrived in North America, the county was the primary unit of English local government. The sheriff, while not the once powerful figure of the Norman Period, was still one of the most important county officers in England.¹⁴

Many local government institutions were brought to America by the English colonists. Initially, there was little distinction made in the thirteen colonies between

¹²John A. Fairlie, Local Government in Counties, Towns, and Villages (New York: The Century Company, 1906), p. 6.

¹³Ibid., pp. 7-8.

¹⁴Herman G. James, Local Government in the United States (New York: D. Appleton and Company, 1921), p. 151.

the local and central government of each colony. However, as population increased and spread over a larger area, it became necessary to establish forms of local government. The levels of government that were formed were based on the colonists familiarity with the local institutions of their homeland and modified to meet the needs of their new environment.

In 1634, Virginia was divided into eight counties. The county became the unit of representation in the colonial assembly, and the unit of military, judicial, highway and fiscal administration.¹⁵ The chief officer of the county as an administrative and judicial unit was the sheriff, who was selected by the governor of the colony. The sheriff served as executive officer of the court, election officer, collected provincial and county taxes and acted as county treasurer. It appears that the sheriff was assisted by court-appointed constables who acted as local police officers in designated precincts.

The Virginia system of strong county government, which, among other things, performed certain police functions, had a distinct influence on the development of the county as

¹⁵Fairlie, op. cit., p. 19.

a police unit in America, particularly in the South.

The colonists who settled in Massachusetts and the other New England colonies established the town rather than the county as the fundamental unit of local government. The town or townships performed many of the administrative and judicial functions that were provided by the county in Virginia, including that of policing. The constable was the police officer of the town. Eventually, all of the New England colonies created counties, but they were primarily judicial and military districts, with limited administrative jurisdiction. The office of sheriff was created in the New England counties, but his function was mainly a judicial one. The sheriff was appointed by the governor of the colony or the general court.¹⁶

The Middle Atlantic colonies of New York, New Jersey and Pennsylvania adopted forms of local government that were a compromise between the strong county governments of Virginia and the towns of New England. As new counties were created and old counties reorganized, the governor of the

¹⁶James, op. cit., pp. 72-82.

colony would appoint a sheriff of the county.

The American Revolution and the Constitutional Convention did not produce any radical change in American county government.¹⁷ The adoption of state constitutions by the original colonies tended to reduce the power of state governors in making appointments to county positions. Consequently, the sheriff became one of the first county officers to be elected.¹⁸

As new territory was settled, familiar forms of local government were adopted. By the time of the Civil War, counties had been established on the west coast. Today, all states, with the exception of Alaska and Louisiana, are divided into geographical subdivisions called counties. In Louisiana, these divisions are known as parishes and are equivalent to counties. Alaska is divided into election districts which, for the purpose of this report, are not considered counties.

Almost all county governments in the United States today have some degree of law enforcement responsibilities.

¹⁷Duncombe, op. cit., p. 22.

¹⁸James, op. cit., p. 151.

The nature and extent of these responsibilities varies considerably from county to county. The chief law enforcement officer of the county is generally a sheriff who, in all states but Rhode Island, is elected by popular vote. In Rhode Island the sheriffs are appointed by the governor.¹⁹ In most counties, the sheriff serves as (1) keeper of the county jail; (2) officer of the county court system; and (3) the police force in the unincorporated areas and the small incorporated communities of the county.²⁰

Since the turn of the century, some counties have established police forces that are directed and supervised by an administrator other than the sheriff. For the most part, these independent county police agencies have been established in urban counties. They usually have broad police powers and, in some instances, serve the incorporated areas as well as the unincorporated areas of the county. Consequently, the sheriff is usually relieved of his responsibility for police duty and serves as a civil and

¹⁹National Sheriffs' Association, 1966 Directory of Sheriffs (Washington: National Sheriffs' Association, 1966), p. 37

²⁰Duncombe, op. cit., p. 53.

criminal process server and keeper of the county jail.

II. HISTORICAL DEVELOPMENT OF TRAFFIC ACCIDENT

INVESTIGATION AS A POLICE FUNCTION

The police departments of the large cities were the first law enforcement agencies in the United States to assume traffic responsibilities. In the 1800's, before the development of the automobile, police officers were assigned to intersections to regulate the movement of pedestrians, bicycles and animal-drawn vehicles in the central business districts. The police also were responsible for enforcing laws and ordinances designed to regulate the movement of people and goods during this period in history.

In the early 1900's, police traffic accident investigation, as we know it today, did not exist. The traffic accidents that were investigated by the police were those that occurred in the large cities. The primary purpose of these early police investigations was to fix personal responsibility.²¹

²¹National Conference on Street and Highway Safety, Proceedings of the First National Conference on Street and Highway Safety, 1924, Report of Committee on Statistics, (Washington, D.C.), p. 21.

Police investigations of traffic accidents outside incorporated areas came at a much later date. During the first few years of this century, rural roads capable of handling motor vehicle traffic were a rarity. There were few gravel roads in rural areas and those that did exist seldom exceeded five miles in length. Paved roads were almost non-existent.²²

Between 1900 and 1920, the motor vehicle began to prove itself as a dependable method of transporting people and goods. During this period, road improvements became a matter of Federal and state concern.

Federal aid to states for road construction started in 1916. By 1917, every state had some form of state participation in highway construction.²³ The hard-surfaced road developed quickly with the monetary assistance provided by the Federal government.

As the rural road system was being improved, the number of motor vehicles and accidents multiplied rapidly.

²² Automotive Safety Foundation, Federal Extension Service, U. S. Department of Agriculture, Vehicles, Roads, People (Washington: undated), p. 57

²³ Ibid., p. 58.

By 1920, there were over nine million registered vehicles in the United States²⁴ and an annual traffic death toll of over 11,000.²⁵ There is no way of knowing how many of these traffic fatalities occurred in rural areas as deaths were charged to the jurisdiction where the victim died, not where the accident occurred.²⁶

When traffic accidents which involved injury or death occurred in rural areas, drivers were required by law in most states to stop and return to the scene. In many states, drivers were required to render assistance to the injured and, if necessary, to aid in getting the injured person to a physician or hospital.²⁷

²⁴Automobile Manufacturers Association, Automobile Facts and Figures, 1966 Edition (Detroit: Automobile Manufacturers Association, Inc., 1966), p. 18.

²⁵National Safety Council, The Trend of Public Accidents (Chicago: National Safety Council, 1922), p. 13.

²⁶Ibid., p. 14.

²⁷United States Department of Agriculture, Non-Uniformity of State Motor-Vehicle Traffic Laws, Report to the 75th Congress, 3rd Session, Part I, January 3, 1938 (Washington: Government Printing Office, 1938), p. 75.

Generally speaking, drivers in rural areas were not required to report accidents to the police, consequently, few were investigated. In 1919, only six automobile accidents were reported to the Michigan State Police²⁸ and there is no record as to how many were reported to the sheriffs.

In 1924, the Committee of Statistics of the First National Conference on Street and Highway Safety reported that twenty states kept no traffic accident data and in those states that did collect accident data it was far from complete.²⁹

A questionnaire was prepared by the Committee and submitted to chiefs of police of 287 cities with a population of 25,000 or more. Of the 214 cities that responded, seventy seven stated that the accident reports were made by the parties involved, sixty nine stated that reports were made by police officers to whose attention the accident had come. Thirty four replied that the report was made by either the police officer or the parties concerned, while a few

²⁸National Conference on Street and Highway Safety, Proceedings of First National Conference on Street and Highway Safety, Report of Committee on Statistics, p. 21.

²⁹Ibid., p. 22.

secured reports from witnesses and hospital personnel.³⁰

Between 1920 and 1935, traffic deaths increased from 11,000 to over 35,000 annually.³¹ Motor vehicle accidents and congestion reached the point that traffic law enforcement, accident investigation, and traffic direction and control constituted a major portion of the police activity in our larger cities.

During this time, the rural areas were also feeling the impact of the automobile. In 1933, the Federal government assigned \$400,000,000 to states for highway construction in an effort to provide work for the unemployed and improve the nation's highway system.³² The effect of the automobile on rural law enforcement officials was noted by Smith, when he wrote "Another recent departure in the sheriff's function has resulted from the increasing gravity

³⁰Ibid., p. 22.

³¹National Safety Council, Accident Facts 1965 Edition (Chicago: National Safety Council, 1966), p. 58.

³²American Association of State Highway Officials, Public Roads of the Past, Historic American Highways (Washington, D.C.: American Association of State Highway Officials, 1953), p. 124.

of the traffic problem in the regions surrounding great cities.³³

In the October, 1935, issue of Reader's Digest, J. C. Furnas wrote an article titled "And Sudden Death" which outlined in shocking detail the price in death and injury the American people were paying for traffic accidents. The article, reprinted and distributed in great numbers, is generally given credit as being the catalyst for the traffic safety movement that followed.

Traffic safety efforts were intensified by public officials, automobile manufacturers, private organizations and professional associations.

Police traffic efforts improved rapidly in the next few years. In 1936, Frank Kreml was selected to head a police traffic training program at Northwestern University sponsored by the International Association of Chiefs of Police and the University's new Traffic Institute. In the same year, the Traffic Division of the International Association of Chiefs of Police was established to assist police

³³Bruce Smith, Rural Crime Control (New York: Columbia University, Institute of Public Administration, 1933), p. 71.

departments in organizing programs of accident investigation, recording and analysis.

It was also during that year that the Automobile Manufacturers Association provided a grant to the International Association of Chiefs of Police for specific projects in traffic law enforcement.³⁴

In June 1936, Congress directed the Bureau of Public Roads to make a study of the problems involved in street and highway traffic. One of the reports resulting from this directive was entitled "Skilled Investigation at the Scene of the Accident Needed to Develop Causes."³⁵

Prior to this time, the police, for the most part, had been handling traffic accidents as routine extensions of their responsibility to aid the injured. Accident reports served mainly as a record of an incident that had occurred.

Through the efforts of the Traffic Division of the International Association of Chiefs of Police, Northwestern

³⁴ Norman Damon, "The Action Program for Highway Safety," The Annals of the American Academy of Political and Social Science (November, 1958), pp. 18-19.

³⁵ Ibid., p. 19.

University's Traffic Institute, the National Safety Council and other interested organizations, the traffic accident investigation activities of the police began to be viewed in a new perspective. Many municipal police administrators began to recognize the need for good accident investigations and collection and analysis of accident data as an aid in accident prevention activities.

A number of large cities developed accident investigation programs designed for the primary purpose of reducing traffic accidents. In some cities, such as Detroit and Cleveland, specialized traffic divisions were established and officers assigned traffic accident investigation duties were given special training and equipment. In other cities, such as Wichita, Kansas, effective programs were developed without setting up a special division.³⁶

The people involved in the traffic safety movement were also becoming increasingly aware of the need for more and better accident information in rural areas. State legislatures were urged to create state police organizations.

³⁶ Franklin M. Kreml, "The Specialized Traffic Division," The Annals of the American Academy of Political and Social Science, Vol. 291, (January, 1954), pp. 64-65.

