

TENNESSEE HIGHWAY SAFETY OFFICE



# ANNUAL REPORT

FFY2018

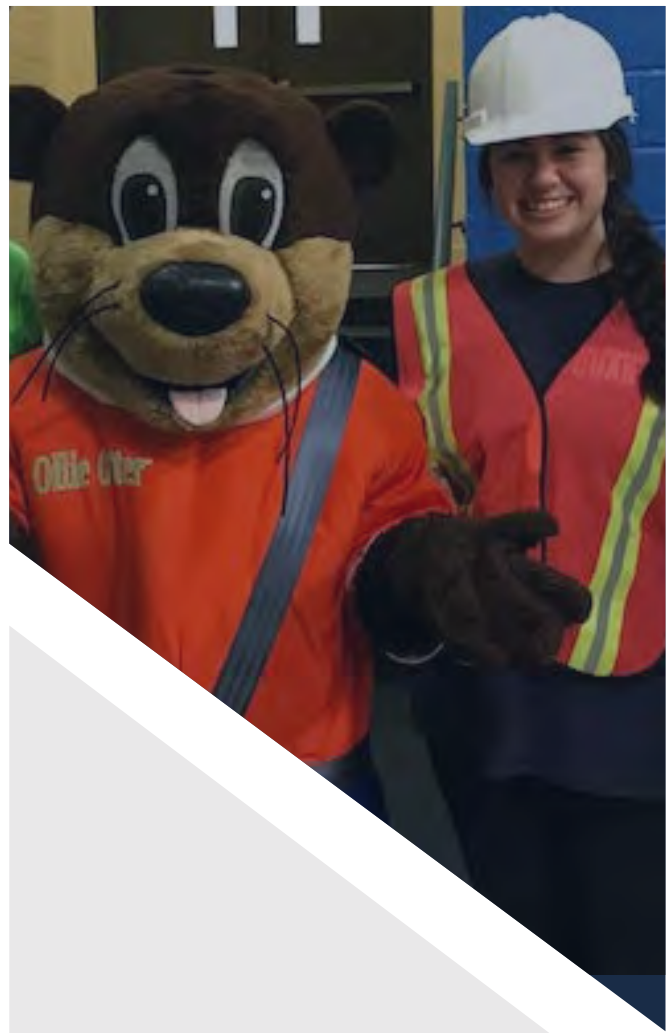
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TENNESSEE HIGHWAY SAFETY OFFICE  
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# ABBREVIATIONS EXPLAINED



ABR.		DESCRIPTION	
<b>ARIDE</b>	Advanced Roadside Impaired Driving Education	<b>LIDAR</b>	Light Imaging Detection and Ranging
<b>ATV</b>	All Terrain Vehicle	<b>MADD</b>	Mothers Against Drunk Driving
<b>CDC</b>	Centers for Disease Control	<b>MREP</b>	Motorcycle Rider Education Program
<b>CEU</b>	Continuing Education Unit	<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>CIOT</b>	Click It or Ticket	<b>POST</b>	Police Officer Standards and Training
<b>CLIF</b>	Collegiate Life Investment Foundation	<b>PTS</b>	Police Traffic Services
<b>CPS</b>	Child Passenger Safety	<b>RADAR</b>	Radio Detection and Ranging
<b>CPST</b>	Child Passenger Safety Technician	<b>SADD</b>	Students Against Destructive Decisions
<b>CRASH</b>	Crash Reduction Analyzing Statistical History	<b>SAFE</b>	Seat belts Are For Everyone
<b>CTR</b>	The University of Tennessee Center for Transportation Research	<b>SFST</b>	Standardized Field Sobriety Training
<b>DMV</b>	Department of Motor Vehicle	<b>STOPS</b>	Strategies and Tactics of Patrol Stops
<b>DVMT</b>	Daily Vehicle Miles Traveled	<b>TCPSC</b>	Tennessee Child Passenger Safety Center
<b>DRE</b>	Drug Recognition Expert	<b>TDOH</b>	Tennessee Department of Health
<b>DUI</b>	Driving Under the Influence	<b>TDOSHS</b>	Tennessee Department of Safety and Homeland Security
<b>EMS</b>	Emergency Medical Services	<b>TDOT</b>	Tennessee Department of Transportation
<b>EVOC</b>	Emergency Vehicle Operator Course	<b>THP</b>	Tennessee Highway Patrol
<b>FAST</b>	Fixing America's Surface Transportation	<b>THSO</b>	Tennessee Highway Safety Office
<b>FARS</b>	Fatality Analysis Reporting System	<b>TIM</b>	Traffic Incident Management
<b>FFY</b>	Federal Fiscal Year	<b>TITAN</b>	Tennessee Integrated Traffic Analysis Network
<b>GDL</b>	Graduated Driver's License	<b>TRCC</b>	Tennessee Traffic Records Coordinating Committee
<b>GMSS</b>	Grants Management Solutions Suite	<b>TRIMS</b>	Tennessee Roadway Information Management System
<b>HVE</b>	High Visibility Enforcement	<b>TSRP</b>	Traffic Safety Resource Prosecutors
<b>IACP</b>	International Association of Chiefs of Police	<b>TSSAA</b>	Tennessee Secondary School Athletic Association
<b>IDTF</b>	Impaired Driving Task Force	<b>VMT</b>	Vehicle Miles Traveled
<b>LEL</b>	Law Enforcement Liaison	<b>YTD</b>	Year to Date

# DIRECTOR'S MESSAGE

I am pleased to present the FFY2018 Annual Report of the Tennessee Highway Safety Office (THSO). This Report serves to provide an overview of the previous year's activity, as well as updates regarding the state's performance targets; it also highlights a number of THSO's most significant accomplishments. This year brought exciting changes. I joined the THSO on November 1, 2016, and since that time I have learned a great deal about the office, its initiatives, its programs, and our many partners across the state, both in law enforcement and within communities, they share our mission to lower crash-related deaths in Tennessee. As I have traveled across the state, I have been delighted to meet so many people who are clearly committed to reducing crashes and fatalities on Tennessee's roadways and making our state safer for all of its residents. With a fresh perspective, the management team and I have reviewed our processes and procedures with an eye toward identifying efficiencies and opportunities for improvement. Throughout the year, we have continued to focus on our mission: preventing crashes and saving lives.

The THSO continued to examine long-time highway safety issues in addition to newly emerging threats (such as drugged driving and distracted driving) in an effort to develop innovative ways to address these safety concerns. As a result, we successfully launched a pilot campaign "Stop Drugged Driving", and Tennessee's first statewide distracted driving enforcement bus tour to promote National Distracted Driving Awareness Month.

The increased number of traffic fatalities in Tennessee remains a concern, despite our efforts to create safer highways, increase public awareness, and support high-visibility enforcement of the state's driving laws. Every traffic fatality is a tragedy. Too many Tennessee families have experienced untold suffering because of crashes that could have been prevented. This knowledge underscores the importance of our continued commitment to enhancing traffic safety every day.

Partnerships continue to play a crucial role in our mission to successfully reduce motor vehicle-related deaths and injuries on our roads. Our valued partners have become critical to the our mission of providing technical leadership, innovation, and support to the safety programs we fund. We are grateful for the opportunity to work closely with such distinguished and traffic safety advocates and organizations, as well as the motoring

public. Some key initiatives in FFY2018 included adding a Law Enforcement Liaison (LEL) for the Nashville area, which includes the eleven surrounding counties. This additional position provides a conduit to our partners in one of the most populated areas. It also provides the Drug Recognition Expert (DRE) Statewide Coordinator the opportunity to increase the number of DRE classes provided across the state to 4 by 2020. Drug Recognition Experts are critical to the prosecution of drivers impaired solely by drugs, which continues to plague our state and country.

