Michigan’s Ticketing Aggressive Cars and Trucks Program
Ticketing Aggressive Cars and Trucks (TACT)

• Goal: deter unsafe driving behaviors by passenger vehicle and commercial motor vehicle (CMV) drivers when they interact
Ticketing Aggressive Cars and Trucks (TACT)

• Mission: reduce CMV-involved crashes, injuries, and fatalities by combining education and evaluation with targeted enforcement
History

• Federal Motor Carrier Safety Administration grant program

• Washington first state to pilot

• 15 states participated so far

• Michigan awarded grant for assessment, implementation, and evaluation
Assessment

- Conducted by the University of Michigan Transportation Research Institute (UMTRI)
- Analyzed CMV crash data
  - 2008-2012
- Selected two CMV high crash areas
  - One for enforcement, one as control site for evaluation
Assessment

- Grand Rapids area selected for TACT enforcement
  - US 131
  - I-196

- Ann Arbor area selected as control site for evaluation
Assessment

• Reviewed crashes, injuries, and fatalities involving aggressive driving around commercial motor vehicles

• Aggressive driving defined as…
Aggressive Driving

- Careless/Reckless Driving
- Speeding
- Improper Lane Change
- Following Too Close
- Overtaking and Passing
- Texting; Cell Phone CMV Only
- Impaired Driving
Project Costs

- Enforcement: $185,000
- Evaluation: $168,000
- Communications: $100,000
Pre-Implementation

• Initial meetings with law enforcement

• Meetings with Michigan Trucking Association Western Safety Council

• Conference call with counterparts in Washington
Participating Agencies

• Michigan State Police
  – Commercial Vehicle Enforcement Division & Rockford Post
• Kent County Sheriff’s Office
• Ottawa County Sheriff’s Office
• Grand Rapids Police Department
• Walker Police Department
• Wyoming Police Department
Implementation

• Three waves of enforcement
  – October 7-18
  – November 4-15
  – December 2-13

• Minimum four hour shifts
  – Between 6 a.m. and 8 p.m.
  – Monday-Friday
Strategic Plan

• Nearly 2,800 hours planned

• Manageable road segments identified

• Team of officers assigned
  – Both directions of travel
  – Marked and unmarked units
## Passenger Vehicle Enforcement

<table>
<thead>
<tr>
<th>Enforcement Activity</th>
<th>CMVs</th>
<th>Passenger Vehicles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Vehicles Stopped</td>
<td>405</td>
<td>2,594</td>
<td>2,999</td>
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<tr>
<td>Failure To Yield</td>
<td>2</td>
<td>24</td>
<td>26</td>
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<tr>
<td>Following Too Close</td>
<td>74</td>
<td>238</td>
<td>312</td>
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<tr>
<td>Improper Lane Change, Passing</td>
<td>12</td>
<td>195</td>
<td>207</td>
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<tr>
<td>Seat Belt Violation</td>
<td>13</td>
<td>41</td>
<td>54</td>
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<tr>
<td>Equipment Violation</td>
<td>26</td>
<td>118</td>
<td>144</td>
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<tr>
<td>Impeding Traffic</td>
<td>11</td>
<td>89</td>
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<tr>
<td>Speeding</td>
<td>78</td>
<td>1,056</td>
<td>1,134</td>
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<tr>
<td>Operating While Impaired</td>
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<td>1</td>
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<tr>
<td>Careless, Reckless Driving</td>
<td>4</td>
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<td>17</td>
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<tr>
<td>License Suspended, Revoked, None</td>
<td>10</td>
<td>64</td>
<td>74</td>
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<tr>
<td>Felony, Misdemeanor Warrant</td>
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<td>21</td>
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<tr>
<td>Weapons</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Drugs</td>
<td>0</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Other Citations</td>
<td>142</td>
<td>640</td>
<td>782</td>
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<tr>
<td>Arrests</td>
<td>19</td>
<td>138</td>
<td>157</td>
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<tr>
<td>Total Citations Issued</td>
<td>376</td>
<td>2,305</td>
<td>2,681</td>
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</table>
Partnership