Between 1919 and 1939, 44 states created state police or state highway patrols.³⁷ As pointed out by Smith, many of these organizations were primarily concerned with traffic regulation and control in the rural areas:

The development of state highway patrols has made rapid strides since the advent of the motor car, and the vast network of hard-surfaced state highways has brought new problems of traffic regulation and accident prevention to the rural districts. For in addition to certain of the states listed above, which adhere more or less closely to the Pennsylvania plan, and hence enforce all laws, including traffic regulations, throughout their several jurisdictions, there have sprung up no less than 24 state highway patrol forces which are usually organized as subordinate units of the department of highways, of the commissioner of motor vehicles, or other state officials.³⁸

In reviewing the proceedings of various national conferences on highway and traffic safety that have been held over the years, it is interesting to note that all efforts to improve and upgrade the traffic accident investigation activities of police were directed to city and state law enforcement agencies.

³⁷Council of State Governments, The Book of the States, 1943-1944 (Chicago: Council of State Governments, 1943) p. 277.

³⁸Smith, op. cit., p. 133.

One of the results of these long and continuous efforts has been the development of time-tested principles to serve as guides for municipal police administrators in their accident investigation programs. Kreml and Larson outline these principles in broad terms by saying:

Good accident investigation will require enough personnel, however organized, to do the activity properly, and attention by management to its needs in equipment, supervision, and training. Such training must include the purposes of the activity as well as its procedures and techniques. Management must review and evaluate investigation activity at least as carefully as it will review and evaluate other critical police operations. But most of all, management must use the data derived from accident investigation, and assure the receipt of such data by other agencies needing it. Otherwise this important stimulus to good accident investigation will be lost, and the data-gathering function will degenerate into mere activity.³⁹

Unfortunately, the traffic responsibilities of the county police organizations have not received the same attention even though many of these agencies have actively engaged in important police traffic supervision activities, including the investigation of traffic accidents for the past forty years. In the early 1930's Smith wrote:

³⁹ Northwestern University Traffic Institute, Municipal Police Traffic Supervision (Chicago: Northwestern University Traffic Institute, 1955), p. 7.

A county highway police is the increasingly common result. Sometimes this is organized as a unit independent of the sheriff's office, in which event the sheriff ceases to perform his police function. In other instances, the highway police consists of so-called "police deputies" who are officially designated and controlled by the sheriff. Regardless of the extent of the territory to be patrolled, the numerical strength of such police forces is rarely imposing, or in any sense adequate to the task, largely because they are superimposed upon the village and township police systems, which are in themselves hopelessly inadequate. In the strictly rural counties, it is not uncommon to find special authorizations for "patrol deputies," of which the sheriff has taken no advantage.⁴⁰

In 1937, eleven states had laws that required drivers of motor vehicles involved in accidents resulting in injury or death to make a report to the police or sheriff of the locality in which the accident occurred.⁴¹

In 1938, the National Conference on Street and Highway Safety, in revising Act V of the Uniform Vehicle Code, recognized the sheriffs' responsibility in accident reporting by approving Section 44 which read as follows:

⁴⁰Smith, op. cit., p. 72.

⁴¹United States Department of Agriculture, Non-Uniformity of State Motor-Vehicle Laws, Report to the 75th Congress, 3rd Session, Part I, January 3, 1938 (Washington: Government Printing Office, 1938) p. 76.

The driver of a vehicle involved in an accident resulting in injury to or death of any person shall immediately by the quickest means of communication give notice of such accident to the local police department if such accident occurs within a municipality, otherwise to the office of the county sheriff or the nearest office of the (State highway patrol) department.⁴²

Subsection (c) of Section 45 stated the following:

Every law enforcement officer who, in the course of duty, investigates a motor vehicle accident of which a report must be made as required in this section, either at the time of and at the scene of the accident or thereafter by interviewing participants or witnesses shall, within 24 hours after completing such investigation forward a written report of such accident to the department.⁴³

The above provisions are substantially the same in the latest revised edition of the Uniform Vehicle Code.⁴⁴

Another indication that county law enforcement agencies had accident investigation responsibilities is the fact that some state police and highway patrols were restricted

⁴² National Conference on Street and Highway Safety, Uniform Vehicle Code, Act V (Washington: Government Printing Office, 1939), p. 10.

⁴³ Ibid., p. 10.

⁴⁴ National Committee on Uniform Traffic Laws and Ordinances, Uniform Vehicle Code, Revised 1962, (Washington: National Committee on Uniform Traffic Laws & Ordinances), pp. 105-107.

to the state highway system. Consequently, the county roads outside of the municipalities were under the jurisdiction of the county police agencies.

The fact that many sheriffs' departments and other county law enforcement organizations are currently performing traffic accident investigations is demonstrated in Table I. Details on the nature and extent of these activities are found in later chapters.

III. HIGHWAY SAFETY ACT OF 1966

The increasing number of traffic accidents this country has experienced in recent years has placed a new emphasis on the accident investigation responsibilities of law enforcement organizations.

In addition to the added work load resulting from this rising trend, new demands are being made on the police to obtain more complete and accurate accident data.

During the recent congressional hearings on the Highway Safety Act of 1966, numerous witnesses testified that present methods of accident investigation and data collection and use are inadequate and unreliable.

The impact that the testimony had on members of the

TABLE I

NUMBER OF TRAFFIC ACCIDENT RECORDS RECEIVED BY
STATE RECORDS AGENCIES FROM STATE AND COUNTY
POLICE AGENCIES IN 1965.*

	State Police	County Police		State Police	County Police
Alabama	17,421	a	Montana	a	a
Alaska	1,983	b	Nebraska	5,955	f
Arizona	5,866	3,118	Nevada	e	e
Arkansas	a	a	New Hampshire	2,125	a
California	124,217	c	New Jersey	17,694	3,341
Colorado	20,454	1,121	New Mexico	6,108	574
Connecticut	10,401	0	New York	e	e
Delaware	7,964	624	N. Carolina	50,188	768
Florida	38,716	22,960	N. Dakota	6,800	700
Georgia	17,444	9,734	Ohio	53,670	24,755
Hawaii	d	9,498	Oklahoma	13,165	a
Idaho	2,998	3,808	Oregon	e	e
Illinois	32,677	5,200	Pennsylvania	39,215	0
Indiana	24,532	14,014	Rhode Island	659	3,991
Iowa	a	a	S. Carolina	26,939	3,660
Kansas	6,975	7,954	S. Dakota	2,820	1,857
Kentucky	17,395	a	Tennessee	a	a
Louisiana	25,904	a	Texas	45,000	10,000
Maine	9,773	943	Utah	6,126	4,206
Maryland	16,528	29,439	Vermont	5,020	a
Massachusetts	e	e	Virginia	30,280	15,275
Michigan	32,320	46,130	Washington	20,262	1,222
Minnesota	8,354	3,915	W. Virginia	27,687	341
Mississippi	9,814	f	Wisconsin	2,417	26,369
Missouri	25,913	3,125	Wyoming	2,648	350

* Data compiled by Inventory Division, Traffic Department, National Safety Council.

a - State did not furnish information.

b - No county police organizations.

c - County information incomplete.

d - No state police organization.

e - State records agency does not separate state and county reports.

f - State records agency does not separate county and city reports.

House of Representatives' Committee on Public Works is demonstrated in the following statement by the Committee in its report transmitting the Highway Safety Act to the Whole House for consideration:

Through improved accident investigation procedures and the establishment and maintenance of effective accident record systems are two separate subjects for action, they necessarily go hand in hand. The most efficient computerized record system that can be devised will be only as good as the accident investigation that supplies it with raw data (italics not in the original). Conversely, the most definitive, objective, and specialized accident investigation of which we are capable will be useless unless its results can be fed into a record system, correlated with other relevant data, and made to serve some purpose other than mere accumulation.

This is not to suggest, however, that we are not in need of more accumulation; we are. Few States collect adequate accident statistics; the Federal Government collects practically none at all. The only source of long-term accident data is the National Safety Council, and even the Council concedes that its limited statistics leave considerable room for improvement. There are statistics scattered throughout this report. All of them were obtained from reputable reliable organizations, but in the field of accident statistics no one is really willing to say that any given set of figures is accurate. We must work, for the present, with what there is.

On this subject, the committee invited the insurance industry, which presumably has substantial quantities of impersonal but significant accident statistics available to it, to testify during the hearings on highway safety. The industry declined to participate.

Uniform, complete, and accurate accident reports, stored in one center in every State, subject to rapid retrieval and analysis, and compatible with a national record system at the Federal level, can tell us not only how many accidents we have, but what kind of accidents they are, where and when they occur, the physical circumstances and the people, and the injuries and death and damage they involve, what emergency services and enforcement agencies responded and how, and what judicial actions resulted, to mention only the most obvious possibilities.

This information, at both the State and Federal level, can help us to determine which safety program elements need strengthening and which ones are good prospects for productive expansion. It can be useful for education, licensing, traffic engineering, highway design and maintenance, vehicle inspection, traffic surveillance, and virtually every other aspect of highway safety.

If we are capable of designing and producing the system that put Surveyor on the moon on target, we certainly must be capable of devising this record system, and in short order. Indeed, the accident record system is the one aspect of the total State program that the committee believes can and should be developed and at work by the end of 1967.

There is equally little doubt that we are capable of putting at the scenes of our accidents personnel who are capable of examining all the factors involved, so that accident investigation will be comprehensive and meaningful. Only in this way are we going to learn all the contributing causes and then be able to act to correct those causes. Only in this way, too, will we learn what elements contribute specifically to injuries and deaths,

and how these can be alleviated or prevented.

We do not now foresee the day when automobiles will have ceased to collide, with each other or with something, but we do believe that it must be possible to substantially reduce the number and results of collisions.

This will require data equipment, and people trained to operate the equipment. It will require personnel competent in accident investigation and reporting. This kind of capital investment and personnel will be expensive, at least initially, and it will involve all of the agencies responsible for all areas of highway safety. No other part of the State program is as basic to ultimate success, nor as demanding of complete cooperation at every jurisdictional level. That is another reason why it is undoubtedly the element in which we should invest the most time and the most money in 1967 (italics not in the original).⁴⁵

The Highway Safety Act, which became law on September 9, 1966, will undoubtedly have far-reaching effects on the highway safety programs of this country. The Act provides for a three-year expenditure totaling \$267 million for state and local highway safety programs. After deducting administrative costs, 75 per cent of the funds will be distributed to the states on the basis of population and 25

⁴⁵U. S. Congress, House, Committee on Public Works Report on Highway Safety Act of 1966, Report No. 1700, 89th Cong., 2nd Session, 1966, pp. 10-11.

per cent at the discretion of the Secretary of Commerce.⁴⁶
A minimum of 40 per cent of the funds going to a state are for local highway safety programs.⁴⁷

To be eligible for these funds, states will have to meet certain requirements. One such requirement is that a state must have a highway safety program, approved by the Secretary of Commerce, designed to reduce traffic accidents. In addition, the state programs must be in accordance with certain uniform standards promulgated by the Secretary. Accident investigation procedures and accident records systems are specifically mentioned as areas to be covered by the standards.⁴⁸

Any state not having a highway safety program, approved by the Secretary of Commerce, by January 1, 1969, can lose up to ten per cent of its Federal-aid highway funds.⁴⁹

In addition to the \$267 million for state and local highway safety programs, the Act provides \$55 million for safety research and development. The development of im-

⁴⁶A Cabinet-level Department of Transportation was established on October 15, 1966. This function will be transferred to the Secretary of this department.

⁴⁷80 Stat. 735 (1966) 23 U.S.C.A., Chapter IV.

⁴⁸Ibid., 731.

⁴⁹Ibid., 732.

proved accident investigation procedures is singled out as an area in which these funds can be spent.⁵⁰

The above described legislation does not take the right to regulate and control motor vehicle traffic away from the states and their political subdivisions. It merely provides financial resources to the states and localities so they will be better equipped to meet their responsibilities in this area.