FFY2018, 366 grants were awarded to different agencies and our law enforcement partners implemented safety programs that targeted crashes on our roadways. The expansion of predictive analytics continued in (FFY2018). This initiative helped improve the efficiency of resource allocation and improve the safety of Tennesseans when traveling on state roadways. Our office, through cooperation with the Tennessee Intergraded Traffic Crash Analysis Network (TITAN), released traffic crash data for all law enforcement agencies and partners to review and develop future enforcement plans. Further, our participation in both federally and state-sponsored enforcement campaigns remained high, climbing to a rate of over 99 percent.

The THSO is proud of its progress and its history; this past year marked the 31st Lifesavers Conference. As the director of the THSO, it is clear to me that the many accomplishments listed in this report are the result of the partnerships between our office and the highway safety professionals across the state; each of them playing a vital role in making Tennessee roadways safer for everyone.

While we have made improvements in all areas of traffic safety, we still have much to accomplish in FFY2019. Collectively, critical assessments, improved data collection, predictive analytics for enforcement, and data analysis all bode well for the THSO's future trajectory. I eagerly look forward to participating in continued collaborative efforts to meet the many dynamic and changing challenges of making Tennessee highways safer this coming year.



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Vic Donoho, Director  
Tennessee Highway Safety Office



VIC DONOHO

Tennessee Highway Safety Office Director

# FISCAL YEAR 2018 HIGHLIGHTS

Several initiatives by the THSO, grantees, and traffic safety partners experienced success in FFY2018.

- ▶ There was a 100 percent participation by grant-funded agencies in NHTSA's enforcement campaigns.
- ▶ Tennessee's training program has moved under the LEL grant to better align training with the needs in the law enforcement community throughout the state. In its first full year, the training program has had a capacity rate for the courses at 85.5 percent—a 9 percent increase from the previous year.
- ▶ The new Occupant Protection Task Force held quarterly meetings to help construct a strategic plan that will be implemented over the next few years.
- ▶ This was the first year of Tennessee's own enforcement campaign, Safe on Seventy—a data-driven enforcement plan to help curb the increase of fatalities and serious injuries on Highway 70 that stretches across Tennessee. The first phase of the campaign was at the end of July/beginning of August and resulted in 2,147 citations.
- ▶ In July, Tennessee joined Alabama, Florida, Georgia, and South Carolina for Operation Southern Shield to increase speed enforcement across the southeast. The regional mobilization took place from July 16 to July 22. During Operation Southern Shield, the THSO increased speed-related messaging to promote awareness and education.
- ▶ The THSO hosted its 31st annual Lifesavers Conference in Murfreesboro September 5-7, 2018, with over 725 registrants.
- ▶ Training was delivered to 119 prosecutors and 619 law enforcement officers through the Traffic Safety Resource Prosecutors (TSRP) Training Program. Also, 1,568 law enforcement officers received training in highway safety subjects, all of which have been approved by the Police Officers Standards and Training (POST) Commission.

# FISCAL YEAR 2018 HIGHLIGHTS

- ▶ The THSO recently decided to move paid media purchasing and creative to another state entity—Tennessee Tech University (TTU). TTU has a vast amount of experience in the traffic safety industry and is keenly aware of how federal dollars can be spent and the accompanying messaging that should be used to reach the public. This partnership allows the THSO to avoid heavy markups from for-profit agencies and retain the watchful eye of the contracting process, as both fall under the same state guidelines.
- ▶ The Jackson Police Department's Alcohol Countermeasures Team (ACT) worked 827 hours of DUI enforcement events and activities. Since implementation, the City of Jackson has seen a 12 percent decrease in DUI crashes and 22 percent decrease in persons injured in DUI crashes.
- ▶ Judicial District 31 DUI Prosecutor Darrell Julian and DUI Coordinator Susan Bell, handled 206 cases in FFY18 with a 93 percent conviction rate. Along with a high conviction rate, they have worked to obtain more DREs in their district better equipped to handle the rise in drug-related cases.
- ▶ Tennessee Secondary School Athletic Association's (TSSAA) DUI Education team participated in 118 sessions across the state and reached more than 27,000 students. The program has been in such high demand that they are already full for the 2018-2019 school year.
- ▶ Coalition for Healthy and Safe Campus Communities empowered the colleges in Tennessee to create drug and alcohol awareness on each of their campuses. The projects were designed by the students to have the biggest impact on their peers. Events, videos, virtual reality, and many other mediums were used to get impaired messaging across to the students.
- ▶ The THSO executed Tennessee's second statewide distracted driving enforcement bus tour from October 9, to October 12, 2017. This campaign resulted in 905 citations issued statewide. The THSO executed Tennessee's third statewide distracted driving enforcement bus tour from Monday, April 2, to Thursday, April 5, 2018. This campaign resulted in 1,816 citations issued statewide.

# PERFORMANCE MEASURES/TARGETS



The following core outcome measures were established in the FFY2018 Tennessee Highway Safety Office Highway Safety Plan.



## TRAFFIC FATALITIES

**GOAL:** Traffic fatalities will increase by 2.65 percent, from 994.4 (2012-2016 average) to 1021.4 (2014-2018).

**RESULT:** Based on Fatality Analysis Reporting System (FARS) data, Tennessee had 1,040 fatalities in 2017. This goal was not met. Tennessee saw an increase in traffic fatalities that exceeded the projected 2.65 percent.



## SERIOUS TRAFFIC INJURIES

**GOAL:** Serious traffic injuries will increase by 4.19 percent from 7,324.4 (2012-2016 average) to 7630.8 (2014-2018).

**RESULT:** Based on state-level data, serious traffic injuries in Tennessee decreased to 7,126 in 2017, meeting this target.



## OVERALL FATALITIES/VMT

**GOAL:** Decrease fatalities per 100 million vehicle miles (VMT) from 1.352 (2012-2016 average) to 1.337 (2014-2018).

**RESULT:** Based on FARS data, Tennessee decreased fatalities to 1.35 per 100 million VMT in 2016. This goal was not met. Tennessee was able to maintain the fatality rate even with an increase in overall fatalities.



## RURAL FATALITIES/VMT

**GOAL:** Decrease rural fatalities/VMT from the 2015 calendar base year of 1.88 to 1.63 by December 31, 2018.

**RESULT:** Based on FARS data, rural fatalities increased to 1.89 per 100 million VMT in 2016. This goal was not met. Tennessee was able to maintain the fatality rate even with an increase in overall fatalities.



## URBAN FATALITIES/VMT

**GOAL:** Decrease urban fatalities/VMT from the 5-year alternative baseline average (2011-2015) of 1.01 to 0.98 by December 31, 2018.

**RESULT:** Based on FARS data, Tennessee urban fatalities increased to 1.09 per 100 million VMT in 2016. This goal was not met. Tennessee was able to maintain the fatality rate even with an increase in overall fatalities.



## UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

**GOAL:** Decrease the percentage of unrestrained fatalities by 8.13 percent from the 2015 calendar base year of 332 to 305 by December 31, 2018.