• Working with Michigan Trucking Association Western Safety Council
  – Participated in research and events
• Response from drivers
  – Cause of crashes
Enforcement Experience

• Challenges
  – Weather
  – Road engineering
  – Passenger vehicle vs. CMV
  – Radio inoperability
Enforcement Experience

• Solutions
  – Location selection
  – Scheduling shifts
  – Sharing knowledge
  – Pre-shift presentation
# CMV Enforcement

<table>
<thead>
<tr>
<th>CVED Activity</th>
<th>CMVs</th>
<th>Passenger Vehicles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Vehicles Stopped</td>
<td>364</td>
<td>6</td>
<td>370</td>
</tr>
<tr>
<td>Failure To Yield</td>
<td>2</td>
<td>0</td>
<td>2</td>
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<tr>
<td>Following Too Close</td>
<td>30</td>
<td>0</td>
<td>30</td>
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<tr>
<td>Improper Lane Change, Passing</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>Seat Belt Violation</td>
<td>13</td>
<td>0</td>
<td>13</td>
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<tr>
<td>Equipment Violation</td>
<td>16</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td>Impeding Traffic</td>
<td>9</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>Speeding</td>
<td>33</td>
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<tr>
<td>Operating While Impaired</td>
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<tr>
<td>Careless, Reckless Driving</td>
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<tr>
<td>License Suspended, Revoked, None</td>
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<tr>
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<td>0</td>
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<tr>
<td>Drugs</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other Citations</td>
<td>91</td>
<td>0</td>
<td>91</td>
</tr>
<tr>
<td>Arrests</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Citations Issued</strong></td>
<td>198</td>
<td>0</td>
<td>198</td>
</tr>
</tbody>
</table>
Education

• Goal:
  – Increase knowledge about dangers and consequences of unsafe driving around trucks

• Target audience:
  – Men, ages 16 to 25, in passenger vehicles

• Primary message:
  – Leave more space for trucks
  – Stepped up enforcement
Education

• Plan included different elements for each enforcement wave

• Course corrections
  – Mobile boards
  – Wrapping truck
Education

TRUCKS TAKE EXTRA YARDS TO STOP
LEAVE MORE SPACE FOR TRUCKS

Michigan Office of Highway Safety Planning
Education

First Wave: Paid Advertising

• Radio
  – 60 seconds
  – Grand Rapids market
  – Stations popular with target audience
  – Aired 350 times during three-week period
  – Cost: $25,000

• Billboards
  – Kent and Ottawa counties
  – 16 locations
  – Cost: $33,000
Education

First Wave: Paid Advertising
Education

First Wave: Earned Media
Education

Second Wave: Community Event
Education

Third Wave: Earned Media

• MDOT partnership
  – Freeway message boards
    • Northbound US-131 at 36th Street
    • Southbound US-131 at Ann Street
    • Westbound I-196 at Plymouth Avenue
    • Eastbound I-196 at Chicago Drive
  – News release
Evaluation

UMTRI
UNIVERSITY OF MICHIGAN
TRANSPORTATION RESEARCH INSTITUTE
Evaluation

• Conducted pre- and post-public opinion surveys
  – Passenger vehicle drivers
  – TACT enforcement and control sites

• Collected monthly enforcement data
Evaluation

- Conducted pre- and post-interviews
  - Law enforcement
  - CMV drivers
  - TACT enforcement and control sites

- Conducted pre- and post-observational studies
  - With CMV drivers and law enforcement
  - Observe aggressive behaviors first-hand and look for changes
Evaluation

- Officer dailies
- Enforcement activity reports
- News articles, radio interviews, social media posts, and media events
- Pre- and post-CMV-involved crash data
- Collective survey data
- Collective interview data
- Collective observational data
Evaluation

• UMTRI will use monthly crash data from the TACT enforcement and control site and apply an appropriate time series

• To gather as much post-CMV-involved crash data as possible, the analysis will be conducted after August 15, 2014
Evaluation

• Draft report due: August 31, 2014

• Final report due: September 30, 2014

• Final report will be available upon request and on the OHSP Web site
Questions
Michigan TACT Program