The statement by the House Public Works Committee clearly reflects Congress's intention to give accident investigation and accident records at all levels of government a top priority under this new legislation.

States will undoubtedly be given financial assistance to centralize traffic records including accident reports. Due to the volume of data to be collected, high speed electronic computers capable of combining many sources of accident data, digesting the information quickly, and preparing accident summaries and making comparisons will be utilized.

These systems will only be as good as the raw data

⁵⁰ Ibid., 733.

they receive. If police agencies, whether state, county or municipal, are not capable of collecting complete and accurate information at accident scenes, the system will be rendered ineffective.

The emphasis that is going to be given to accident investigation and data collection was illustrated by Secretary of Commerce, John T. Connor, in an address to the 73rd Annual Conference of the International Association of Chiefs of Police, October, 1966, in the following statement:

"As police executives, you are among the leaders of the nationwide, professional safety team that must improve our national performance in relation to each of these three phases of highway safety--in establishing and carrying out state and local programs both within your own police organizations and in conjunction with the other segments of your governments.

"Specifically, the requirements of these phases translate into a vast number of individual initiatives. Many are included within your current activities. Others may not be. Recently, someone compiled a list of very general categories of action that should be covered by the highway safety programs. Some two dozen items were listed, the last one of which was, Many more.

"So the range is great and covers a broad spectrum. It includes adequate availability of first aid kits, consideration of improved

accident reporting, broadened training in accident investigation at police academies, and improved evaluation and utilization of statistics (italics not in the original).

"The challenges are yours, and the spotlight will be on how you and your colleagues in every state respond to them. Emphasis will be laid on varying aspects of the total problem on the basis of local conditions. But everywhere the aim must be the same--to deal with the end result that threatens many thousands of our citizens every day of every year."⁵¹

⁵¹Secretary John T. Connor, United States Department of Commerce, Address to the 73rd Annual Conference, International Association of Chiefs of Police, October 4, 1966, Philadelphia, Pennsylvania.

CHAPTER IV

EXTENT OF TRAFFIC ACCIDENT INVESTIGATION RESPONSIBILITIES OF COUNTY LAW ENFORCE- MENT AGENCIES

Historically, the law enforcement agencies of this country have had the primary responsibility for the protection of life and property against acts resulting from violation of the law.

Accident investigation, as a police function, is an outgrowth of this broad responsibility. Quinn Tamm, Executive Director of the International Association of Chiefs of Police, aptly stated this when he said, "The Police mission in highway safety is the same as it is in all other phases of police service - the protection of life and property, preservation of the peace and maintenance of public order through the application of the law."⁵²

Most municipal and state law enforcement agencies have recognized accident investigation as a valid law enforcement responsibility. However, this same generalization

⁵²Quinn Tamm "The Police Mission in Highway Safety," The Police Chief, (July, 1965), Editorial.

cannot be made in regard to county sheriffs' departments. The Federal Bureau of Investigation, in its 1965 report on Crime in the United States, indicated the varying responsibilities of sheriffs agencies by saying, "It must be recognized that the law enforcement responsibilities of sheriffs' departments differ considerably in various sections of the United States. In some jurisdictions, for example, the sheriffs' activities are limited in a large part to civil functions."⁵³

The data contained in the following tables are designed to show the number of sheriffs' departments and independent county police agencies having responsibility for traffic accident investigation, and to measure the extent, fluctuation and distribution of this responsibility by geographical location and population groups.

I. NUMBER AND LOCATION OF SHERIFFS' DEPARTMENTS
HAVING ACCIDENT INVESTIGATION RESPONSIBILITIES

The questionnaire was filled out and returned by

⁵³Federal Bureau of Investigation, Crime in the United States, Uniform Crime Reports - 1965 (Washington: Government Printing Office, 1966), p. 32.

1,097 (35.9 per cent) of the 3,059 sheriffs' departments surveyed. Only three states were not represented, Alaska and Hawaii,⁵⁴ which have no county sheriffs, and Delaware, from which no response was received. (See Table II.)

Of the 1,097 agencies that responded, 837 (76.3 per cent) reported they had traffic accident investigation responsibilities. Table III indicates the above information by state.

The data on the responsibilities of sheriffs' departments based on geographical location is shown in Table IV. The region with the largest percentage of sheriffs' departments performing accident investigations is the North Central with 94.2 per cent. The next highest percentage is found in the Mountain Pacific region with 67.1 per cent. Responses from the Southern region indicate that 58.7 per cent of the sheriffs' departments have this responsibility. The lowest percentage is in the North Atlantic region where only 48.9 per cent of the agencies reported investigating accidents.

⁵⁴Hawaii has a state sheriff, appointed by the State Attorney General, who performs civil functions only.

TABLE II

NUMBERS AND PERCENTAGES OF SHERIFFS'

DEPARTMENTS COMPARED TO NUMBER OF

DEPARTMENTS RESPONDING, BY STATE

STATE	Total No. of County Sher- iffs' Depart- ments	Number Who Responded	Per Cent Who Responded
Alabama	67	11	16.4
Alaska ^a	0	-	-
Arizona	14	7	50.
Arkansas	75	14	18.7
California	58	43	74.1
Colorado	63	27	42.8
Connecticut	8	2	25.
Delaware	3	0	0
Florida	67	29	43.3
Georgia	159	28	17.6
Hawaii ^b	0	-	0
Idaho	44	16	36.4
Illinois	102	38	37.3
Indiana	92	43	46.7
Iowa	99	58	58.6
Kansas	105	42	40.
Kentucky	120	40	33.3
Louisiana	64	29	45.3
Maine	16	6	37.5
Maryland	23	8	34.8
Massachusetts	14	3	21.4
Michigan	83	54	65.1
Minnesota	87	44	50.1
Mississippi	82	13	15.9
Missouri	114	32	28.1
Montana	56	18	32.1
Nebraska	93	36	38.7
Nevada	17	10	58.8
New Hampshire	10	3	30.

STATE OF NEW YORK

IN SENATE
 JANUARY 11, 1911.
 REPORT
 OF THE
 COMMISSIONERS OF THE LAND OFFICE
 IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE
 MAY 1, 1909.
 ALBANY:
 J. B. LEECH, STATE PRINTER.
 1911.

TABLE II (Continued)

NUMBERS AND PERCENTAGES OF SHERIFFS'

DEPARTMENTS COMPARED TO NUMBER OF

DEPARTMENTS RESPONDING, BY STATE

STATE	Total No. of County Sher- iffs' Depart- ments	Number Who Responded	Per Cent Who Responded
New Jersey	21	7	33.3
New Mexico	32	10	31.3
New York	58	29	50.
North Carolina	100	30	30.
North Dakota	53	22	41.5
Ohio	88	52	59.1
Oklahoma	77	13	16.9
Oregon	36	18	50.
Pennsylvania	67	25	37.3
Rhode Island	5	1	20.
South Carolina	46	10	21.7
South Dakota	64	19	29.7
Tennessee	95	12	41.4
Texas	254	63	24.8
Utah	29	12	41.4
Vermont	14	3	21.4
Virginia	96	34	35.4
Washington	39	18	46.2
West Virginia	55	14	25.5
Wisconsin	72	40	55.6
Wyoming	23	11	47.8
Total	3,059	1,097	35.9

a. No county sheriffs

b. Hawaii has no county sheriffs. However, it does have a state sheriff appointed by the State Attorney General.

TABLE III

NUMBERS AND PERCENTAGES OF RESPONDING SHERIFFS'

DEPARTMENTS COMPARED TO NUMBER REPORTING TRAFFIC

ACCIDENT INVESTIGATION RESPONSIBILITIES, BY STATE

STATE	Total No. of Sheriffs Responding	Number With A-I Responsi- bility	Per Cent With A-I Responsi- bility
Alabama	11	5	45.
Alaska ^a	-	-	-
Arizona	7	7	100.
Arkansas	14	13	92.8
California	43	11	25.5
Colorado	27	18	66.6
Connecticut	2	0	0
Delaware	0	0	0
Florida	29	23	79.3
Georgia	28	18	64.2
Hawaii	-	-	-
Idaho	16	16	100.
Illinois	38	35	92.1
Indiana	43	42	97.6
Iowa	58	58	100.
Kansas	42	42	100.
Kentucky	40	31	77.5
Louisiana	29	12	41.3
Maine	6	3	50.
Maryland	8	2	25.
Massachusetts	3	0	0
Michigan	54	53	98.1
Minnesota	44	44	100.
Mississippi	13	12	92.3
Missouri	32	23	71.8
Montana	18	14	77.7
Nebraska	36	36	100.
Nevada	10	10	100.
New Hampshire	3	0	0

TABLE III (Continued)

NUMBERS AND PERCENTAGES OF RESPONDING SHERIFFS'

DEPARTMENTS COMPARED TO NUMBER REPORTING TRAFFIC

ACCIDENT INVESTIGATION RESPONSIBILITIES, BY STATE

STATE	Total No. of Sheriffs Responding	Number With A-I Responsi- bility	Per Cent With A-I Responsi- bility
New Jersey	7	0	0
New Mexico	10	5	50.
New York	29	24	82.7
North Carolina	30	11	36.6
North Dakota	22	22	100.
Ohio	52	52	100.
Oklahoma	13	3	23.
Oregon	18	17	94.4
Pennsylvania	25	1	4.
Rhode Island	1	1	100.
South Carolina	10	3	30.
South Dakota	19	19	100.
Tennessee	12	11	91.6
Texas	63	36	57.1
Utah	12	12	100.
Vermont	3	3	100.
Virginia	34	18	52.9
Washington	18	14	77.7
West Virginia	14	14	100.
Wisconsin	40	33	82.5
Wyoming	11	10	90.9
Total	1,097	837	76.3

a - No county sheriffs

TABLE IV

NUMBERS AND PERCENTAGES OF AGENCIES HAVING ACCIDENT
INVESTIGATION RESPONSIBILITIES, BY REGION

REGION	Sheriffs' Departments			Independent County Police Agencies		
	No. of Departments Responding	No.Depts.With Acc'd. Inv. Resp.	% of Depts. With Acc'd. Inv. Resp.	No. of Departments Responding	No.Depts. With Acc'd. Inv. Resp.	% of Depts. With Acc'd. Inv. Resp.
Mountain Pacific	253	170	67.1	4	4	100.
North Atlantic	135	66	48.9	16	16	100.
North Central	520	490	94.2	5	5	100.
Southern	189	111	58.7	12	11	91.6
Total	1,097	837	76.3	37	36	97.3

There were six states - Iowa, Kansas, Minnesota, North Dakota, Nebraska, and Ohio - in the North Central region and four states - Arizona, Idaho, Nevada, and Utah - in the Mountain Pacific region where 100 per cent of the responding agencies reported having responsibilities in this area.

When referring to the North Atlantic region, it is significant to note that 56 (84.8 per cent) of the agencies with accident investigation responsibilities are located in three states - New York, Virginia, and West Virginia. Only one of the 25 responding agencies from Pennsylvania reported having this responsibility, while none of the responding agencies from Connecticut, Massachusetts, New Hampshire and New Jersey, reported having any responsibilities for the investigation of accidents.

Table V compares the number of responding agencies to the number reporting accident investigation responsibilities, by population group. This indicates that the highest percentage of sheriffs' departments with accident investigation responsibilities are found in those counties with less than 10,000 population and the lowest percentage in the 250,000 to 500,000 population group.

