

# Development of Overtime Traffic Enforcement Performance Standards for Michigan

**MICHIGAN TRAFFIC SAFETY SUMMIT 2014**  
**KELLOGG HOTEL & CONFERENCE CENTER, EAST LANSING**

**MARCH 26, 2014**



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# Content

**1. Introduction**

**2. Development of Performance Standard**

**3. Methodology to Rank Agencies**

**4. Recommendations**



# Study Background

- ❖ OHSP manages federal funds to implement behavioral-based traffic safety programs
- ❖ Agencies receiving funding are required to report their enforcement activities
- ❖ OHSP lacked a clear performance standard to evaluate activities
  - Standard was not consistent
  - One standard was used to evaluate all agencies
- ❖ A consistent standard, considering variability of agencies, was needed.



# Study Goals

- ❖ Developing appropriate productivity standard(s) for both mobile patrols and static (zone) enforcement methodologies;
- ❖ Establish productivity levels of law enforcement agencies receiving federal grant funds to conduct traffic enforcement; and
- ❖ Provide a ranking of agencies based on their performances.



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# Tasks Performed

- ❖ Task 1: Conducting literature review;
- ❖ Task 2: Collecting data from all participating agencies in Michigan;
- ❖ Task 3: Selecting agencies for surveying and/or interviewing;
- ❖ Task 4: Preparing and conducting surveys and/or interviews;
- ❖ Task 5: Analyzing data and established performance standards;
- ❖ Task 6: Preparing draft report;
- ❖ Task 7: Applying the developed standards to rank the agencies;
- ❖ Task 8: Preparing and delivering a final report to OHSP.



# Other States' Standards

| State         | Standard  |
|---------------|---|
| Michigan      | 2 stops / hour  |
| Massachusetts | 3 stops / hour  |
| Indiana       | 3 contacts / hour   |
|               | 1.5 OP citation / hour  |
|               | 1 DUI arrest / 8 hour   |
| Louisiana     | 2 contacts / hour during OP   |
|               | 1 arrest / 6 hours doing DWI  |
| Texas         | 1.67 - 2.0 citation / hour  |
|               | 2.5-3.0 speeding citation / hour  |
|               | 1.25 -1.5 intersection citation / hour  |
|               | 1 DWI arrest / 6 hour   |
| Illinois      | 1 citation / hour during OP   |
|               | 1 citation / 90 minutes   |
|               | 1 DUI arrest / 10 hours   |
|               | A DUI processing rate of no more than two (2) hours   |
| Utah          | 2 contacts/ shift-hour or one DUI citation per shift  |
|               | 2 contacts minimum / shift-hour unless a DUI arrests occurs   |
| Minnesota     | <p>Comparison with the average performance of all agencies</p> <ul style="list-style-type: none"> <li>• stops / hour</li> <li>• stops resulted in citation or warning for OP violation</li> <li>• stops resulted in citation</li> <li>• percentage of stops result in DWI arrests               <ul style="list-style-type: none"> <li>➤ each arrest = 4 stops in metro area and 6 stops in other areas</li> <li>➤ without arrest = 2 contacts (stops)</li> </ul> </li> </ul> |
| Delaware      | Reviewing the agency stats and comparing with same size agency  |



# Data Collected

## ❖ Data

- **County Statistics** - Population, Registered Vehicles, Licensed Drivers, VMT, Highway lengths
- **Agency Statistics** - Size of agency (number of officers)
- **Crash Statistics** - Crashes by county, Crashes during holiday periods
- **Overtime Enforcement Statistics** - Enforcement Activities Reports (2009-2012)



# Web-Based Survey

## ❖ Objective

- To understand how agencies conduct the overtime traffic enforcements
- To understand agency's perception on the performance standards
- To hear suggestions on the performance standards

## ❖ Survey administering

- Monday June 25 - Friday June 29
- Web link was e-mailed by OHSP to participants
- Dynamic survey – next question determined by answer to current question