**RESULT:** Based on FARS data, Tennessee had 302 unrestrained passenger vehicle occupant fatalities in 2017, meeting the target.



# PERFORMANCE MEASURES/TARGETS



## ALCOHOL-IMPAIRED DRIVING FATALITIES

**GOAL:** Decrease alcohol impaired driving fatalities from the 2015 calendar year of 252 to 223 by December 31, 2018.

**RESULT:** According to 2017 FARS data, Tennessee had 251 alcohol-impaired driving fatalities. This FFY18 goal was not accomplished. While Tennessee did see a decrease, the decrease was not as large as anticipated.



## SPEEDING RELATED FATALITIES

**GOAL:** Maintain speeding-related fatalities from the 2015 calendar base year of 187 through December 31, 2018, despite increasing trends.

**RESULT:** According to 2017 FARS data, Tennessee had 166 speeding-related fatalities, meeting the target.



## MOTORCYCLIST FATALITIES

**GOAL:** Decrease motorcyclist fatalities from the 5-year alternative baseline average (2011-2015) of 127 to 120 by December 31, 2018.

**RESULT:** Based on FARS data, Tennessee had 134 motorcycle fatalities in 2017. The early months of the year were unseasonably warm. Over half of the month of February was over 60 degrees with the riding season also going longer into the fall months. This caused more motorcyclists to be on our roadways.



## UNHELMETED MOTORCYCLIST FATALITIES

**GOAL:** Decrease unhelmeted motorcyclist fatalities from the 2015 calendar base year of 11 to 8 by December 31, 2018.

**RESULT:** Based on FARS data, unhelmeted motorcyclist fatalities in Tennessee decreased to 8 in 2017, meeting this target.



## DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

**GOAL:** Decrease drivers age 20 or younger involved in fatal crashes 22.81 percent, from a three-year baseline average (2013-2015) of 114 to 88 by December 31, 2018.

**RESULT:** Based on FARS data, Tennessee had 115 fatalities in 2017. This goal was not met. The baseline that was utilized was 2013-2015. However, Tennessee saw a sharp increase (129, FARS) in Teen Driver Fatalities in 2016. Fortunately, Tennessee saw a decrease in 2017.



## PEDESTRIAN FATALITIES

**GOAL:** Maintain pedestrian fatalities from the 2015 calendar base year of 104 through December 31, 2018, despite increasing trends.

**RESULT:** Based on FARS data, pedestrian fatalities in Tennessee increased to 124 in 2017. This goal was not met. Tennessee, like many other states, continues to see an increase in pedestrian fatalities.



## BICYCLE FATALITIES

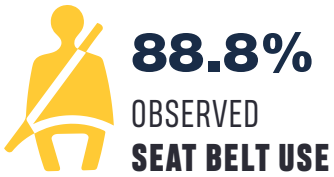
**GOAL:** Reduce pedalcyclist fatalities 10 percent, from the 2015 calendar year of 10 to 9 by December 31, 2018 (4-year linear regression).

**RESULT:** Based on FARS data, Tennessee had 8 bicycle fatalities in 2016, meeting this target.

# PERFORMANCE MEASURES/TARGETS

## OTHER BEHAVIOR PERFORMANCE MEASURES

Source: TN Grants



This goal was not met. The THSO saw an increase from 2017 (88.51 percent) to the reported 88.8 percent.



**Data in Annual Report:** Where available, 2017 final FARS data is used for core performance measures. Unless noted otherwise, state data is provided by the Tennessee Department of Safety and Homeland Security, TITAN Division.

### VISION

The safe arrivals of all who use Tennessee's roadways to reach their destinations with the ultimate goal of sustaining zero fatalities on Tennessee's roadways.

### MISSION

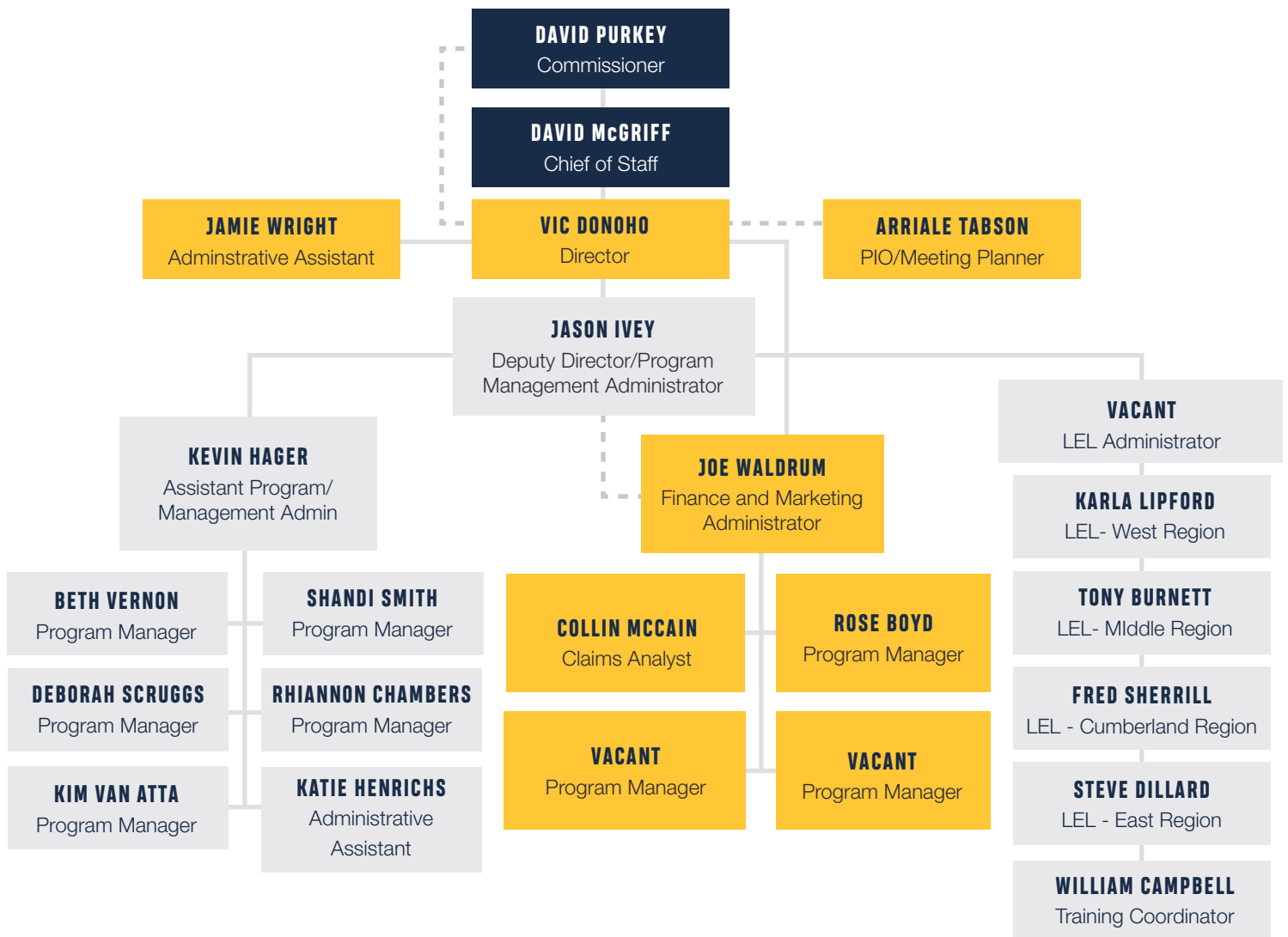
To develop, execute, and evaluate effectiveness of programs intended to reduce the number of fatalities, injuries, and related economic losses resulting from traffic crashes on Tennessee's roadways.