TABLE V

COMPARATIVE DISTRIBUTION OF SHERIFFS' DEPARTMENTS INVESTIGATING
TRAFFIC ACCIDENTS, BY REGION AND POPULATION

REGION	POPULATION GROUPS									
	Over One Million	500,000 to 1,000,000	250,000 to 500,000	100,000 to 250,000	50,000 to 100,000	25,000 to 50,000	10,000 to 25,000	Under 10,000		
Mountain Pacific										
# Depts. Resp.	3	10	6	19	31	32	56	96		
# Inv. Acc'd.	3	7	3	9	16	21	37	74		
% Inv. Acc'd.	100.	70.	50.	47.4	51.6	65.6	71.4	77.1		
North Atlantic										
# Depts. Resp.	2	7	11	18	23	33	32	9		
# Inv. Acc'd.	1	1	2	6	11	21	19	5		
% Inv. Acc'd.	50.	14.3	18.2	33.3	47.8	63.6	59.4	55.6		
North Central										
# Depts. Resp.	1	9	7	35	46	110	191	121		
# Inv. Acc'd.	1	8	7	33	39	106	181	115		
% Inv. Acc'd.	100.	88.9	100.	94.3	84.8	96.4	94.8	95.		

ISRAELI ACCIDENTS' RA & ORON WITH POSITIVE

COMPARATIVE DISTRIBUTION OF CERTAIN TYPES OF ACCIDENTS

TABLE A

TABLE V (Continued)

COMPARATIVE DISTRIBUTION OF SHERIFFS' DEPARTMENTS INVESTIGATING
TRAFFIC ACCIDENTS, BY REGION AND POPULATION

REGION	POPULATION GROUPS							
	Over One Million	500,000 to 1,000,000	250,000 to 500,000	100,000 to 250,000	50,000 to 100,000	25,000 to 50,000	10,000 to 25,000	Under 10,000
Southern								
# Depts. Resp.	-	4	5	18	25	50	63	24
# Inv. Acc'd.	-	2	2	11	14	26	35	21
% Inv. Acc'd.	-	50.	40.	61.1	56.	52.	55.6	87.5
Total								
# Depts. Resp.	6	30	29	90	125	225	342	250
# Inv. Acc'd.	5	18	14	59	80	174	272	215
% Inv. Acc'd.	83.3	60.	48.3	65.6	64.	77.3	79.5	86.

In all four regions, sheriffs' departments of counties with less than 50,000 population are more likely to have accident investigation responsibilities than those with over 50,000 population. This is especially true in the North Atlantic region where 60.8 per cent of the agencies from the smaller counties investigate accidents compared with 34.4 per cent in the larger counties. This variation also exists in the Mountain Pacific region with only 55 per cent of agencies in the over 50,000 population group having this responsibility, compared with 71.7 per cent for the under 50,000 group.

It should be noted that in all four regions many of the smaller agencies reported that although accident investigation is not one of their normal duties, they often do assist state and city police at accident scenes. While these agencies are not reported in this study as having accident investigation responsibilities, they are indirectly involved and should also be adequately trained in such areas as traffic direction and first aid.

II. NUMBER AND LOCATION OF INDEPENDENT COUNTY

POLICE AGENCIES HAVING ACCIDENT

INVESTIGATION RESPONSIBILITIES

As shown in Figure II, forty-three of the fifty-two independent county police agencies are located in the North Atlantic and Southern regions of the country. Of the remaining nine, five are in the North Central region with Kentucky having four and Missouri one and four are located in the Mountain Pacific region, all in Hawaii.

As noted in Chapter III, the majority of police organizations of this type are located in more populous metropolitan counties. This is demonstrated by the fact that thirty-two (61.5 per cent) of the fifty-two agencies lie within a standard metropolitan statistical area.⁵⁵

Thirty-seven (71.2 per cent) of fifty-two agencies surveyed returned the questionnaire. Of these, thirty-six (97.3 per cent) reported having accident investigation

⁵⁵ Standard metropolitan statistical areas are generally made up of an entire county or counties having at least one core city of 50,000 or more inhabitants, with the entire area meeting certain metropolitan characteristics. For further information see Bureau of Budget publication, Standard Metropolitan Statistical Areas (Washington: Government Printing Office, 1961).

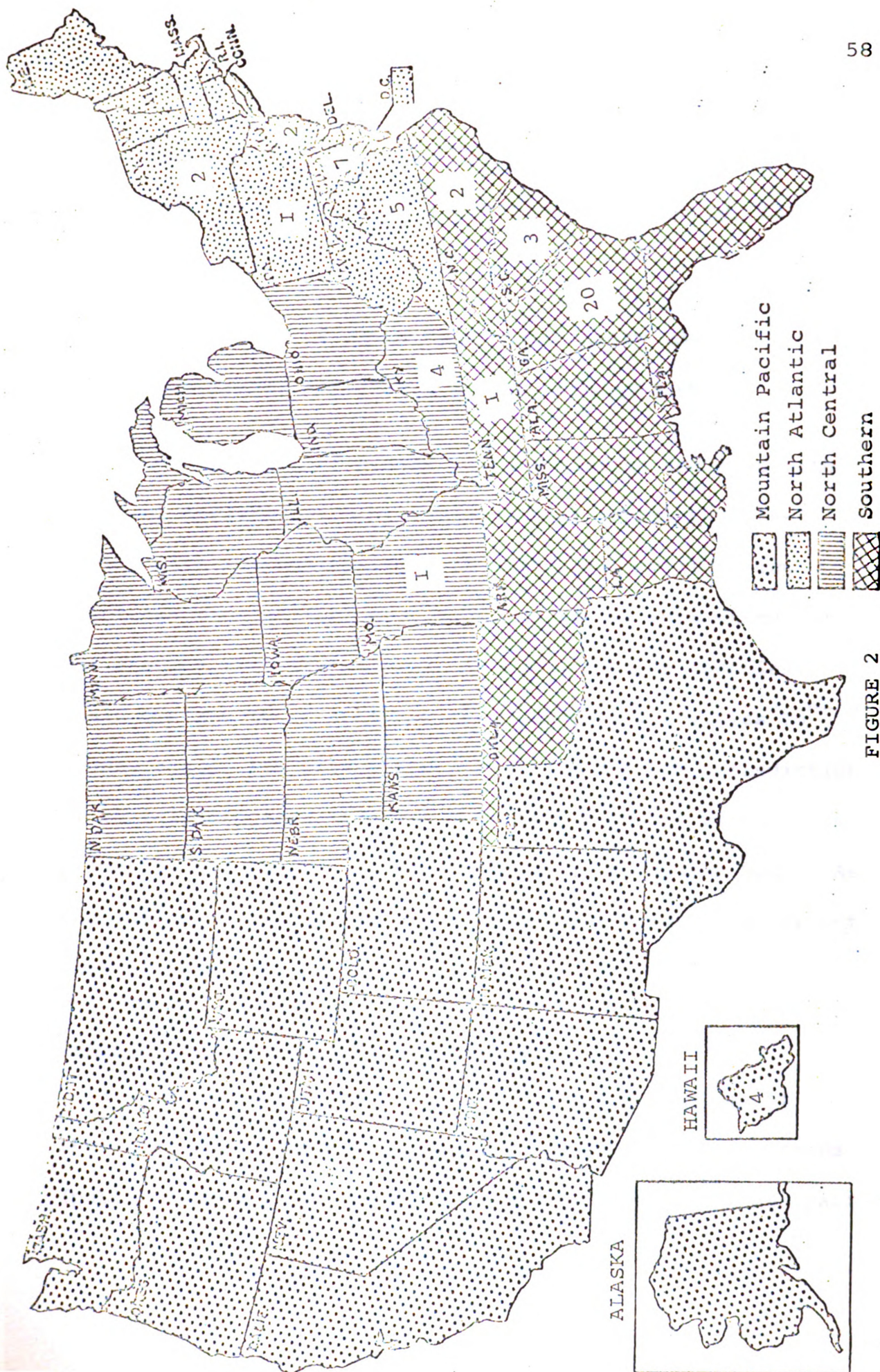


FIGURE 2

NUMBER OF INDEPENDENT COUNTY POLICE AGENCIES BY STATE

responsibilities. (See Table IV.) The one agency not investigating accidents is located in Horry County, South Carolina.

III. TYPES OF ROADS OVER WHICH COUNTY LAW ENFORCEMENT AGENCIES EXERCISE JURISDICTION

Both types of county law enforcement agencies with accident investigation responsibilities share this investigative responsibility with municipal and state law enforcement organizations. At the onset of this study, it was assumed that the majority of county police agencies would confine their accident investigation activities to county roads with city streets coming under the jurisdiction of municipal police agencies and state highways being primarily the concern of the state law enforcement body. As the following discussion points out, this assumption was not entirely correct.

Jurisdiction of Sheriffs' Departments

As shown in Table VI, the largest percentage of sheriffs' departments investigate accidents on county roads (public roadways outside of incorporated areas, but not part

TABLE VI

NUMBERS AND PERCENTAGES OF SHERIFFS' DEPARTMENTS INVESTIGATING
ACCIDENTS ON COUNTY ROADS, RURAL STATE HIGHWAYS, CITY STREETS,
AND INTERSTATE SYSTEM, BY REGION

REGION	TYPE OF ROADWAY							
	County Roads		Rural State Highways		City Streets		Interstate System	
	No.	%	No.	%	No.	%	No.	%
Mountain Pacific	159	94.6	139	82.7	101	60.1	57	33.9
North Atlantic	56	100.	54	96.4	22	39.3	18	32.1
North Central	469	100.	452	96.4	255	54.4	162	34.5
Southern	111	100.	88	79.3	44	39.6	31	27.9
Total	795	98.9	733	91.2	422	52.5	268	33.3

THE HISTORY OF THE UNITED STATES OF AMERICA

BY HENRY REEVE

1776	1777	1778	1779	1780	1781	1782	1783	1784	1785	1786	1787	1788	1789	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809	1810	1811	1812	1813	1814	1815	1816	1817	1818	1819	1820	1821	1822	1823	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843	1844	1845	1846	1847	1848	1849	1850	1851	1852	1853	1854	1855	1856	1857	1858	1859	1860	1861	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

of the state highway system). Of the 804 agencies reporting the roads over which they have jurisdiction, 795 (98.9 per cent) indicated responsibility on county roads.

Contrary to what might be expected, many of these agencies do not restrict their accident investigation activity to county roads. Seven hundred and thirty-three (91.2 per cent) reported investigating accidents on rural state highways (roadways outside of incorporated areas that are part of the state highway system).

The percentage drops considerably for city streets (roadways within incorporated areas) with only 422 (52.5 per cent) indicating responsibility. The lowest percentage is found on the Interstate System (National System of Interstate and Defense Highways) where 268 (33.3 per cent) reported accident investigation activity.

The nine counties not performing this function on county roads are located in California where some of the larger counties, such as Los Angeles, Orange, Riverside, San Bernardino, San Diego and Santa Clara, provide total police service, including the investigation of traffic accidents, to a number of cities on a contractual basis. In these cases, the sheriff's department confines its accident in-

vestigation activity to the contracting cities with the accidents in the rural areas coming under the jurisdiction of the California Highway Patrol.

Generally speaking, sheriffs' departments reporting accident investigation responsibilities on city streets confine their activity to the smaller municipalities without their own police department or those that have a department but insufficient personnel for 24-hour coverage. The exception to this is the nine California counties previously discussed.