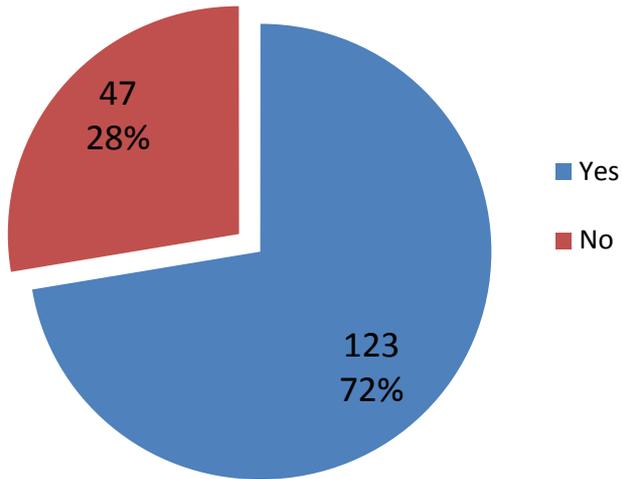
## ❖ Participants

- All law enforcement agencies in Michigan were invited

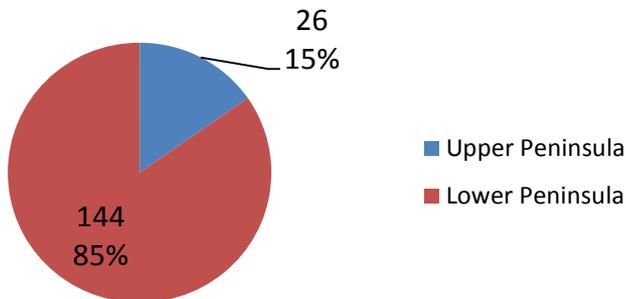


# Web-Based Survey

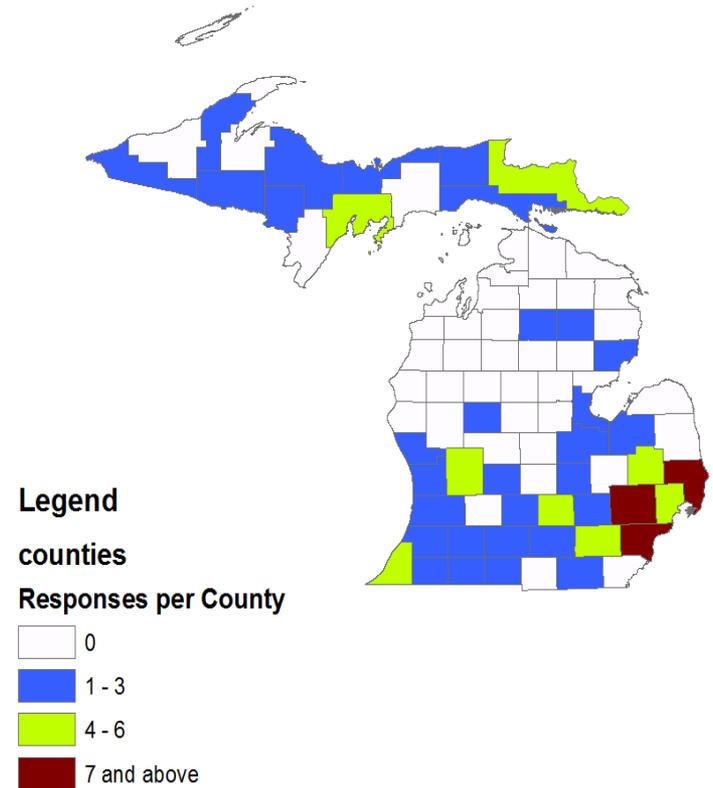
In the last three years, have you worked any OHSP traffic grants?



Respondents by region



Distribution of Participants



Total Respondents: 170



# Web-Based Survey Major Results

- ❖ Major reasons for not meeting the OHSP goal:
  - Low traffic
  - bad weather,
  - spending time on processing arrests, and
  - no violation.
- ❖ “low traffic” was a major reason in rural areas (as expected), while “OWI arrests” was in metro areas
- ❖ Recommended factors to be considered in evaluation:
  - demographics,
  - qualitative evaluation,
  - quantitative evaluation, and
  - available resources



# Focus Group Meeting

## ❖ Objectives

- To follow up on web-based survey results
- To hear more suggestions on the performance standards
- To identify traffic enforcement issues that are unique to Michigan regions (Southeast, Southwest, UP, and Grand Traverse)