# TENNESSEE HIGHWAY SAFETY OFFICE

The Commissioner of the Department of Safety and Homeland Security serves as the designated Tennessee Highway Safety representative, and the Director of the THSO fulfills the role of the state's coordinator of the activity. The Tennessee Highway Safety Office employs a planning and administration staff of eight full-time state employees and 14 full-time University of Tennessee grant-funded employees.



# PLANNING & ADMINISTRATION

Behavioral highway safety programs require statewide coordination of many programs, employing funds from several sources, and with considerations for overlapping regulations, objectives, and responsibilities. Planning and Administration assists in the development, execution, implementation, and evaluation of highway safety programs statewide.

## GOALS

### Goals of the planning and administration program include the following:

- Administer the state and community Highway Safety Grant Program and other state and federal-funded highway safety programs.
- Plan for coordinated highway safety activities utilizing resources strategically to decrease traffic crashes, injuries, and deaths in Tennessee.

## PROGRAM OBJECTIVES AND RESULTS

- **OBJECTIVE:** Produce required highway safety plans and performance documentation in a timely manner.

**RESULT:** The Tennessee Highway Safety Office (THSO) prepared the FFY2018 Highway Safety Plan and submitted it on time through NHTSA's Grants Management Solutions Suite (GMSS) system.

- **OBJECTIVE:** Deliver programs that effectively change knowledge, attitude, and behavior of Tennessee drivers and others supporting our programs in reducing traffic crashes, injuries, and deaths.

**RESULT:** The THSO developed and deployed effective traffic safety programs to educate drivers and enforce state driving laws in order to reduce fatality crashes and injury crashes. In response to the increase of speeding deaths within the Southeast, Tennessee joined NHTSA Region 4 partners in participating in Operation Southern Shield this summer. The THSO continues to educate the public through outreach along with paid and earned media. This year, several print pieces were translated into Spanish to better serve the Hispanic population. Finally, the THSO continues to support and implement training for law enforcement, which is detailed in the Training section of this report.

- **OBJECTIVE:** Coordinate transportation safety, public safety, and injury control programs for the Department of Safety and Homeland Security and for the state of Tennessee.

**RESULT:** The THSO continues to coordinate traffic safety and injury control programs with various traffic safety partners. For instance, several committees and stakeholders are involved in the highway safety planning process. Tennessee receives input from the Traffic Records



Coordinating Committee (TRCC), the Motorcycle Safety Coalition, and the Impaired Driving Task Force (IDTF). This summer, the THSO launched a new Occupant Protection Task Force. The THSO also collaborated with the multiple agencies regarding the shared safety performance measures.

► **OBJECTIVE:** Incorporate a competitive grant online application process into the development and implementation of a portion of the FFY2018 Highway Safety Performance Plan.

**RESULT:** The THSO instituted its online competitive highway safety grant application and evaluation process for FFY2018. The deadline for highway safety grant applications for FFY2018 funding was March 31, 2017. A total of 544 applications (307 programmatic and 237 High Visibility Enforcement) were submitted to the THSO.



## ACTIONS TAKEN

The THSO has been fully integrated into the Tennessee Department of Safety and Homeland Security since its transfer from the Tennessee Department of Transportation in April 2016. Staff completed its office move in December 2016.

Professional development and training of the THSO staff encourages employee engagement and creates greater synergy across traffic safety programs. During FFY2018, the THSO staff members continued their professional development through active participation in highway safety courses, participation in relevant training events, and attendance at highway safety meetings and conferences.

For instance, staff participated in Transportation Performance Management workshop through the Federal Highway Safety Administration. Staff also attended the National Lifesavers Conference, GHSA Annual Meeting, SADD National Conference, and Traffic Records Forum. Such experiences enhance staff skills and knowledge in establishing effective highway traffic safety program strategies.

Further, several staff members presented at conferences as well. For instance, Rose Boyd, the THSO's senior driver coordinator, shared information about the Tennessee Safe Road for Seniors program at the National Lifesavers Conference. Kevin Hager presented information about nighttime seat belt use at the NHTSA Region 4 LEL Conference, and Sharmila Patel spoke about the state's bicycle and pedestrian initiatives at the Tennessee Highway Safety and Operations Conference.

Providing training for our grantees is another important responsibility. At the beginning of the grant year, multiple team members traveled across the state to lead grant orientation workshops. Staff members planned and moderated sessions at the state Lifesavers Conference, which is discussed in further detail later in the report.

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# COMMUNITY OUTREACH

In an era of diminishing federal resources and an increasing need for data-driven initiatives, governmental and non-governmental organizations need to address their traffic injury problems locally to an ever greater extent. Community-level planning and activities permit a higher level of coordination and earned media than the traditional single-strategy approaches once favored in highway safety. When community leaders begin to consider who needs to be involved in their highway safety activities, they are often surprised by the interest and skills non-traditional partners bring to the table.

## PROGRAM OBJECTIVES AND RESULTS

- ▶ **OBJECTIVE:** Fulfill 440 product orders through TNTrafficSafety.org website, phone orders, and ReduceTNCrashes.org in FFY18.  
**RESULT:** We recorded and shipped 366 product orders. Our previous estimates were including multiple boxes shipped to the same address for large orders. In the future, the goal will be aligned to the number of individual shipments, regardless of size, due to ease of FedEx's system.
- ▶ **OBJECTIVE:** Increase public awareness among Tennessee constituents, program providers, educators, law enforcement, and other safety advocates through TNTrafficSafety.org by having more than 100,000 unique visitors to the website in FFY18.  
**RESULT:** 106,466 unique users visited the site according to Google Analytics.
- ▶ **OBJECTIVE:** Engage internal stakeholders and the public via THSO social media channels including Facebook, Twitter, YouTube, and Instagram.  
**RESULT:** Facebook, Twitter, YouTube, and Instagram all saw increasing audiences and increasing engagement throughout FFY18.
- ▶ **OBJECTIVE:** Make materials more accessible to a wider audience by translating 10 rack cards and print pieces to Spanish.  
**RESULT:** There are eight items that are offered in Spanish. There was a delay in producing the additional two rack cards in FFY18, but two new rack cards will be produced and translated in FFY19.

The TNTrafficSafety website is going through a slow website update. Each "Safety Program" page is being redesigned to have the public's best interest in mind. The most applicable laws and resources are being highlighted on each page to make the "Safety Program" pages be a one-stop shop for anything related to that topic. Pages that were updated in FFY18: Drowsy Driving, Child Passenger Safety, Motorcycle Safety, LEL pages, and Training Pages.

# COMMUNITY OUTREACH

THSO attended multiple community events throughout the year. At each of the events, there would be a booth/table with a wide array of educational materials (CPS, Teen, Seat Belt, Impaired Driving, etc.) to be handed out. Some of these events include: Tennessee Strawberry Festival (Dayton), Tennessee Tomato Festival (Grainger County), Southern Heritage Classic (Memphis), Cummins Filtration Safety Day (Cookeville), CHS TEST Club Safety Day (Cookeville), Teen Driver Safety Camp (Nashville), Grundy County Sheriff's Office Safety Day (Grundy County), Smyrna Citizens Police Academy (Smyrna), Shake the Lake Event (Spring City), and many more.