When interpreting the data for the Interstate System, it is important to realize that the 41,000 miles of the System are not scheduled for completion until 1972. At the present time, only 21,570 miles of the roadway are open to the motoring public.⁵⁶ Consequently, some of the responding agencies not now investigating accidents on the Interstate System may assume this responsibility as new sections open for public travel. However, even when com-

⁵⁶Bureau of Public Roads, "Quarterly Report on the Federal-Aid Highway Program, June 30, 1966," Bureau of Public Roads, United States Department of Commerce, August 4, 1966.

pleted, the Interstate System will still by-pass many counties.

Jurisdiction of Independent County Police Agencies

County roads and rural state highways were the most frequently mentioned by responding agencies as being under their jurisdiction. Thirty-four (94.4 per cent) of the thirty-six departments investigate accidents on these two road systems. Twenty-two departments (61.1 per cent) reported accident investigation responsibilities on city streets and twenty-one agencies (58.3 per cent) stated they perform this function on the Interstate System. (See Table VII.)

As mentioned previously, the number of departments investigating accidents on the Interstate System may increase as new sections are opened to the motoring public.

As might be expected from the preceding discussion, certain problems are created as a result of overlapping jurisdictions of police agencies at the different levels of government. In spite of this, responses to the questionnaire and personal interviews with police administrators in all sections of the country revealed that while the potential

TABLE VII

NUMBERS AND PERCENTAGES OF INDEPENDENT COUNTY POLICE AGENCIES
INVESTIGATING ACCIDENTS ON COUNTY ROADS, RURAL STATE HIGHWAYS,
CITY STREETS, AND INTERSTATE SYSTEM, BY REGION

REGION	TYPE OF ROADWAY						
	County Roads		Rural State Highways		City Streets		Interstate System
	No.	%	No.	%	No.	%	No. %
Mountain Pacific	4	100.	4	100	4	100.	1 25.
North Atlantic	14	87.5	14	87.5	12	75.	9 56.
North Central	5	100.	5	100.	4	80.	4 80.
Southern	11	100.	11	100.	2	18.2	7 63.6
Total	34	94.4	34	94.4	22	61.1	21 58.3

for friction between agencies is great, in reality, rivalry over traffic responsibilities are infrequent. When problems do arise, they usually involve state and county law enforcement agencies.

Disagreement or friction if it exists is usually at the administrative level and generally involves counties that have a fairly large police agency. Conflicts are most likely to occur when one agency receives substantially more favorable publicity than the other. Agencies at both the state and county levels of government have a tendency to ignore or discount the work being done by the other, when appearing before state and county legislative bodies on budget matters.

While there is a minimum of conflict between agencies, the main weakness appears to be lack of coordination and planning of accident investigation activities. In the majority of cases, there is no inter-agency planning of manpower assignments or patrol areas. Accidents are usually investigated on a first-come-first-served basis, with the agency first on the scene making the investigation. Obviously, such procedures militate against the development of close cooperative working relationships.

CHAPTER V

COMPARISON OF COUNTY LAW ENFORCEMENT

ACCIDENT INVESTIGATION PROGRAMS WITH THE MODEL

As shown in the previous two chapters, a large percentage of sheriffs' departments and independent county police agencies have assumed traffic accident investigation responsibilities.

The facts gathered by sheriffs' deputies and county police officers at accident scenes, serve a far more important function than determining who caused the accident. These facts, combined with those gathered by state and municipal police officers, provide safety officials with the means for determining where accidents are occurring, why they are occurring, and what should be done to correct the situation. Obviously, then, the completeness and accuracy of such facts are essential to sound safety programs.

In view of this, many safety officials at the state and local levels have made continuous efforts to improve the accident investigation capabilities of investigating officers and increase the uses being made of accident reports.

Accident investigations made by untrained or insufficiently trained personnel produces questionable data

that is of little value. Accident investigations must be made by trained officers to produce a foundation of factual data on which an effective program can be built. However, a good police accident investigation program does not end with adequate training. To be useful, the data must be kept in a highly accessible form. Accident reports should be filed in a manner that will make them easily obtainable for analysis purposes. In addition, the data should be processed, summarized, and analyzed so that intelligent enforcement programs can be developed.

Many times, special studies have to be undertaken in order to obtain necessary information. This could involve the use of special accident report forms or in-depth investigations at certain locations or of certain types of accidents.

Also important to the success of the overall program is the routing of reports and data summaries to other official and unofficial users.

All of these elements plus many more are basic to a good police accident investigation program. For the purpose of this study, four basic elements were selected as criteria to evaluate the accident investigation programs of county law enforcement agencies.

I. RECRUIT ACCIDENT INVESTIGATION TRAINING

Recruit training is that training given to an officer either before or shortly after his appointment to the department. This training should equip the officer with the knowledge needed to perform the responsibilities assigned, both to the satisfaction of the department and the general public.

A deputy sheriff or county police officer responding to an accident call needs the same basic knowledge required of a state trooper, highway patrolman or city police officer. A citizen involved in a traffic accident deserves, and should expect, the same quality of police service regardless of the size of the department or the level of government it represents.

Sheriffs' Departments

Of the 618 sheriffs' departments with accident investigation responsibilities that reported on their recruit training program, only nineteen (3.1 per cent) indicated that recruits were given forty or more hours of accident investigation training. One hundred and sixty-four (26.5 per cent) reported recruits receive less than forty hours, while 197 (31.9 per cent) stated that recruits receive training, but did not

indicate the number of hours. (See Table VIII.)

One fact that is particularly distressing is that 238 (38.5 per cent) of the agencies investigating accidents provide no recruit training in this area. This lack of training is even more significant when one realizes that in the North Central region which has the largest number of sheriffs' departments investigating accidents, almost one-half (48.8 per cent) provide no recruit training.

Of the 538 agencies located in counties with less than 100,000 population, 229 (42.9 per cent) indicated that accident investigation is not part of their recruit training program, as compared to nine (20.2 per cent) of the eighty-four agencies in the larger population groups. (See Table IX.)

The need for more accident investigation training in smaller departments is further illustrated by the fact that 96.2 per cent of the agencies not providing training are located in counties with less than 100,000 inhabitants.

Independent County Police

Five (16.1 per cent) of the thirty-one county departments that reported on their recruit training program, indicated that newly-appointed officers are given at least forty

TABLE VIII

COMPARATIVE DISTRIBUTION OF HOURS
OF RECRUIT ACCIDENT INVESTIGATION

TRAINING, BY REGION

REGION	More Than 40 Hours		Less Than 40 Hours		Number of Hours Not Indicated		No Training	
	No.	%	No.	%	No.	%	No.	%
<u>Sheriffs' Departments</u>								
Mountain Pacific	5	4.	44	34.9	35	27.8	42	33.3
North Atlantic	1	1.9	16	31.4	18	35.3	16	31.4
North Central	9	2.5	87	24.3	116	32.4	146	48.8
Southern	4	4.8	17	20.5	28	33.7	34	41.
Total	19	3.3	164	26.5	197	31.9	238	38.5
<u>Independent County Police</u>								
Mountain Pacific	0	0	4	100.	0	0	0	0
North Atlantic	3	20.	10	66.7	2	13.3	0	0
North Central	0	0	3	100.	0	0	0	0
Southern	2	22.3	3	33.3	3	33.3	1	11.1
Total	5	16.1	20	64.5	5	16.1	1	3.2

TABLE IX

NUMBERS AND PERCENTAGES OF AGENCIES THAT DO NOT

PROVIDE RECRUIT ACCIDENT INVESTIGATION

TRAINING, BY POPULATION

	Sheriffs' Departments				Independent County Police Agencies			
	Number Departments Responding	Number Not Providing Training	% Not Providing Training		Number Departments Responding	Number Not Providing Training	% Not Providing Training	
POPULATION GROUPS								
GROUP I Over 1,000,000	5	0	-		2	0	-	
GROUP II 500,000 to 1,000,000	18	0	-		6	0	-	
GROUP III 250,000 to 500,000	11	1	9.1		7	0	-	
GROUP IV 100,000 to 250,000	50	8	16.		6	0	-	
GROUP V 50,000 to 100,000	64	20	31.3		3	0	-	

TABLE IX (Continued)

NUMBERS AND PERCENTAGES OF AGENCIES THAT DO NOT

PROVIDE RECRUIT ACCIDENT INVESTIGATION

TRAINING, BY POPULATION

	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	Number Not Providing Training	% Not Providing Training	Number Departments Responding	Number Not Providing Training	% Not Providing Training
POPULATION GROUPS						
GROUP VI 25,000 to 50,000	133	47	35.3	5	1	20.
GROUP VII 10,000 to 25,000	197	88	44.7	2	0	-
GROUP VIII Under 10,000	140	74	52.9	0	-	-

hours accident investigation training. Twenty agencies (64.5 per cent) reported less than forty hours and five (16.1 per cent) stated that they did provide training, but did not indicate the number of hours. Only one department failed to provide any training. (See Table VIII.)

Three of the five agencies meeting the forty-hour criteria are located in the North Atlantic region with the remaining two in the Southern region.

On the basis of population, three of the agencies providing more than forty hours training are in the 250,000 to 500,000 population group, one in the 25,000 to 50,000 group and one in the 10,000 to 25,000 group. (See Table X.) The one agency not providing training is located in the 10,000 to 25,000 group. (See Table IX.)

A comparison between the two types of county law enforcement organizations shows that only a small percentage of each type of department meets the forty-hour criteria.

It appears that the county departments, independent of the sheriff's office, are more conscious of the need for this type of training as 96.8 per cent include accident investigation in their recruit training programs compared to 61.5 per cent of the sheriffs' departments. This is further

TABLE X

NUMBERS AND PERCENTAGES OF AGENCIES PROVIDING
FORTY OR MORE HOURS OF RECRUIT ACCIDENT
INVESTIGATION TRAINING, BY POPULATION

	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Providing 40 Or More Hours	% Providing 40 Or More Hours	Number Departments Responding	No. Providing 40 Or More Hours	% Providing 40 Or More Hours
POPULATION GROUPS						
GROUP I Over 1,000,000	5	0	-	2	0	-
GROUP II 500,000 to 1,000,000	18	0	-	6	0	-
GROUP III 250,000 to 500,000	11	1	9.1	7	3	42.9
GROUP IV 100,000 to 250,000	50	4	8.	6	0	-
GROUP V 50,000 to 100,000	64	3	4.6	3	0	-

TABLE X (Continued)

NUMBERS AND PERCENTAGES OF AGENCIES PROVIDING

FORTY OR MORE HOURS OF RECRUIT ACCIDENT

INVESTIGATION TRAINING, BY POPULATION

	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Providing 40 Or More Hours	% Providing 40 Or More Hours	Number Departments Responding	No. Providing 40 Or More Hours	% Providing 40 Or More Hours
POPULATION GROUPS						
GROUP VI 25,000 to 50,000	133	1	.8	5	1	20.
GROUP VII 10,000 to 25,000	197	4	2.	2	1	50.
GROUP VIII Under 10,000	140	6	4.3	-	-	-

evidenced by the fact that the average amount of time allotted to this subject by the independent agencies is twenty-three hours as compared to six and one-half hours by the sheriffs' departments.