## ❖ Focus group meetings:

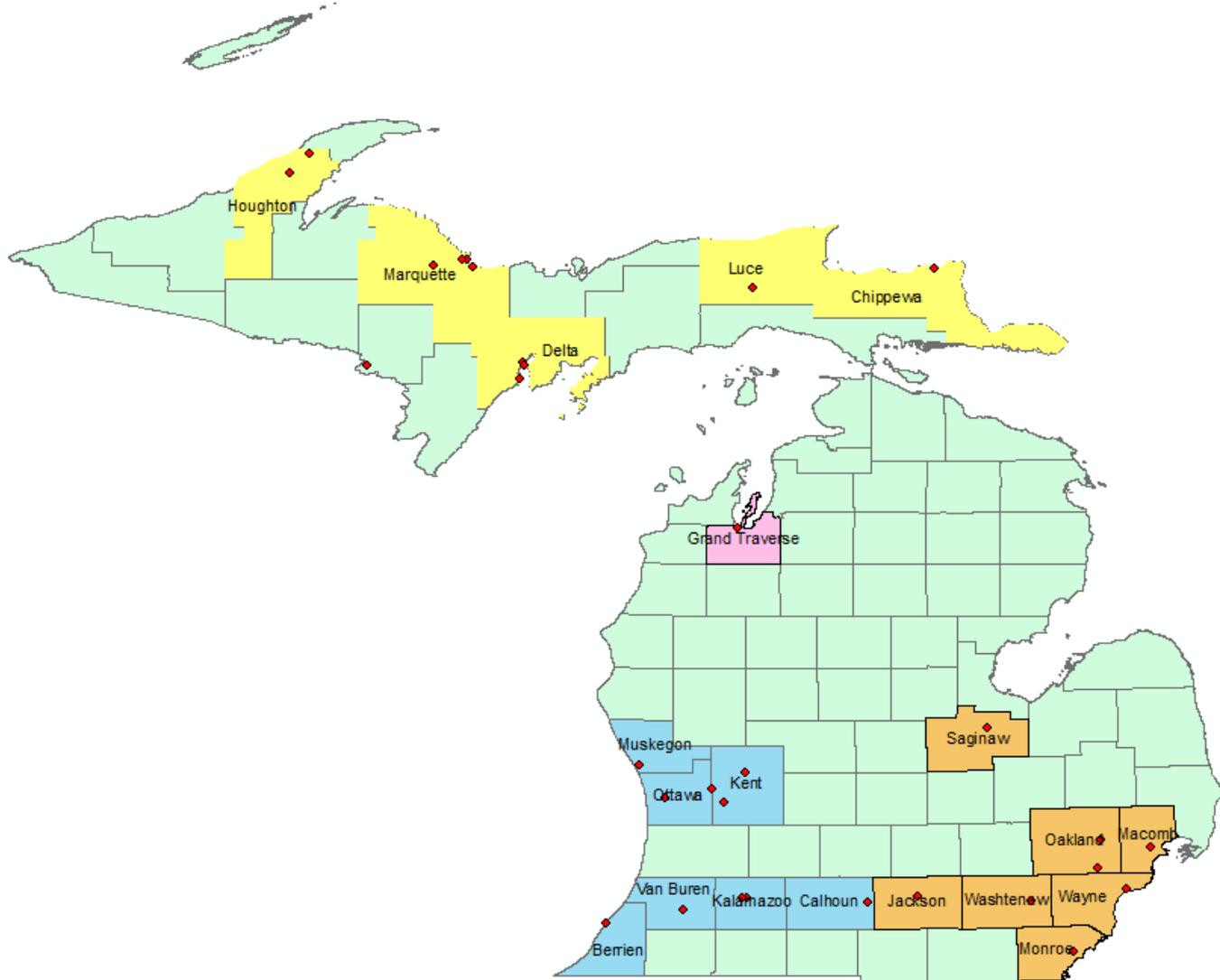
- September 12, 2012 in Lansing (Southeast and Southwest regions)
- October 11, 2012 in Marquette (UP region)
- October 12, 2012 in Traverse City (Grand Traverse region)
- Ten discussion questions derived from web-based survey results
- All discussions video-taped (for recording meeting minutes only)

## ❖ Participants

- Grant administrators, supervisors and patrol officers from selected agencies



# Distribution of Agencies Attending Focus Group Meetings





# Major Findings From Focus Group Meetings

## ❖ Major discussion points:

- OHSP should state the goal of enforcement clearly
- Flexibility (location of enforcement and time)
- Importance of utilizing patrol time in evaluation
- Importance of accounting for the impact of arrest on performance

## ❖ Overall, issues brought up at the UP meeting region were similar to those in other regions



# Establishing Productivity Levels

## 1. Clustering

- Demographic and traffic-based Clusters
- Geographical-based Clusters

## 2. Productivity Levels

- Number of stops per total billed hours (2011 and 2012 data).
- Number of stops per patrol hours for the 2012 data.