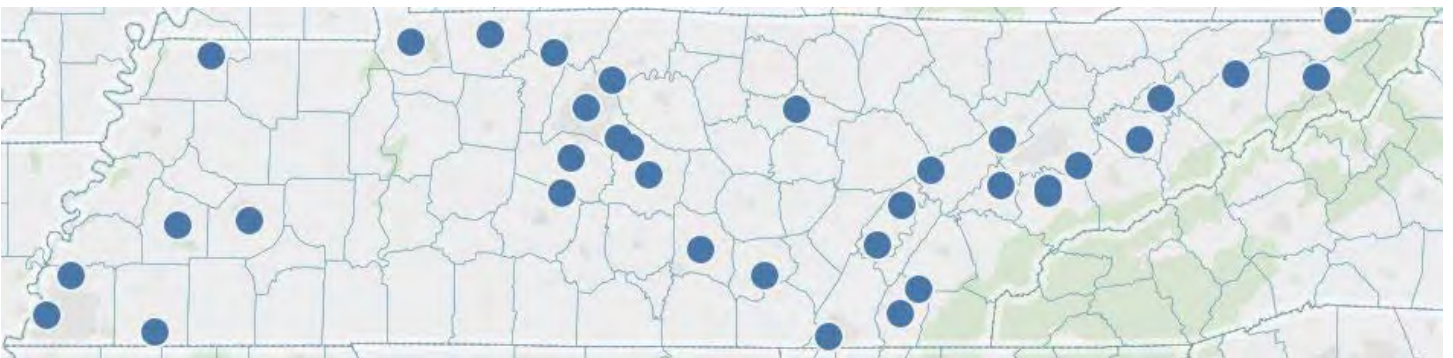


*Photo Caption: Seatbelt Convincer being used at a local school. Photo by Tennessee Traffic Safety Resource Center.*



*Photo Caption: Seatbelt Convincer being used at David Crockett High School. Photo by Tennessee Traffic Safety Resource Center.*

Each LEL region has a seat belt convincer that is provided to the community for outreach events in the individual community. The convincer helps in educating the public on the physics behind wearing your seat belt and the dangers associated with a 5 mph crash. The seat belt convincers were requested 56 times during FFY18 and reached 40 different communities during that time. Below is a map of community events that had the seat belt convincer in FFY18.



*Source: TNTrafficSafety.org*

# OCCUPANT PROTECTION

Increasing seat belt and child restraint use is the simplest and most effective way to reduce serious injuries and deaths in the event of a motor vehicle crash. Tennessee's occupant protection program addresses and makes progress toward the goals and objectives listed below.

## GOALS

**Goals of the occupant protection program include the following:**

- Increase the statewide average safety belt use and reduce the rate of unbelted passenger occupant fatalities.
- Reduce the state misuse percentage of incorrectly installed child passenger safety seats.

## PROGRAM OBJECTIVES AND RESULTS

- ▶ **OBJECTIVE:** Decrease the percentage of unrestrained passenger vehicle fatalities 8.13 percent, from the 2015 calendar base year of 332 to 305 by December 31, 2018 (5-year linear regression).  
**RESULT:** Based on FARS data, Tennessee had 302 unrestrained passenger vehicle occupant fatalities in 2017, meeting this target.
- ▶ **CORE PERFORMANCE MEASURE:** Increase the observed seat belt usage rate by 2 percent, from a 2016 baseline of 88.95 percent to 91 percent in 2018.  
**RESULT:** For 2018, the final statistically adjusted statewide seat belt usage rate is 88.8 percent. This goal was not met. The THSO saw an increase from 2017 (88.51 percent) to the reported 88.8 percent.
- ▶ **OBJECTIVE:** Reduce the state misuse percentage of incorrectly installed child passenger safety seats, from a baseline of 84 percent in FFY2016 to 83 percent in FFY2018.  
**RESULT:** For FFY2018, the overall misuse rate of child passenger safety seats is 77 percent as reported by the Tennessee Child Passenger Safety Center (TCPSC) at Meharry Medical College.

The general goal of Tennessee's occupant protection program is to reach safety belt usage rates at a level that is consistently at or above the national average. Efforts undertaken were designed to increase awareness and adherence to Tennessee's occupant protection laws with a priority given to enforcement and education. Partnerships have been built with representatives from law enforcement agencies, media, health professionals, education, and local civic organizations. Programming included enforcement activities, such as checkpoints and participation in national mobilizations. Public information and education activities were administered through media announcements and support materials. Concentrated safety efforts included Click It or Ticket and Buckle Up in Your Truck.

During FFY2018, the Tennessee Highway Safety Office (THSO) funded several projects that specifically addressed child passenger safety and safety belts as seen in the following table. The occupant protection programs implemented by the THSO included education, enforcement, equipment, and evaluation components. These programs were primarily conducted by partnering organizations that include local colleges and universities, health departments, local enforcement agencies, hospitals and clinics, EMS and fire department personnel, and many of the state's community programs related to injury prevention.





AGENCY	Funding Source	County	FFY2018 Grant Amount
Dyersburg Police Department	402	Dyer	\$20,000.00
Hamilton County Sheriff's Office	405b	Hamilton	\$124,080.00
Meharry Medical College	402	Statewide	\$400,000.00
Tennessee Department of Safety & Homeland Security	405b	Statewide	\$100,000.00
Tennessee Technological University	405b	Statewide	\$166,595.00
The University of Tennessee	405b	Statewide	\$79,700.00
The University of Tennessee	405b/402	Knox	\$74,000.00

## CHILD PASSENGER SAFETY PROGRAM

The primary goal of Tennessee's occupant protection program is to promote and increase the use of safety belts and the proper usage of child safety systems by vehicle occupants. The TCPSC, which operated through a grant to Meharry Medical College, support this goal as they and their partners plan and implement statewide programs to train, certify, and re-certify Child Passenger Safety Technicians (CPST). The TCPSC also assists technicians in carrying out child safety seat checkpoints throughout the state, and they interpret collected data to help develop improved educational materials and strategies. The ultimate goal is to promote the proper use of child restraint systems in all vehicles. The TCPSC continues to provide educational resources to child passenger safety advocates throughout Tennessee. In addition, community members may request information via telephone or electronically. Copies of some educational materials are provided at no cost to the community. The rationale for this is clear: availability of up-to-date and relevant information is a key factor in solving the problem of unrestrained children. **The TCPSC delivered interventions in four domains: safety restraint misuse; unrestrained children; safety data collection; Child Passenger Safety Technician certifications and re-certifications.**

## PROGRAM OBJECTIVES AND RESULTS

- ▶ **OBJECTIVE:** Increase the use of child restraints in Tennessee.  
**RESULT:** For FFY2018, the overall misuse rate of child passenger safety seats is 77 percent as reported by the TCPSC. Although the misuse rate is above the national average, this year's misuse rate is below the previous year's average of 84 percent.
- ▶ **OBJECTIVE:** Collect safety data on child safety seat usage on 100 percent of participants.  
**RESULT:** This past year, the fitting stations were very visible in communities, checking a total of 2,414 child safety seats at their offices and checkup events. This number includes 408 families that brought their car seat for assistance with installation, which shows there is an increasing number of parents who are aware of the fitting station network throughout the state.
- ▶ **OBJECTIVE:** Certify 100 technicians and maintain/recertify currently certified technicians.  
**RESULT:** The Center exceeded the training goal with 189 trained. This year the Center conducted a total of 20 trainings, and 189 professionals were trained. The trainings were held in Nashville, Chattanooga, Redbank, Crossville, Memphis, Covington, Jackson, Franklin, Clarksville, Dyersburg, Cleveland, Murfreesboro, Dickson, Germantown, and La Vergne, TN.
- ▶ **OBJECTIVE:** Maintain a coalition of 150 fitting stations throughout the state.  
**RESULT:** Tennessee has 135 fitting stations. The Center maintained a fitting station and supported agencies as CPS fitting stations across the state. The Center currently has over 100 fitting stations in the Tennessee area that it supported through car seat distribution and trainings. The TNCPSC center shipped a total of 745 child restraints to surrounding fitting stations.