The average time allotted, however, by both types of organizations is considerably below the forty-one hour average of state police and highway patrol agencies.⁵⁷

II. IN-SERVICE ACCIDENT INVESTIGATION TRAINING

In addition to recruit training, an officer should receive regular in-service accident investigation training throughout his career. When commenting on the need for in-service traffic training, the President's Committee for Traffic Safety said, "The traffic problem for police is a dynamic one, requiring adaptability as well as basic knowledge and skills. Training acquired during the recruit period is not enough to equip a police officer for his entire career. He needs refresher training on a regular basis."⁵⁸

⁵⁷Based on data supplied by forty-one states in the Police Traffic Supervision section of the 1965 Annual Traffic Inventory of the National Safety Council.

⁵⁸The President's Committee for Traffic Safety, Police Traffic Supervision, A Section of the Action Program for Highway Safety (Washington: Government Printing Office, 1961), p.6.

This training should enable officers to keep abreast of the latest available knowledge and accident investigation techniques and be geared toward correcting deficiencies in current practices.

Sheriffs' Departments

Sixty-three (12.1 per cent) of the 519 sheriffs' departments which reported on their in-service training program provide eight or more hours in-service accident investigation training annually. One hundred and fifty-two agencies (29.3 per cent) stated that training is provided but did not indicate the number of hours and forty-one (7.9 per cent) reported less than eight hours. Over one-half (50.7 per cent) of the agencies stated that officers receive no regular in-service training in this area. (See Table XI.)

When viewed geographically, the percentage of departments meeting the eight-hour criteria varies from a high of 15.5 per cent in the North Atlantic region to a low of 8.2 per cent in the Southern region. The North Atlantic region, has the lowest percentage of departments providing no in-service training while the Southern region has the highest percentage. (See Table XI.)

TABLE XI

COMPARATIVE DISTRIBUTION OF HOURS
OF ANNUAL IN-SERVICE ACCIDENT
INVESTIGATION TRAINING, BY REGION

REGION	More Than Eight Hours No. %	Less Than Eight Hours No. %	Number of Hours Not Indicated No. %	No In-Service Training No. %
<u>Sheriffs' Departments</u>				
Mountain Pacific	12 10.4	7 6.	37 31.9	60 51.7
North Atlantic	7 15.5	4 8.9	13 28.9	21 46.7
North Central	38 13.3	22 7.7	81 28.4	144 50.5
Southern	6 8.2	8 11.	21 28.8	38 52.
Total	63 12.1	41 7.9	152 29.3	263 50.7
<u>Independent County Police</u>				
Mountain Pacific	0 0	3 75.	0 0	1 25.
North Atlantic	3 18.7	2 12.5	4 25.	7 43.8
North Central	0 0	1 33.3	1 33.3	1 33.3
Southern	0 0	1 11.1	6 66.6	2 22.3
Total	3 9.4	7 22	11 34.3	11 34.3

On the basis of population, the highest percentages of agencies providing eight or more hours of in-service accident investigation training are located in counties with more than 100,000 population. Nineteen (25 per cent) of seventy-five agencies in these more highly populated counties meet the criteria, compared to forty-four (9.9 per cent) of the 444 agencies in the less populated counties. (See Table XII.)

Two Hundred and forty-two (54.5 per cent) of the 444 agencies in the less than 100,000 population groups do not provide in-service accident investigation training. This percentage drops considerably in the over 100,000 population groups, where only twenty-one (28 per cent) of the seventy-five agencies failed to provide any training. (See Table XIII.)

Independent County Police

Of the thirty-two county agencies reporting on their in-service training program, only three (9.4 per cent) met the minimum criteria of eight hours annually. Seven agencies (22 per cent) provide less than eight hours and eleven (34.3 per cent) reported that regular training is provided

TABLE XII

NUMBERS AND PERCENTAGES OF AGENCIES PROVIDING EIGHT
OR MORE HOURS OF ANNUAL IN-SERVICE ACCIDENT
INVESTIGATION TRAINING, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Providing Eight Or More Hours	% Providing Eight Or More Hours	Number Departments Responding	No. Providing Eight Or More Hours	% Providing Eight Or More Hours
GROUP I Over 1,000,000	4	1	25.	2	0	-
GROUP II 500,000 to 1,000,000	17	4	23.5	6	0	-
GROUP III 250,000 to 500,000	9	3	33.3	7	1	14.3
GROUP IV 100,000 to 250,000	45	11	24.4	6	1	16.7
GROUP V 50,000 to 100,000	61	8	13.1	4	1	25.

TABLE XII (Continued)

NUMBERS AND PERCENTAGES OF AGENCIES PROVIDING EIGHT
OR MORE HOURS OF ANNUAL IN-SERVICE ACCIDENT
INVESTIGATION TRAINING, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Providing Eight Or More Hours	% Providing Eight Or More Hours	Number Departments Responding	No. Providing Eight Or More Hours	% Providing Eight Or More Hours
GROUP VI 25,000 to 50,000	116	19	16.4	5	0	-
GROUP VII 10,000 to 25,000	148	11	7.4	2	0	-
GROUP VIII Under 10,000	119	6	5.	0	-	-

TABLE XIII

NUMBERS AND PERCENTAGES OF AGENCIES THAT DO NOT
 PROVIDE IN-SERVICE ACCIDENT INVESTIGATION
 TRAINING, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	Number Not Providing Training	% Not Providing Training	Number Departments Responding	Number Not Providing Training	% Not Providing Training
GROUP I Over 1,000,000	4	0	-	2	1	50.
GROUP II 500,000 to 1,000,000	17	3	17.7	6	3	50.
GROUP III 250,000 to 500,000	9	5	55.6	7	3	42.9
GROUP IV 100,000 to 250,000	45	13	28.9	6	2	33.3
GROUP V 50,000 to 100,000	61	26	42.6	4	0	-

TABLE XIII (Continued)

NUMBERS AND PERCENTAGES OF AGENCIES THAT DO NOT
PROVIDE IN-SERVICE ACCIDENT INVESTIGATION
TRAINING, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	Number Not Providing Training	% Not Providing Training	Number Departments Responding	Number Not Providing Training	% Not Providing Training
GROUP VI 25,000 to 50,000	116	56	48.3	5	1	20.
GROUP VII 10,000 to 25,000	148	83	56.1	2	1	50.
GROUP VIII Under 10,000	119	77	64.7	0	-	-

but did not indicate the number of hours. The remaining eleven agencies (34.3 per cent) reported that officers are not given any regular in-service accident investigation training. (See Table XI.)

It is worthwhile to note that while all three of the agencies meeting the eight-hour minimum are in the North Atlantic region, seven (63.6 per cent) of the eleven agencies providing no training are also in this region.

As shown in Table XII the three departments providing eight or more hours training are located in counties ranging in size from 50,000 to 500,000 population. It is interesting to note that the percentage of agencies providing in-service training is higher in the less populated counties. This is illustrated by the fact that 42.9 per cent of the agencies in the over 100,000 population groups do not provide in-service accident investigation compared to 18.1 per cent in the smaller population groups. (See Table XIII.)

In contrast to the previous discussion on recruit training, a higher percentage of sheriffs' departments meet the eight hour criteria than do independent county police agencies. However, the percentage of agencies giving no in-service training is considerably higher for sheriffs' departments.

III. SPOT MAPS AND LOCATION FILES

The real value in accident records is that they can be used to prevent further accidents. However, to achieve this purpose, records must be kept in a readily accessible form.

One of the most elementary uses of accident reports is to determine high accident locations. For a number of years, many police administrators have recognized the value of spot maps in furnishing a graphic display of accident locations which warrant detailed study.

The filing of accident reports by location can also be a valuable tool in a police accident investigation program. Experience has shown that for accident prevention purposes, the most useful filing method is by street location. The location file arranges the reports in a manner that makes them easily accessible for detailed study.

Sheriffs' Departments

Two hundred and one (26.7 per cent) of 754 agencies that reported on their filing methods, indicated that reports are filed by street location. The most common method of filing is by names of persons involved. Four hundred and three agencies file in this manner.

When viewed geographically, location files are utilized by less than one-third of the agencies in each of the four regions. (See Table XIV.)

On a population basis, the highest percentage of agencies (80 per cent) filing by location are located in counties with over one million inhabitants. The lowest percentage (13.1 per cent) is found in the 10,000 to 25,000 population group. (See Table XV.)

Spot maps are maintained by 263 (33.6 per cent) of the 782 responding agencies. As shown in Table XVI, the North Central region has the largest percentage of agencies (42.6 per cent) using maps to pinpoint accident locations. The lowest percentage (14.4 per cent) is found in the Southern region.

As Table XVII illustrates, the percentage of agencies maintaining spot maps is considerably higher in counties over 100,000 population (51.7 per cent) than in those with less than 100,000 inhabitants (31.3 per cent).

Independent County Police Agency

Twenty-two (61.1 per cent) of the thirty-six independent agencies file accident reports by street location. Geographically, the percentage varies from a high of 81.3 per cent in the North Atlantic region to a low of

TABLE XIV

NUMBERS AND PERCENTAGES OF AGENCIES FILING
ACCIDENT REPORTS BY LOCATION, BY REGION

REGION	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Depts. Filing By Street Loc.	% Filing By Street Location	Number Departments Responding	No. Depts. Filing By Street Loc.	% Filing By Street Location
Mountain Pacific	158	41	26.7	4	2	50.
North Atlantic	58	13	22.4	16	13	81.3
North Central	444	129	29.1	5	3	60.
Southern	94	18	19.2	11	4	36.4
Total	754	201	26.7	36	22	61.1

TABLE XV

NUMBERS AND PERCENTAGES OF AGENCIES FILING
ACCIDENT REPORTS BY LOCATION, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	No. Depts. Responding	No. Depts. Filing By Street Loca- tion	% Depts. Filing By Street Loca- tion	No. Depts. Responding	No. Depts. Filing By Street Loca- tion	% Depts. Filing By Street Loca- tion
GROUP I Over 1,000,000	5	4	80.	2	1	50.
GROUP II 500,000 to 1,000,000	16	3	18.8	6	6	100.
GROUP III 250,000 to 500,000	15	8	53.3	7	6	85.7
GROUP IV 100,000 to 250,000	58	14	24.1	7	5	71.4
GROUP V 50,000 to 100,000	76	15	19.7	6	2	33.3

TABLE XVI

NUMBERS AND PERCENTAGES OF AGENCIES
USING ACCIDENT SPOT MAPS, BY REGION

REGION	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Depts. Maintaining Spot Maps	Per Cent Maintaining Spot Maps	Number Departments Responding	No. Depts. Maintaining Spot Maps	Per Cent Maintaining Spot Maps
Mountain Pacific	149	36	24.2	4	2	50.
North Atlantic	59	12	20.3	16	12	75.
North Central	420	200	42.6	5	2	40.
Southern	104	15	14.4	11	5	45.5
Total	782	263	33.6	36	21	58.3

TABLE XV
(Continued)

NUMBERS AND PERCENTAGES OF AGENCIES FILING

ACCIDENT REPORTS BY LOCATION, BY POPULATION

	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No.Depts.Fil- ing By Street Location	% Depts.Fil- ing By Street Location	Number Departments Responding	No.Depts.Fil- ing By Street Location	% Depts.Fil- ing By Street Location
POPULATION GROUPS						
GROUP VI 25,000 to 50,000	140	36	25.7	6	1	16.7
GROUP VII 10,000 to 25,000	252	61	13.1	2	1	50.
GROUP VIII Under 10,000	192	60	31.3	-	-	-

36.4 per cent in the Southern region. (See Table XIV.)