# Mathematical Approach for Clustering

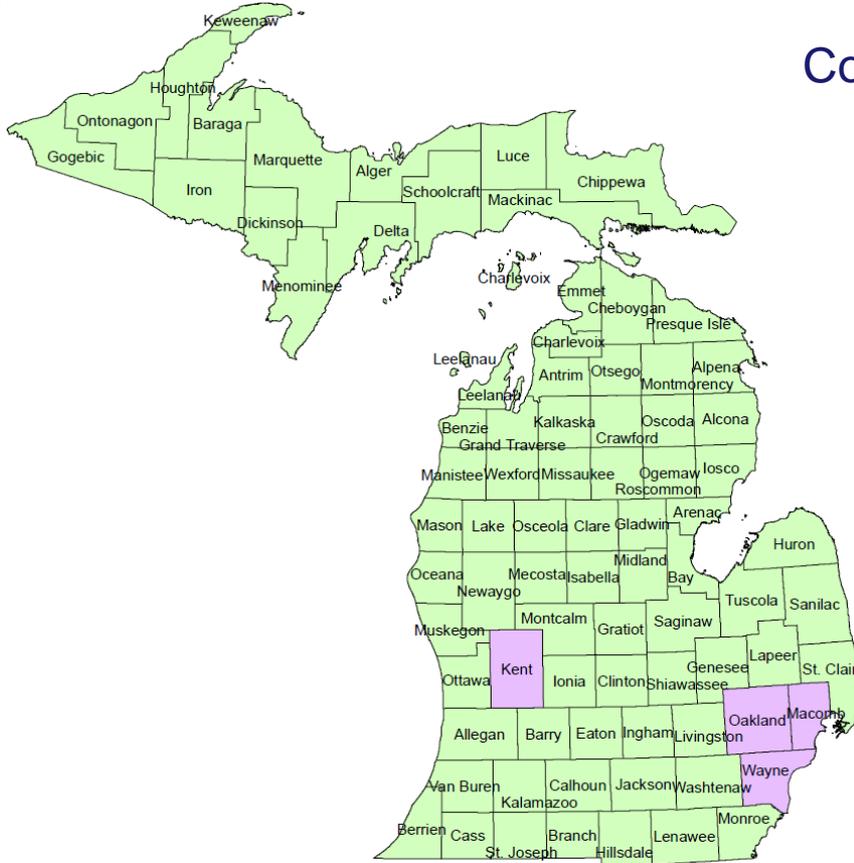
- ❖  $k$ -means approach used
- ❖ With  $k$  means identified, each observation is classified with the nearest mean
- ❖ Classifies  $n$  observations into  $k$  sets by minimizing the sum of squares of deviations within a given cluster
- ❖ The objective function:

$$\mathbf{argmin} \sum_{j=1}^k \sum_{i=1}^n \left\| z_i^{(j)} - \mu_j \right\|^2$$

$z_i$  = “distance” of observation  $i$  from mean  $u$  of group  $j$



# Demographic and Traffic-based Clusters



Considered three factors:

- population density;
- vehicle-miles traveled(VMT); and
- crash rate (crashes per 1,000 VMT)

Two groups:

1. Four counties (Macomb, Wayne, Oakland, Kent)
2. The rest 79 counties

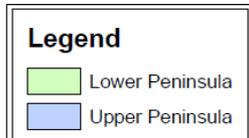
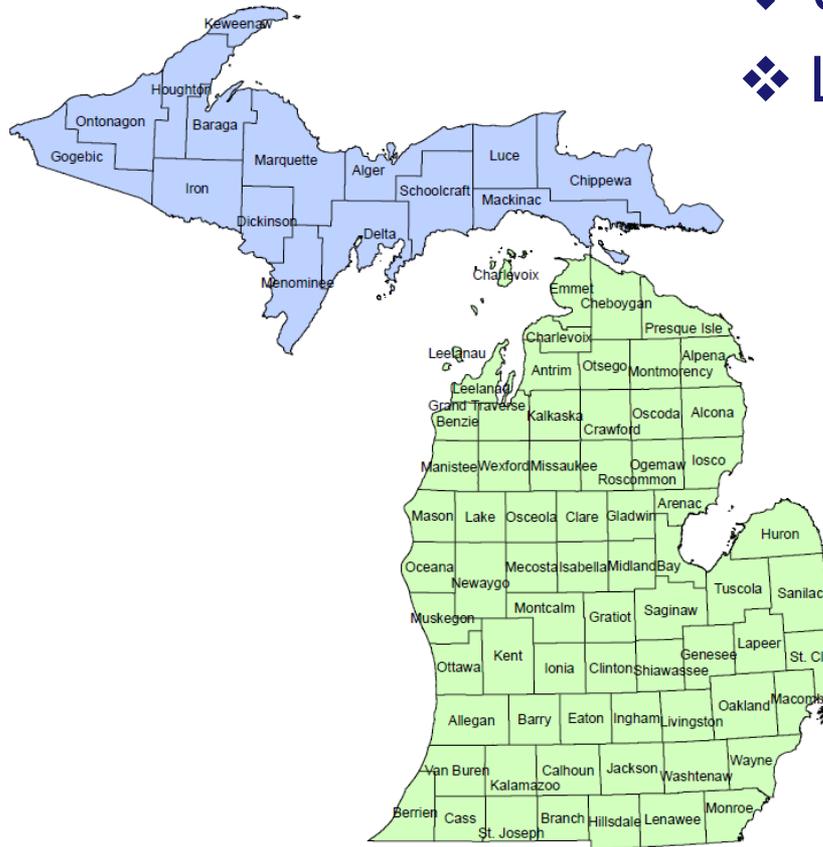
## Legend

-  Kent, Wayne, Oakland and Macomb
-  Other Counties



# Geographical-based Clusters

- ❖ Upper Peninsula (15 counties)
- ❖ Lower Peninsula (68 counties)