# OCCUPANT PROTECTION

## Highlights of Our CPS Partners



*Photo Caption: Becky Campbell with SAFE Journey at a CPS Check.*

### **SAFE JOURNEY, HAMILTON COUNTY SHERIFF'S OFFICE**

The Safe Journey program was successful in inspecting and instructing families to install 844 car seats and booster seats during the FFY2018 grant year. The staff was involved in 98 safety events and car seat checkpoints during this time where numerous families were provided education on the most appropriate means for safe travel with children. Further, the program was able to provide 315 car seats and booster seats to families who met the guideline criteria (a distribution policy is maintained in the Safe Journey office). Partnerships with Head Start centers in the Mid-Cumberland region have provided a great opportunity to reach numerous families in rural areas with the safe travel message.

During the FFY2018 grant year, the staff of Safe Journey distributed child passenger safety materials to 40 medical offices in the Mid-Cumberland region. The Safe Journey program staff participated in three Hands Across the Border law enforcement campaigns at the North Carolina, Alabama, and the Georgia border.

The number of participants who report learning of the program from the Hamilton County Sheriff's Office website continues to increase, as does, participation at regularly scheduled checkpoints in Hamilton County. During the FFY2018 grant year, monthly press releases highlighting child passenger safety were contributed to

Chattanooga.com, an online newspaper. Each of these articles appeared on the website. During the FFY2018 grant year, the staff of Safe Journey trained 39 new Child Passenger Safety technicians and instructed two CPST renewal classes in which 9 regained their certification.

### **OLLIE OTTER, TENNESSEE TECHNOLOGICAL UNIVERSITY**

The primary goal of the Ollie Otter Program is to increase awareness and education of the importance of booster seat and seat belt use for elementary age children to directly impact child safety seat and seat belt usage rates through a statewide saturation of educational presentations that mobilizes local community volunteers. Working towards this goal we met the following objectives:



*Photo Caption: Ollie Otter during a presentation.*

Over 350 Ollie Otter Seat Belt and Booster Seat Safety presentations were implemented at schools and community presentations statewide, impacting over 75,000 children and families. Over 1,400 volunteers from TN Colleges of Applied Technology, community colleges, high schools, and public and private community organization partnerships helped in the implementation of the Ollie Otter program throughout the state, reaching all 95 counties to encourage the spread of the seat belt and booster seat safety message.

The program marketing materials include bookmarks, measuring posters, classroom curriculum sheets, newsletters, the www. OllieOtter.org program website, metal driveway signs, vinyl banner



**Photo Caption:** Ollie Otter with Pickett County.

signs, and more were distributed to elementary schools and community venues for each activity. Support from the TN Highway Patrol provided funding to distribute over 600 five feet tall measuring posters to Tennessee classrooms for students to identify if they met the height requirement for seat belt use. The TN Road Builders Association provided funding for the Ollie Otter School kit marketing material for all schools receiving a presentation.

In January 2018, Ollie Otter, Tennessee’s Child Passenger Safety Mascot, and some of his friends presented an update to the TN State Senate Transportation Committee about the success of this program.

*“I have the opportunity to work with state programs and talk about child passenger safety across the United States, and there is no other program like Ollie Otter,”* says Sarah Haverstick of GOODBABY International. *“You can’t think ‘booster seats’ without thinking about Ollie. It’s incredible to be a part of.”*

Kent Starwalt, Executive Vice President of the Tennessee Road Builders’ Association, believes that Ollie’s message is important for everyone.

*“That’s the best thing about this program! Those kindergartners who participated in the first Ollie Otter events are now 15 and 16 year old drivers. The messages Ollie brings are universal with regard to general safety. With more and more projects coming down the road with the Improve Act, there will be much more (road construction) work out there, and the need for people to buckle up and slow down is going to be an ongoing issue.”*

**TENNESSEE CHILD PASSENGER SAFETY CENTER, MEHARRY MEDICAL COLLEGE**

The TCPSC’s activities demonstrate the center is making a positive impact on child passenger safety. This past year, the fitting stations were very visible in communities checking a total of 2,414 child safety seats at their offices and checkup events. This number includes 408 families that brought their car seat for assistance with installation, which shows there is an increasing number of parents who are aware of the fitting station network throughout the state. Of the 2,414 seats, 1,850 were misused, which is an overall misuse rate of 77 percent; the national average is 73 percent. Although the misuse rate is above the national average, this year’s misuse rate is below the previous year’s average of 84 percent. This is a significant accomplishment. There was a total of 204 CPS checkup events held last year in Tennessee.

The amount of events conducted statewide is quite impressive; reports indicate that consistent activity was held throughout the year. Below is the overall breakdown statewide:

STATEWIDE CHECKPOINT STATISTICS	
Number of seats checked	2414
Number of seats misused and/or installed incorrectly	1850
Overall misuse rate	77%
Number of seats with no misuse	564
Number of new installs	755
Number of recalled or unsafe seats	260
Number of children who arrived unrestrained	129
Total number of seats given out	493
Total number of seats shipped	745

**Source:** TCPSC

# OCCUPANT PROTECTION

## 2018 Seat Belt Survey Results

The University of Tennessee (UT) Center for Transportation Research (CTR) collected safety belt use data in the spring and summer of 2018 in accordance with the revised Uniform Criteria for State Observational Surveys of Seat Belt Use. As has been the case over the past several survey years, CTR collected seatbelt usage information both before (March, April, and May) and after (June) the annual Click It or Ticket (CIOT) campaign to assist the Tennessee Highway Safety Office (THSO) and the National Highway Transportation Safety Administration (NHTSA) in their assessment of the program's effectiveness.

Tennessee's current survey plan, approved by NHTSA on April 12, 2012, collects observational data at 190 sites across the state. As required by the current uniform criteria, CTR partnered with Preusser Research Group (PRG) to conduct a five-year update of

the 16 counties and 190 unique observation sites included in the survey's sample. A review of updated Fatality Analysis Reporting System (FARS) data (2013-2015) indicated that the survey would continue to use the 16-county sample (established in 2012) until the next scheduled update in 2022. New observation sites were selected in each county using updated data from the Tennessee Department of Transportation's (TDOT's) Tennessee Roadway Information Management System (TRIMS) database.