As shown in Table XV, the agencies in the more highly populated counties utilize location files most frequently. Eighteen (81.8 per cent) of the twenty-two counties in the over 100,000 population groups use this filing method, as compared to four (28.6 per cent) of the fourteen with less than 100,000 population.

Spot maps are maintained by twenty-one (58.3 per cent) of the thirty-six agencies. The region with the highest percentage of agencies using this technique is the North Atlantic with 75 per cent. (See Table XVI.) On the basis of population, less than one-half (49.9 per cent) of the agencies in counties with less than 100,000 population maintain spot maps compared to more than two-thirds (68.2 per cent) in the over 100,000 population groups. (See Table XVII.)

When comparing the two types of organizations, the percentage of departments filing by location and maintaining spot maps is much higher for the independent county agencies.

TABLE XVII

NUMBERS AND PERCENTAGES OF AGENCIES
MAINTAINING SPOT MAPS, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Depts. Maintaining Spot Maps	Per Cent Maintaining Spot Maps	Number Departments Responding	No. Depts. Maintaining Spot Maps	Per Cent Maintaining Spot Maps
GROUP I Over 1,000,000	5	4	80.	2	1	50.
GROUP II 500,000 to 1,000,000	16	9	56.3	6	5	83.3
GROUP III 250,000 to 500,000	15	5	33.3	7	4	57.1
GROUP IV 100,000 to 250,000	55	29	52.7	7	5	71.4
GROUP V 50,000 to 100,000	78	29	37.2	6	4	66.7

TABLE XVII (Continued)

NUMBERS AND PERCENTAGES OF AGENCIES
MAINTAINING SPOT MAPS, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Depts. Maintaining Spot Maps	Per Cent Maintaining Spot Maps	Number Departments Responding	No. Depts. Maintaining Spot Maps	Per Cent Maintaining Spot Maps
GROUP VI 25,000 to 50,000	163	60	36.8	6	2	33.3
GROUP VII 10,000 to 25,000	263	88	33.5	2	0	0
GROUP VIII Under 10,000	187	39	20.9	-	-	-

IV. FORWARDING COPIES OF ACCIDENT REPORTS TO STATE RECORDS AGENCY

The police are generally considered the most reliable source of accident information. Many governmental and private agencies, in addition to the police, utilize accident information for accident prevention purposes. These other users need the benefit of the most complete and accurate accident information available if their accident prevention efforts are to be successful.

For many years, traffic authorities have recommended that local police agencies forward copies of reports of all reportable accidents to the state records agency.

The definition of a reportable accident varies from state to state. Generally speaking, state motor vehicle codes require the driver to give immediate notice to the nearest police authority of accidents resulting in death, injury, or total property damage in excess of a stated dollar amount (the dollar amount varies from state to state).

Sheriffs' Departments

Of the 809 sheriffs' departments that indicated whether or not they forward copies of accident reports to the state records agencies, 699 (86.4 per cent) stated that

copies of all reportable accidents are forwarded. Eighteen (2.2 per cent) reported that only fatal accident reports are sent and thirteen (1.6 per cent) send reports when an injury or death occurs. Seventy-six (9.4 per cent) indicated that they do not send any reports to the state. Two agencies provide copies on request and one agency only when enforcement action is taken. (See Table XVIII.)

The region with the largest percentage of agencies (90.5 per cent) forwarding copies of all reports to the state is the Mountain Pacific, closely followed by the North Central with 89.9 per cent, and the North Atlantic with 80.7 per cent. The lowest percentage is found in the Southern region where only 66.7 per cent of the agencies forward copies of all reports.

On the basis of population, the counties with over one million inhabitants have the highest percentage of sheriffs' departments (100 per cent) forwarding copies of all accident reports to the state records agency. The percentage of departments meeting this criteria was fairly consistent in the other population groups. (See Table XIX.)

Independent County Police

Of the thirty-five agencies responding, twenty-four

TABLE XVIII

COMPARATIVE DISTRIBUTION OF TYPES OF TRAFFIC ACCIDENT REPORTS FORWARDED TO
THE STATE RECORDS AGENCY BY SHERIFFS' DEPARTMENTS, BY

REGION

REGION	All Reports		Fatal Only		Fatal And Injury Only		Other		Do Not Forward Reports	
	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent
Mountain Pacific	153	90.5	2	1.2	2	1.2	-	-	12	7.1
North Atlantic	50	80.7	3	4.8	7	11.3	-	-	2	3.2
North Central	428	89.9	7	1.5	3	.6	3	.6	35	7.4
Southern	68	66.7	6	5.9	1	.9	-	-	27	26.5
Total	699	86.4	18	2.2	13	1.6	3	.4	76	9.4

TABLE XIX

NUMBERS AND PERCENTAGES OF AGENCIES FORWARDING COPIES
OF ALL POLICE TRAFFIC ACCIDENT INVESTIGATION REPORTS
TO STATE RECORDS AGENCY, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Depts. Forwarding All Reports	% Depts. Forwarding All Reports	Number Departments Responding	No. Depts. Forwarding All Reports	% Depts. Forwarding All Reports
GROUP I Over 1,000,000	5	5	100.	1	1	100.
GROUP II 500,000 to 1,000,000	18	15	83.3	6	4	66.7
GROUP III 250,000 to 500,000	16	13	81.3	7	6	85.7
GROUP IV 100,000 to 250,000	55	47	85.5	7	5	71.4
GROUP V 50,000 to 100,000	78	62	79.5	6	4	66.7

TABLE XIX (Continued)

NUMBERS AND PERCENTAGES OF AGENCIES FORWARDING COPIES
OF ALL POLICE TRAFFIC ACCIDENT INVESTIGATION REPORTS
TO STATE RECORDS AGENCY, BY POPULATION

	Sheriffs' Departments			Independent County Police Agencies		
	Number Departments Responding	No. Depts. Forwarding All Reports	% Depts. Forwarding All Reports	Number Departments Responding	No. Depts. Forwarding All Reports	% Depts. Forwarding All Reports
POPULATION GROUPS						
GROUP VI 25,000 to 50,000	169	145	85.8	6	3	50.
GROUP VII 10,000 to 25,000	265	237	89.4	2	1	50.
GROUP VIII Under 10,000	203	175	86.2	-	-	-

(68.6 per cent) stated that copies of all reportable accidents are forwarded to the state. Five agencies (14.3 per cent) forward only fatals and one agency forwards fatals and personal injuries. Two agencies (5.7 per cent) just forward copies of reports of accidents occurring on state highways and three (8.5 per cent) do not forward any reports. (See Table XX.)

Geographically, all of the agencies in the North Atlantic region provide the state with copies of their accident reports as do 75 per cent in the Mountain Pacific region, and 60 per cent in the Southern region. Of the five agencies in the North Central region, three send only fatals, one forwards personal injury and fatal, and one just forwards those occurring on state highways. The three agencies not forwarding any reports are all located in the Southern region.

Percentagewise, the more highly populated counties have the largest percentage of agencies meeting this criteria. As TableXXI illustrates, 76.1 per cent of the agencies in counties with populations of more than 100,000 forward copies of all reports, as compared to 57.1 per cent of the agencies in counties with less than 100,000 population.

TABLE XX

COMPARATIVE DISTRIBUTION OF TYPES OF TRAFFIC ACCIDENT
REPORTS FORWARDED TO THE STATE RECORDS AGENCY BY
INDEPENDENT COUNTY POLICE AGENCIES, BY REGION

REGION	All Reports		Fatal Only		Fatal And Injury Only		Accidents Occurring On State Highways		Do Not Forward Reports	
	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent
Mountain Pacific	3	75.	0	-	0	-	1	25.	0	-
North Atlantic	15	100.	0	-	0	-	0	-	0	-
North Central	0	-	3	60.	1	20.	1	20.	0	-
Southern	6	54.5	2	18.2	0	-	0	-	3	50.
Total	24	68.6	5	14.3	1	2.9	2	5.7	3	8.5

TABLE XXI

NUMBERS AND PERCENTAGES OF AGENCIES THAT DO NOT FORWARD
COPIES OF POLICE TRAFFIC ACCIDENT INVESTIGATION REPORTS
TO STATE RECORDS AGENCY, BY POPULATION

POPULATION GROUPS	Sheriffs' Departments			Independent County Police Agencies		
	No. Depts. Responding	No. Depts. Not Forward- ing Reports	% Depts. Not Forward- ing Reports	No. Depts. Responding	No. Depts. Not Forward- ing Reports	% Depts. Not Forward- ing Reports
GROUP I Over 1,000,000	5	0	-	1	0	-
GROUP II 500,000 to 1,000,000	18	0	-	6	0	-
GROUP III 250,000 to 500,000	16	2	12.5	7	1	14.3
GROUP IV 100,000 to 250,000	55	3	5.5	7	0	-
GROUP V 50,000 to 100,000	78	12	15.4	6	1	16.7

TABLE XXI (Continued)

NUMBERS AND PERCENTAGES OF AGENCIES THAT DO NOT FORWARD
COPIES OF POLICE TRAFFIC ACCIDENT INVESTIGATION REPORTS
TO STATE RECORDS AGENCY, BY POPULATION

	Sheriffs' Departments				Independent County Police Agencies		
POPULATION GROUPS	No. Depts. Responding	No. Depts. Not Forwarding Reports	% Depts. Not Forwarding Reports	No. Depts. Responding	No. Depts. Not Forwarding Reports	% Depts. Not Forwarding Reports	
GROUP VI 25,000 to 50,000	169	17	10.5	6	0	-	
GROUP VII 10,000 to 25,000	265	21	7.9	2	1	50.	
GROUP VIII Under 10,000	203	21	10.3				

When comparing Table XVIII and Table XX, we find that a higher percentage of sheriffs' departments meet this criteria than do independent county police agencies.

CHAPTER VI

SUMMARY AND CONCLUSIONS

I. SUMMARY

The increasing number of traffic accidents this country has experienced in recent years has placed a new emphasis on the accident investigation responsibilities of the police at every jurisdictional level.

The importance of the accident investigation activities of state and city police agencies has been recognized for a number of years. Consequently, long and continuous efforts have been made to improve and upgrade the performance of these agencies. Today, most state and city police administrators recognize the importance of good accident investigation and the collection and use of data in successful accident prevention programs. Unfortunately, the county law enforcement organizations of this country have received little attention and their accident investigation activities have been almost entirely ignored.

This study has attempted to fill this lack by determining how many sheriffs' departments and independent county police agencies have accepted accident investigation responsibilities and measuring the extent to which these

agencies are following certain accident investigation practices and utilizing accident prevention tools that have long been recommended for city police agencies.

The researcher hypothesized that many of the practices and procedures that were developed to guide the accident investigation programs of municipal law enforcement organizations also have application in the programs of the counties.

Three steps were used to test the validity of the hypothesis. First, the researcher developed a model which consisted of four specific criteria or time-tested principles that are generally recognized as good accident investigation practice. Second, the model was compared with available literature to determine whether or not the selected criteria has application in county programs. Third, a nationwide questionnaire survey of sheriffs' departments and independent county police agencies was conducted so existing programs could be compared with the established model.

The following paragraphs summarize the findings of the review of the literature and results of the survey as they relate to the established model.

First, review of available literature, or what might be better termed lack of literature, would lead one

to believe accident investigation activities of the county law enforcement organizations, both sheriff and other, are relatively insignificant and unimportant. The survey, however, indicates that this is a false impression. Responses from 1097 sheriffs' departments and thirty-seven independent county police agencies revealed that over three-fourths of the former and nine-tenths of the latter are actively engaged in this activity. Their importance is further illustrated by the fact that in at least five states, the county law enforcement organizations are investigating more accidents than the state police organizations.