# Findings on Productivity Levels

- ❖ In **stops per hour**, statewide, the averages were:
  - 1.27 stops per hour for OWI
  - 1.31 stops per hour for Seat Belt
  
- ❖ In **stops per patrol hour**, statewide average were:
  - 1.78 stops per patrol hour for OWI
  - 1.70 stops per patrol hour for Seat Belt



# Setting Performance Measures

- ❖ Utilized suggestions from Web-Based surveys and focus group meetings
  - Considered the impact of arrest on performance
  - Considered non-patrol time
- ❖ Used literature review results
  - Other states have considered number of arrests in evaluating officers
- ❖ Used Michigan historical enforcement data to quantify the impact of an arrest on performance
  - Confirmed the negative impact of arrest on stops per hour
  - Determined the equivalency of an arrest



# Quantifying the Impact of an Arrest

## ❖ From Regression Analysis

- ( ) ( )
- The equivalency is  $2.352/0.576 = 4.08$

## ❖ From Web survey

- Average time to process arrest = 2.13 hrs
- Average time to process a regular stop = 0.17 hrs
- Assuming 20 minutes between stops, there could be 4.2 stops in 2.13 hrs

## ❖ Conclusion: **One Arrest $\approx$ 4 additional regular stops**



# Potential Performance Measures

1. Equivalent stops per billed hours;
2. Number of stops per patrol hours;
3. Equivalent stops per patrol hours;
4. Percent of adjusted non-patrol hours to total billed hours;
  - o Non-patrol is adjusted by subtracting measurable activities.
5. Number of stops per non-patrol hours; and
6. Number of crashes reduced during the enforcement period per total billed hours.



# Comparison of Potential Performance Measures

| Performance Measure              | Advantages   | Disadvantages   |
|----------------------------------|--|---|
| Equivalent stops per billed hour | <ul style="list-style-type: none"> <li>• Departments get credit for making an arrest</li> <li>• This would not add extra work for the officers to record</li> <li>• Easy for officers to understand</li> <li>• Evaluates both patrol and non-patrol times</li> </ul> | <ul style="list-style-type: none"> <li>• On a traffic stop where more than one person is arrested, departments could get credit for unreasonably many stops.</li> <li>• Need to define arrest clearly (physical, appearance tickets, juveniles – youth home, appearance ticket or turn over to parents).</li> </ul> |
| Stops per patrol hour            | <ul style="list-style-type: none"> <li>• Easy for officers to understand</li> </ul>  | <ul style="list-style-type: none"> <li>• Does not evaluate non-patrol time activities – it completely ignores the value of non-patrol activities</li> <li>• Requires clear definition of all activities to include in non-patrol time</li> </ul>  |



# Comparison of Potential Performance Measures

Continued...

| <b>Performance Measure</b>                                 | <b>Advantages</b>   | <b>Disadvantages</b>  |
|--|---|---|
| Equivalent stops per patrol hour                           | <ul style="list-style-type: none"><li>• Gives credit for arrests made</li><li>• Easy for officers to understand</li></ul> | <ul style="list-style-type: none"><li>• It evaluates non-patrol time twice</li><li>• Requires clear definition of all activities to include in non-patrol time</li></ul>              |
| Percent of adjusted non-patrol hours to total billed hours | <ul style="list-style-type: none"><li>• It evaluates non-patrol time</li></ul>  | <ul style="list-style-type: none"><li>• Difficult to determine adjusted non-patrol time</li><li>• Requires clear definition of all activities to include in non-patrol time</li></ul> |



# Comparison of Potential Performance Measures

Continued...

| <b>Performance Measure</b>   | <b>Advantages</b>  | <b>Disadvantages</b>   |
|--|--|--|
| Number of Stops per non-patrol hours                                       | <ul style="list-style-type: none"><li>• May encourage more stops and less non-patrol time</li></ul>  | <ul style="list-style-type: none"><li>• Confusing – what does it measure?</li><li>• Requires clear definition of all activities to include in non-patrol time</li><li>• Officers may reduce non-patrol time and stops altogether</li></ul> |
| Number of crashes reduced during enforcement period per total billed hours | <ul style="list-style-type: none"><li>• Reducing crashes is the main goal of OHSP</li><li>• Could make departments work harder in high crash locations</li></ul> | <ul style="list-style-type: none"><li>• It is difficult to measure at department level</li><li>• Many factors affect the number of accidents</li><li>• This would take more time and information to have reliable data</li></ul>           |



# Selection of Performance Measure for Michigan

- ❖ Considered advantages and disadvantages of each potential measure
- ❖ Consulted OHSP
- ❖ Considered suggestions from surveys:
  - Incorporating arrests
  - Simple to understand and use
- ❖ “*Equivalent Stops per Billed Hour*” was selected
  - ( ) ( ) ( )
  - Divide equivalent stops to total billed hours