The 2017 sample was approved by NHTSA on March 16, 2017, and was used to collect both baseline

and post-campaign 2018 observational data. Staff of CTR also conducted quality control checks at a minimum of 5 percent of these sites (10 sites total) during the post-campaign survey period. Seat belt use data were tabulated and analyzed following the survey periods using appropriate statistically-based procedures. CTR reported. The final June survey result (88.77 percent usage) of CTR was reported to THSO on July 6, 2018. Through this grant, CTR provided all of the supervision, transportation, per diem, equipment, and supplies necessary to perform and document the safety belt use survey.

Tennessee has traditionally reported results from its post-Click It or Ticket campaign (June) statewide observational survey as the state's official usage rate. For 2018, the final statistically adjusted statewide seat belt usage rate is 88.77 percent (+/- 1.10 percent).

COUNTY	No. of Sites	Passenger Cars	Vans	SUVs	Cars, Vans, SUVs	Pickup Trucks	All Vehicles
Davidson	15	91.46%	92.98%	94.07%	92.40%	86.31%	91.81%
Hamilton	15	92.88%	89.80%	93.08%	92.79%	82.70%	90.86%
Knox	15	96.63%	91.10%	97.63%	96.55%	84.98%	93.98%
Shelby	15	86.01%	84.29%	86.49%	84.80%	73.86%	82.51%
Blount	11	89.97%	91.97%	94.51%	90.97%	84.59%	89.76%
Dyer	11	80.18%	62.82%	88.74%	82.81%	84.95%	84.31%
Loudon	11	94.03%	96.85%	95.81%	94.65%	84.06%	90.53%
McMinn	11	95.54%	89.54%	94.01%	94.51%	84.72%	91.87%
Marion	11	81.61%	80.55%	97.86%	90.17%	76.64%	85.88%
Montgomery	11	87.18%	94.81%	88.00%	88.92%	85.67%	88.01%
Roane	11	94.93%	92.50%	96.70%	95.59%	83.65%	91.31%
Rutherford	11	93.55%	82.07%	93.78%	91.68%	80.67%	88.97%
Sevier	11	91.36%	85.32%	88.19%	89.60%	84.30%	88.38%
Tipton	10	90.72%	86.99%	85.17%	88.13%	76.51%	84.27%
Warren	10	93.36%	86.63%	92.48%	91.13%	81.49%	88.17%
Williamson	11	97.35%	89.44%	97.71%	96.34%	82.96%	93.76%
Statewide Totals	190	90.84%	87.66%	92.49%	91.02%	82.04%	88.77%

Source: FY2018 Statewide Survey of Safety Belt Usage in Tennessee

By comparison, the final usage rate for 2017 was 88.51 percent (+/- 0.91 percent). While Tennessee's 2018 belt usage rate did not exceed 90 percent as hoped, this result still represents an increase of 0.26 percent over the previous year and is the second-highest annual statewide seat belt usage rate ever recorded in the state. Complete survey results, including average usage rates by county and vehicle type, are shown in the table.

In addition to the increase for all occupants, belt usage rates increased in two of the four passenger vehicle categories. The largest year-to-year increase was seen in sport utility vehicles (+1.53 percent), followed by pickup trucks (+0.79 percent). The usage rate of passenger car occupants was down slightly (-0.35 percent), while the decrease in vans was larger (-1.78 percent). Individual usage rates for passenger cars and SUVs exceeded 90 percent for the second year in a row. Passenger cars, SUVs, and vans collectively averaged 91.02 percent. Pickup trucks continue to trail far behind other vehicle types at 82.04 percent. While there is still much room for improvement in pickup truck occupant protection, the 2018 usage rate marks only the fourth time that truck use has been observed to exceed 80 percent and is more than twice the rate observed in 2000 (39.27 percent).

To further illustrate the recent trends in seat belt usage across the state of Tennessee, the following table shows annual usage rates for all vehicles, passenger cars, pickup trucks, vans, and sport utility vehicles since 2000.

SURVEY YEAR	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2000	64.21%	39.27%	68.51%	72.99%	58.98%
2001	73.47%	53.94%	70.45%	75.90%	68.31%
2002	70.97%	53.00%	71.78%	73.60%	66.71%
2003	72.48%	54.99%	71.30%	75.37%	68.45%
2004	76.14%	57.48%	75.75%	77.35%	72.04%
2005	78.18%	62.60%	77.34%	79.49%	74.42%
2006	82.09%	69.37%	80.00%	81.97%	78.57%
2007	83.33%	72.27%	80.76%	82.72%	80.20%
2008	84.48%	75.15%	83.87%	78.31%	81.49%
2009	81.77%	73.47%	82.76%	84.66%	80.64%
2010	88.97%	81.83%	82.76%	88.60%	87.14%
2011	90.13%	77.88%	88.86%	88.37%	87.40%
2012	85.13%	75.48%	87.14%	88.80%	83.65%
2013	86.78%	75.90%	89.49%	88.17%	84.82%
2014	90.29%	79.06%	91.19%	90.35%	87.71%
2015	87.81%	78.29%	86.42%	90.55%	86.23%
2016	91.36%	81.80%	90.35%	92.53%	88.95%
2017	91.19%	81.25%	89.44%	90.96%	88.51%
2018	90.84%	82.04%	87.66%	92.49%	88.77%

*Source: FY2018 Statewide Survey of Safety Belt Usage in Tennessee*

## SUCCESSSES AND CHALLENGES

The 2018 final adjusted belt usage rate (88.77 percent) represents an increase of 0.26 percent from the 2017 rate of 88.51 percent. While many had hoped that Tennessee's average usage rate would exceed 90 percent for the first time in 2018, it is important to remember that this survey underwent a significant change between 2016 and 2017. While the survey still uses the same 16-county sample that has been utilized since 2012, the weighting factors assigned to each county have been updated to reflect the most recent county-level Daily Vehicle Miles of Travel (DVMT) estimates available from TDOT at the time of the 5-year update. Within each county,

new roadway segments with new DVMT totals were randomly selected from within each of the five roadway functional classes. These changes may have significant effects on the overall influence of individual counties or roadway segments. For this reason it is difficult to conclusively state that the 2017 result truly represents a decrease in seatbelt usage by Tennessee vehicle occupants. While the end result did not deliver the desired increase, it still represents the second highest average statewide belt usage rate recorded for Tennessee, second only to the 2016 result of 88.95 percent.

# OCCUPANT PROTECTION

The 2018 survey results continue a recent correlation between average belt use and Tennessee's traffic fatality trends. With a few exceptions in this period, increases in observed seat belt use have been paired with year-to-year and/or year-to-date decreases in traffic fatalities. Conversely, decreases in observed belt use are typically accompanied by increases in traffic fatalities. With this trend in mind, the slight increase (+0.26 percent) in belt use from 2017 to 2018 is paired with a year-to-date (as of November 1, 2018) decrease of 6 fatalities (857 on 11/1/2018 versus 863 on 11/1/2017).

A closer look at Tennessee's 2018 year-to-date traffic fatalities (detailed in the attached Tennessee Traffic Fatalities - Daily Report: YTD 2017 vs. YTD 2018) may offer some additional insight into the relationship between belt use and traffic fatalities. While increased restraint usage is a key factor in reducing roadway fatalities, the 2018 YTD fatality total shows the importance of a broad approach to traffic safety. For the year to date, only 579 of the 857 (67.6 percent) individuals killed in traffic crashes were passenger vehicle occupants. Among this group, the percentage of restrained occupants

has decreased relative to 2017 (48.4 percent in 2018 YTD versus 48.7 percent in 2017 YTD). Other road users, including 99 pedestrians (11.6 percent), 5 pedal cyclists (0.6 percent), 154 motorcyclists (18.0 percent), 17 ATV riders (2.0 percent), and 2 individuals categorized as "other" (0.2 percent) comprise the remainder of the 2018 traffic fatalities.