It does appear, however, that the accident investigation activities of sheriffs' departments vary considerably in the different geographical regions. For instance, in the North Central region, over ninety per cent of the agencies reported accident investigation responsibilities compared to less than fifty per cent in the North Atlantic region.

The model recommends an adequate amount of recruit traffic accident investigation training. Both the literature and model agree that accident investigation is a sufficiently complex task to justify the need for specialized training. For the purpose of this study, forty hours

training in this area was considered adequate. The researcher feels that while forty hours is adequate at the present time, it is a minimum and a higher number of hours would be desirable.

When comparing the recommended criterial with existing programs, we find that only three per cent of the sheriffs' departments and sixteen per cent of the independent county agencies meet the forty-hour criteria.

The second criterial recommended in the model is an adequate amount of regular in-service traffic accident investigation training. Both the model and the literature agree that training acquired during the recruit period is not sufficient to equip an officer during his entire career. The researcher suggests that eight hours in-service accident investigation training is needed annually.

In contrast to the previous discussion on recruit training, a higher percentage of sheriffs' departments (12.1 per cent) meet the eight-hour criteria than do independent county police agencies (9.4 per cent).

The third criteria recommended in the model is the filing of police traffic accident reports by street location and the use of spot maps. All pertinent literature strongly recommends the use of location files and spot maps as accident prevention tools. While these techniques are generally recommended for use by city police agencies, there is nothing in the literature that implies that they could not also be used by county law enforcement organizations. In fact, one source suggests that they should be utilized by county administrators.

The survey results indicate that 26.7 per cent of the sheriffs' departments file by street location as do 61.1 per cent of the independent agencies. Spot maps are maintained by 33.6 per cent of the sheriffs' departments and 58.3 per cent of the independent county agencies.

It does not appear that the size of the agency, the population characteristics of the county, or its geographical location are determining factors in whether or not these tools can be utilized. This is illustrated by the fact that some large and small departments in urban and rural areas in all regions of the country are using these techniques.

The fourth criteria recommended in the model is the forwarding of copies of police accident investigation reports to the state records agency. Both the literature and the model agree that many governmental and private agencies, in addition to the police, utilize the data collected by the police at accident scenes. This criteria is especially significant in the unincorporated areas where both the county and state police organizations have accident investigation responsibilities on the same roadways. Both agencies need the benefit of all accident data regardless of which agency conducts the investigations.

The survey responses indicated that 86.4 per cent of the sheriffs' departments meet this criteria as do 68.6 per cent of the independent agencies.

II. NEED FOR FURTHER RESEARCH

Now that a comprehensive collection of information is available on the number and geographical location of sheriffs' departments and independent county police agencies that have traffic accident investigation responsibilities, it would be possible to do some in-depth study of such things as personnel selection criteria, accident investigation equipment,

quality of training, and traffic law enforcement activities.

There is a definite need to determine how the smaller agencies can provide more training in this area. The possibility of combining resources with municipal and state police agencies, or other counties, should be explored.

A problem that needs considerable research is that of over-lapping jurisdictions. The present methods of both county and state police agencies deploying personnel with little or no inter-agency planning is inefficient and uneconomical.

The possibility of transferring the accident records keeping function to a state records agency where reports could be summarized and analyzed and results fed back to the county should be further explored.

III. CONCLUSION

The findings from the review of the literature and the results of the survey support the key hypothesis, i.e., the criteria illustrated in the model have application to the accident investigation practices of sheriffs' departments and independent county police agencies as well as municipal law enforcement organizations.

B I B L I O G R A P H Y

BIBLIOGRAPHY

A. BOOKS

- Fairlie, James A. Local Government in Counties, Towns and Villages. New York: The Century Company, 1906.
- James, Herman G. Local Government in the United States. New York: D. Appleton and Company, 1921.
- King, Everett M. Sheriff's Manual. Washington, D.C.: National Sheriffs' Association, 1960.
- Smith, Bruce. Rural Crime Control. New York: Columbia University, 1933.
- Smith, Bruce, Jr. Police Systems in the United States. Second Revised Edition. New York: Harper and Brothers Publisher, 1960.
- Weston, Paul B. The Police Traffic Control Function. Springfield: Chas. C. Thomas Publisher, 1960.

B. PUBLICATIONS OF THE GOVERNMENT, LEARNED SOCIETIES, AND OTHER ORGANIZATIONS

- American Association of State Highway Officials. Public Roads of the Past, Historic American Highways. Washington: American Association of State Highway Officials, 1953.
- Automobile Manufacturers Association. Automobile Facts and Figures, 1966. Detroit: Automobile Manufacturers Association, Inc., 1966.
- Automotive Safety Foundation and the Federal Extension Service, U. S. Department of Agriculture. Vehicles, Roads, People. Washington: (undated).

Baker, J. Stannard. Traffic Accident Investigator's Manual for Police. Evanston, Ill.: The Traffic Institute, Northwestern University, 1963.

Council of State Governments, The Book of States, 1943-1944. Chicago: Council of State Governments, 1943.

Federal Bureau of Investigation. Crime in the United States, Uniform Crime Reports - 1965. Washington: Government Printing Office, 1966.

The Institute for Training in Municipal Administration. Municipal Police Administration. Fourth Edition. Chicago: The International City Manager's Association, 1954.

Kreml, Franklin M. "Traffic Law Enforcement." 1952 Beecroft Memorial Lecture delivered by Franklin M. Kreml at the National Safety Congress in Chicago, October 21, 1952.

National Committee on Uniform Traffic Laws and Ordinances. Uniform Vehicle Code. Revised 1962. Washington: National Committee on Uniform Traffic Laws and Ordinances, 1962.

National Conference on Street and Highway Safety. Proceedings of the First National Conference on Street and Highway Safety, 1924. Washington: Government Printing Office, 1925.

_____. Uniform Vehicle Code. Washington: Government Printing Office, 1939.

National Conference on Uniform Traffic Accident Statistics. Uses of Traffic Accident Records. Saugatuck, Conn.: Eno Foundation for Highway Traffic Control, Inc., 1947.

National Safety Council. Accident Facts, 1965. Chicago: The National Safety Council, 1966.

_____. Traffic Safety Memo No. 40, "Filing City Traffic Accident Reports by Location." Chicago: National Safety Council, 1962.

_____. Traffic Safety Memo No. 75, "Traffic Accident Spot Maps for Cities." Chicago: The National Safety Council, 1962.

_____. The Trend of Public Accidents. Chicago: The National Safety Council, 1922.

National Sheriffs' Association. 1966 Directory of Sheriffs. Washington: National Sheriffs' Association, 1966.

The President's Committee for Traffic Safety. Police Traffic Supervision. A Section of the Action Program for Highway Safety. Washington: Government Printing Office, 1961.

_____. Traffic Accidents Records. A Section of the Action Program for Highway Safety. Washington: Government Printing Office, 1961.

Traffic Institute, Northwestern University. Developing a Police Traffic Records System. Evanston, Ill.: Northwestern University, 1959.

_____. Improvement of the Present System of Traffic Accident Records. Washington: Office of Highway Safety, U. S. Bureau of Public Roads, 1963, (Mimeographed).

United States Bureau of the Census. County and City Data Book, 1962. A Statistical Abstract Supplement. Washington: Government Printing Office, 1962.

_____. United States Census of Population: 1960. Characteristics of the Population, Vol. I. Washington: Government Printing Office, 1961.

United States Congress, House, Committee on Public Works. Highway Safety Act of 1966. Report No. 1700, 89th Congress, 2nd Session, 1966.

United States Department of Agriculture. Non-Uniformity of State Motor-Vehicle Traffic Laws. Report to the 75th Congress, 3rd Session. Washington: Government Printing Office, January 3, 1938.

C. PERIODICALS

Damon, Norman. "The Action Program for Highway Safety," The Annals of the American Academy of Political and Social Science, (November, 1958), 15-26.

Gladstone, Edward A., and Thomas W. Cooper. "State Highway Patrols: Their Functions and Financing," The Police Chief, (May, 1966), 31-36.

Hickey, Edward J. "Trends in Rural Police Protection," The Annals of the American Academy of Political and Social Science, Vol. 291 (January, 1954), 22-30.

Kreml, Franklin M. "The Specialized Traffic Division," The Annals of the American Academy of Political and Social Science, Vol. 291 (January, 1954), 63-72.

Tamm, Quinn. "The Police Mission in Highway Safety," The Police Chief, Editorial, (July, 1965).

A P P E N D I X

APPENDIX A

QUESTIONNAIRE

1. Which of the following duties does your department perform? (Check those that apply.)

Traffic accident investigation	_____
Traffic law enforcement	_____
Criminal investigation	_____
Jail duties	_____
Court duties (criminal including traffic)	_____
None of the above	_____

2. How many sworn, full-time deputy sheriffs (all ranks) are in your department at this time? _____
3. How many days a week do officers work? _____
4. How many hours per day do officers work (excluding overtime)? _____
5. What is the starting monthly salary for newly appointed deputies? _____
6. What is the maximum monthly salary for deputies (do not include promotions)? _____
7. Are your deputies under a county or state civil service or merit system? _____
8. List the number of vehicles your department uses for regular patrol:

	NUMBER
Automobiles	_____
2-wheel motorcycles	_____
3-wheel motorcycles	_____
Aircraft	_____
Boats	_____
Other (Specify)	_____

9. Check the roads on which your department:

	PATROLS	INVESTIGATES TRAFFIC ACCIDENTS
County rural roads	_____	_____
State rural highways	_____	_____
Interstate system	_____	_____
City streets	_____	_____
None	_____	_____

10. How many traffic accidents did your department investigate in:

	1964	1965
Fatal accidents	_____	_____
Personal injury accidents	_____	_____
Property damage accidents	_____	_____
Total accidents	_____	_____

11. Are newly appointed deputies trained by your department? _____ If you answered NO, who does this training? (Specify) _____

12. Do newly appointed deputies receive training in:

	ESTIMATED NO. OF HOURS
Firearms	_____
First aid	_____
Criminal investigations	_____
Criminal law	_____
Traffic law	_____
Traffic accident investigation	_____
Rules of evidence	_____
Court testimony	_____
Laws of arrest	_____
Other	_____
Total hours	_____

13. Do you feel your newly appointed deputies receive a sufficient amount of training? _____ If not, what steps do you feel should be taken to provide sufficient training? _____

14. Do your deputies also receive regular in-service training in:

	ESTIMATED NO. OF HOURS
Firearms	_____
First aid	_____
Criminal investigation	_____
Criminal law	_____
Traffic law	_____
Traffic accident investigation	_____
Rules of evidence	_____
Court testimony	_____
Laws of arrest	_____
Other	_____
Total hours	_____

15. Are copies of all your traffic accident investigation reports sent to the state accident records bureau? _____ If not, what traffic accident investigation reports are sent to the state? _____

16. Do you file traffic accident investigation reports by:
(check those that apply)

Complaint number	_____
Location of accident	_____
Names of persons involved	_____
In other ways (specify)	_____

17. Do you maintain an accident location spot map? _____

18. If available, would you please forward under separate cover a copy of your department's latest annual report?

Name of County

State

Name and title of person completing questionnaire

MICHIGAN STATE UNIVERSITY LIBRARIES



3 1293 03082 3490