# Confirming the need for Variable Standards by Cluster

- ❖ Two clusters:
  - Demographic and traffic-based Clusters (4 vs. 79 counties)
  - Geographical-based Clusters (UP vs. LP)
- ❖ Checked the need for clusters using the new measure:
  - Number of equivalent stops per total billed hours (2011 and 2012 data).
- ❖ OWI and Seat Belt compared separately
- ❖ Simple *t*-test statistical approach used



# Simple t-Test

- ❖ Tests the hypothesis that there is no difference in averages of two clusters

Null Hypothesis:  $H_0 : \mu_1 = \mu_2$

Alternative Hypothesis:  $H_a : \mu_1 \neq \mu_2$

- ❖ Computes a statistic

$$t = \frac{\mu_1 - \mu_2}{S_p \sqrt{\frac{1}{n_1} + \frac{1}{n_2}}}$$

$$S_p^2 = \frac{(n_1 - 1)S_1^2 + (n_2 - 1)S_2^2}{n_1 + n_2 - 2}$$

$\mu_1$  = average for cluster 1

$\mu_2$  = average for cluster 2

$S_1$  = std. dev. for cluster 1

$S_2$  = std. dev. for cluster 2

$n_1$  = observations in cluster 1

$n_2$  = observations in cluster 2

- ❖ Statistic is compared to critical value determined based on the level of significance (1.96 for 5% level of significance)
- ❖  $|t| > 1.96$  signifies statistical significant difference between the averages



# Demographic and traffic-based Cluster Results - OWI



| Enforcement/Cluster             | Average Performance (equivalent stops/hr) | t-statistic (p-value) | Conclusion                   |
|---------------------------------|---|-----------------------|------------------------------|
| <b>Impaired Driving 2011</b>    |   |                       |                              |
| Cluster 1 (46 agencies)         | 1.87                                      | -0.20<br>(0.8386)     | No difference in performance |
| Cluster 2 (94 agencies)         | 1.90                                      |                       |                              |
| <b>Impaired Driving 2012</b>    |   |                       |                              |
| Cluster 1 (51 agencies)         | 1.88                                      | -0.18<br>(0.8603)     | No difference in performance |
| Cluster 2 (103 agencies)        | 1.86                                      |                       |                              |
| <b>Combined (2011 and 2012)</b> |   |                       |                              |
| Cluster 1 (97 agencies)         | 1.88                                      | -0.02<br>(0.9809)     | No difference in performance |
| Cluster 2 (197 agencies)        | 1.88                                      |                       |                              |



**FINDING: Only one statewide performance standard is needed**



# Demographic and traffic-based Cluster Results - Seat Belt

| Enforcement/Cluster             | Average Performance (equivalent stops/hr) | t-statistic (p-value) | Conclusion                   |
|---------------------------------|---|-----------------------|------------------------------|
| <b>Seat Belt 2011</b>           |   |                       |                              |
| Cluster 1 (43 agencies)         | 1.65                                      | 0.50<br>(0.6216)      | No difference in performance |
| Cluster 2 (99 agencies)         | 1.72                                      |                       |                              |
| <b>Seat Belt 2012</b>           |   |                       |                              |
| Cluster 1 (51 agencies)         | 1.65                                      | 0.60<br>(0.5484)      | No difference in performance |
| Cluster 2 (97 agencies)         | 1.71                                      |                       |                              |
| <b>Combined (2011 and 2012)</b> |   |                       |                              |
| Cluster 1 (94 agencies)         | 1.65                                      | 0.77<br>(0.4421)      | No difference in performance |
| Cluster 2 (196 agencies)        | 1.71                                      |                       |                              |



**FINDING: Only one statewide performance standard is needed**



# Geographical-based Cluster Results - OWI



| Enforcement/Cluster             | Average Performance (equivalent stops/hr) | t-statistic (p-value) | Conclusion                            |
|---------------------------------|---|-----------------------|---------------------------------------|
| <b>Impaired Driving 2011</b>    |   |                       |                                       |
| Upper Peninsula (9 agencies)    | 1.28                                      | 2.80<br>(0.0059)      | Significant difference in performance |
| Lower Peninsula (131 agencies)  | 1.93                                      |                       |                                       |
| <b>Impaired Driving 2012</b>    |   |                       |                                       |
| Upper Peninsula (17 agencies)   | 1.20                                      | 4.85<br>(0.0000)      | Significant difference in performance |
| Lower Peninsula (138 agencies)  | 1.95                                      |                       |                                       |
| <b>Combined (2011 and 2012)</b> |   |                       |                                       |
| Upper Peninsula (26 agencies)   | 0.95                                      | 5.46<br>(0.0000)      | Significant difference in performance |
| Lower Peninsula (269 agencies)  | 1.94                                      |                       |                                       |



**FINDING: Separate performance standards needed for UP and LP**



# Geographical-based Cluster Results - Seat Belt



| Enforcement/Cluster | Average Performance (equivalent stops/hr) | t-statistic (p-value) | Conclusion |
|---------------------|---|-----------------------|------------|
|---------------------|---|-----------------------|------------|

## Seat Belt 2011

|                                |      |                   |                              |
|--------------------------------|------|-------------------|------------------------------|
| Upper Peninsula (6 agencies)   | 1.69 | -0.18<br>(0.8594) | No difference in performance |
| Lower Peninsula (136 agencies) | 1.75 |                   |                              |

## Seat Belt 2012

|                                |      |                   |                              |
|--------------------------------|------|-------------------|------------------------------|
| Upper Peninsula (12 agencies)  | 1.76 | -0.43<br>(0.6802) | No difference in performance |
| Lower Peninsula (136 agencies) | 1.68 |                   |                              |

## Combined (2011 and 2012)

|                                |      |                   |                              |
|--------------------------------|------|-------------------|------------------------------|
| Upper Peninsula (18 agencies)  | 1.75 | -0.40<br>(0.6903) | No difference in performance |
| Lower Peninsula (272 agencies) | 1.69 |                   |                              |



**FINDING: Only one statewide performance standard is needed**



# Decision on Performance Standard Needs by Location

- ❖ Only **one statewide** performance standard is needed for **seat belt** enforcement
- ❖ For **OWI** enforcement, **two** different performance standards are needed:
  - Upper Peninsula standard
  - Lower Peninsula standard



# Standard and Goal Thresholds in Equivalent Stops per Hour

**Minimum Threshold:** Used the 15<sup>th</sup>-percentile value (i.e., the performance level which was exceeded by 85 percent of the agencies)

**Performance Goal:** Used the 50<sup>th</sup>-percentile value (i.e., the performance level which was exceeded by 50 percent of the agencies)

| Year/Enforcement/Cluster          | Performance (equivalent stops/billed hour) |         |      | 15 <sup>th</sup> -Percentile Value | 50 <sup>th</sup> -Percentile Value |
|-----------------------------------|--|---------|------|------------------------------------|------------------------------------|
|                                   | Min  | Average | Max  |                                    |                                    |
| <b>OWI Enforcement</b>            |  |         |      |                                    |                                    |
| Upper Peninsula (26 agencies)     | 0.47                                       | 1.23    | 2.42 | 0.72                               | 1.12                               |
| Lower Peninsula (269 agencies)    | 0.37                                       | 1.94    | 4.45 | 1.29                               | 1.92                               |
| <b>Seat Belt Enforcement</b>      |  |         |      |                                    |                                    |
| Statewide Standard (291 agencies) | 0.30                                       | 1.69    | 4.71 | 1.09                               | 1.62                               |



# Recommended Minimum Standards and Goals

| <b>Enforcement Type</b> | <b>Upper Peninsula</b>   |              | <b>Lower Peninsula</b>   |              |
|-------------------------|--------------------------|--------------|--------------------------|--------------|
|                         | <i>Minimum Standard*</i> | <i>Goal*</i> | <i>Minimum Standard*</i> | <i>Goal*</i> |
| Impaired Driving (OWI)  | 0.72                     | 1.12         | 1.29                     | 1.92         |
| Seat Belt Zone          | 1.09                     | 1.62         | 1.09                     | 1.62         |

*\*Minimum Standards and Goals are in equivalent stops per hour*



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# Procedure for Ranking Agencies

- ❖ Compute the Performance Index
- ❖ Performance Index considers:
  - Geographical location of an agency (UP vs. LP)
  - Type of enforcement (OWI vs. seat belt zone)
  - The impact of arrests on making stops
- ❖ Rank agencies based on their performance index



# Computing the Performance Index

Where:

$I_{nj}$  = Index for agency  $n$  in cluster  $j$

$P_{nj}$  = Performance (equivalent stops per billed hour) of agency  $n$  in cluster  $j$

$S_j$  = Performance standard (equivalent stops per billed hour) for cluster  $j$

= 0.72 for UP during OWI enforcement

= 1.29 for LP during OWI enforcement

= 1.09 statewide during Seat Belt enforcement

❖ Rank agencies based on their performance index:

- Index  $\geq 1$  → an agency met the standard
- Index  $< 1$  → an agency did not meet the standard



# Summary of Rankings – FY13

- ❖ Based on mandatory, optional and combined enforcement
- ❖ OWI and Seat Belt separately

| Enforcement    | #Agencies Reporting | # Agencies Failing | % Failing |
|----------------|---------------------|--------------------|-----------|
| OWI_Combined   | 151                 | 7                  | 4.64      |
| OWI_Mandatory  | 149                 | 8                  | 5.37      |
| OWI_Optional   | 129                 | 12                 | 9.30      |
| BELT_Combined  | 149                 | 20                 | 13.42     |
| BELT_Mandatory | 148                 | 20                 | 13.51     |
| BELT_Optional  | 36                  | 1                  | 2.78      |



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# Recommendations

- ❖ **Creating online interactive training course** - To help officers understand the terms used, how to fill out the OHSP form correctly, and clarify any questions they may have.
- ❖ **Revising the OHSP traffic enforcement report form** - the revised form will enable proper and consistent recording of the number of arrests.
- ❖ **Periodic updating of the minimum performance standards and goals** - to reflect any changes in performance by agencies.
- ❖ **Conducting detailed crash analysis** - to select agencies for funding and determining return on investment.



# Enforcement Report Form

| Traffic Enforcement Report   |                                |   |                                 |                                    |                                   |
|--|--------------------------------|---|---------------------------------|------------------------------------|-----------------------------------|
| Revised 4/30/2013  |                                |   |                                 |                                    |                                   |
| Grant Minimum (equivalent stops/hr) - For OWI: UP = 0.72, LP = 1.29. For Seat Belt: Statewide = 1.09                               |                                |   |                                 |                                    |                                   |
| <input type="checkbox"/> Safety Belt Zone  |                                | <input type="checkbox"/> Impaired Driving |                                 | <input type="checkbox"/> HVE       |                                   |
| <input type="checkbox"/> January   | <input type="checkbox"/> March | <input type="checkbox"/> May              | <input type="checkbox"/> July   | <input type="checkbox"/> September | <input type="checkbox"/> November |
| <input type="checkbox"/> February  | <input type="checkbox"/> April | <input type="checkbox"/> June             | <input type="checkbox"/> August | <input type="checkbox"/> October   | <input type="checkbox"/> December |
| Location or area worked:   |                                |   |                                 |                                    |                                   |
| Officer's Name:  |                                |   | Department:                     |                                    |                                   |
| Lead Agency:   |                                |   | County:                         |                                    |                                   |
| Date of Enforcement:   |                                |   | Grant Number:                   |                                    |                                   |
| Date lead agency received paper work:  |                                |   |                                 |                                    |                                   |
| What are the total hours billed to the grant?  |                                |   |                                 |                                    |                                   |
| <b>PATROL ACTIVITY</b>   |                                | <b>NUMBER</b>                             |                                 |                                    |                                   |
| Vehicles Stopped   |                                |   |                                 |                                    |                                   |
|  |                                | <b>Verbal Warning</b>                     | <b>Citations</b>                | <b>Physical Arrest</b>             |                                   |
| Safety Belt Citations (Age 8+)   |                                |   |                                 |                                    |                                   |
| Child Restraint Citations (Age 0-3)  |                                |   |                                 |                                    |                                   |
| Child Restraint Citations (Age 4-7)  |                                |   |                                 |                                    |                                   |
| Speeding   |                                |   |                                 |                                    |                                   |
| Red-light Running  |                                |   |                                 |                                    |                                   |
| Texting  |                                |   |                                 |                                    |                                   |
| Suspended License - DWLS   |                                |   |                                 |                                    |                                   |
| Careless Driving   |                                |   |                                 |                                    |                                   |
| Reckless Driving   |                                |   |                                 |                                    |                                   |
| Uninsured Motorist (no insurance)  |                                |   |                                 |                                    |                                   |
| Uninsured Motorist (no proof of insurance)   |                                |   |                                 |                                    |                                   |
| OWI  |                                |   |                                 |                                    |                                   |
| High BAC (.17 or higher)   |                                |   |                                 |                                    |                                   |
| OUID   |                                |   |                                 |                                    |                                   |
| Drug   |                                |   |                                 |                                    |                                   |
| Other Alcohol (MIP, Open Intox, Adults Furnishing Alcohol)   |                                |   |                                 |                                    |                                   |
| Fugitives (Warrant)  |                                | Misdemeanor                               |                                 |                                    |                                   |
| Fugitives (Warrant)  |                                | Felony                                    |                                 |                                    |                                   |
| Weapons  |                                |   |                                 |                                    |                                   |
| <b>OTHER</b>   |                                |   |                                 |                                    |                                   |
| Recovered Stolen Vehicles  |                                |   |                                 |                                    |                                   |
| Felony arrests not included above  |                                |   |                                 |                                    |                                   |
| Misdemeanor arrests not included above   |                                |   |                                 |                                    |                                   |
| Traffic violations not included above  |                                |   |                                 |                                    |                                   |
| Cite notable arrests or newsworthy stops and reasons why no activity, if applicable. If the OHSP standard was not met, explain why |                                |   |                                 |                                    |                                   |
|  |                                |   |                                 |                                    |                                   |



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# Thank you!

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