Additional factors, including impaired, drowsy, and distracted driving, further complicate these trends. Higher fuel prices in 2018 may slow yearly increases or even produce an annual decrease in vehicle miles or travel, but travel numbers will not be finalized until mid-2019. Increased belt fines, visible and frequent traffic enforcement, and ongoing media and education efforts will continue to counteract negative behaviors in hopes that the state's traffic fatalities and fatality rates will continue an overall long term decline. Many new vehicles offer safety systems such as lane departure and blind spot warnings and automatic braking. Within a few years, connected and autonomous vehicles may offer the option to completely remove human error from the driving process.

## ENFORCEMENT

Tennessee continues to support the enforcement of safety belt and child passenger safety laws. Highly publicized and visible waves of enforcement of belt laws are necessary for the public perception of risk of citation, which is a critical component toward increased safety belt compliance by those risk-takers who are least likely to buckle up.

The THSO has participated in NHTSA's Click it or Ticket safety campaign for several years. In addition to Click It or Ticket, the Tennessee Highway Patrol and the THSO conducted safety enforcement campaigns entitled One Hundred Days of Summer Heat and Seatbelts Are For Everyone (SAFE).



**305**

**OTHER SEAT BELT  
ENFORCEMENT ACTIVITIES**

**14,347**

**SEAT BELT CITATIONS**



**1,182**

**CHILD RESTRAINT  
VIOLATIONS**

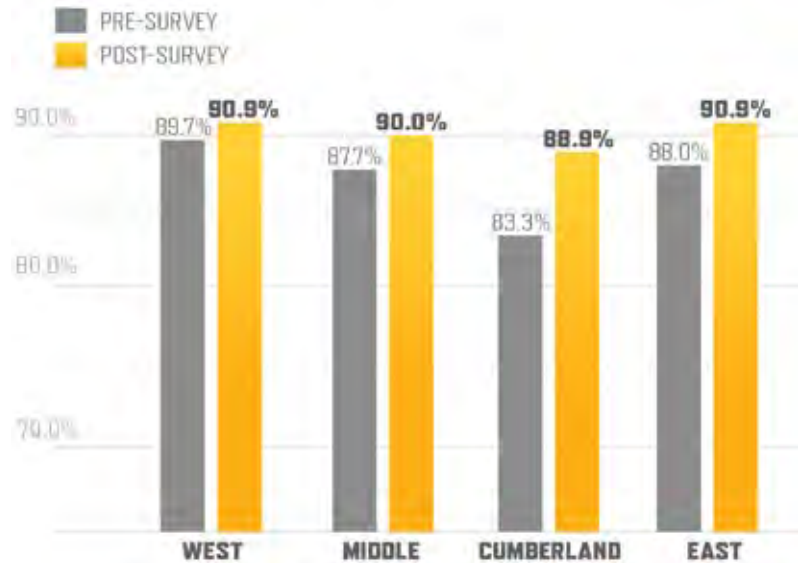
Source: TNTrafficSafety



# OCCUPANT PROTECTION

**SAFE CAMPAIGN** Tennessee once again held its SAFE (Seatbelts Are For Everyone) campaign, a statewide initiative that is designed to increase seat belt usage and child passenger safety restraint usage through the implementation of occupant-protection programs, public events, and checkpoints throughout local communities across Tennessee. The SAFE campaign began February 1, 2018, and concluded on August 1, 2018. Dedicated seat belt enforcement makes a positive difference in driver behavior. The following graph shows the improved seat belt use across the Tennessee regions as a result of the campaign. 98 agencies across the state participated in the 2018 SAFE Campaign, which yielded the following results:

## 2018 SAFE CAMPAIGN RESULTS



Source: TNTrafficSafety

## HIGHLIGHTS OF OUR ENFORCEMENT PARTNERS

**TENNESSEE HIGHWAY PATROL** The Tennessee Highway Patrol (THP) ranks occupant protection enforcement as its second highest priority, second only to impaired driving enforcement. In FFY2018, a total of 48 safety belt checkpoints were conducted, and the agency participated in the Buckle-Up America campaign. Grant-funded enforcement was successful, with THP troopers issuing 129 child restraint citations and 2,721 safety belt citations. Further, the agency's overall seat belt numbers are even more impressive with 5,761 child restraint citations and 106,841 safety belt citations.

**THE UNIVERSITY OF TENNESSEE HEALTH SCIENCE CENTER CAMPUS POLICE DEPARTMENT** Because of continued partnership with the THSO, officers from the University of Tennessee Health Science Center Police Department focused on educating the students, faculty, staff, and commuters within the Memphis Medical District about wearing seat belts, speeding, and pedestrian crosswalks. With the help of the THSO's seat belt, speeding, and pedestrian literature, officers were able to effectively train and educate health center affiliates on appropriate seat belt habits and pedestrian crosswalks.

In addition to the department's safety education initiative, officers were encouraged to write seat belt, speeding, and pedestrian crosswalk citations within the Memphis medical district. During this time, the department as a whole wrote 284 speeding, 270 seat belt, 7 child safety belt, and 77 failure to yield to pedestrian in crosswalk citations. The department had one officer that particularly stood out this year—Officer James Hamer. Officer Hamer wrote a total of 190 seat belt citations, 3 child passenger safety citations, 169 speeding citations, and 48 citations for failure to yield to pedestrian in a crosswalk within the relatively compact medical district. Officer Hamer did more than just write citations; he used those interactions with citizens as an opportunity to teach proper seat belt usage and give out the THSO's seat belt awareness brochures. Officer Hamer also educated the drivers on speeding in the area and to be aware of pedestrians utilizing the crosswalks. Officer Hamer was patient with the violators and took time to explain to them why it's important to wear their seat belts and about pedestrian laws. Officer Hamer also made sure that each child was properly restrained before the driver pulled away from the traffic stop. Oftentimes when individuals receive citations, they are upset or disgruntled; however, the department received several positive compliments regarding Officer Hamer's professional and caring interactions with violators.

# TRAFFIC RECORDS

A statewide traffic records system is necessary for planning, problem identification, management of operations, data quality, and evaluation of the state's highway safety activities. The Tennessee Department of Safety and Homeland Security (TDOSHS) has made tremendous strides toward improving the data it receives since the Tennessee Integrated Traffic Analysis Network (TITAN) system began in April 2008. The TITAN program seeks to achieve the goals set forth in the 2004, 2009, and 2014 NHTSA state traffic records assessments and implement electronic reporting of crash, citation, crime, and other traffic records. It also seeks to improve the timeliness, accuracy, reliability, and availability of traffic records data collected throughout the state via a statewide traffic records management system that is utilized by multiple state, local, and federal agencies. In FFY2018, Tennessee continued to use the process developed in FFY2017 to update the Traffic Records Strategic Plan. The state also compiled a statewide traffic records inventory in FFY2018, which it will use to identify potential areas for traffic records data integration between systems. In FFY2019, the state intends to use the same process to conduct and compile responses to its 2019 Traffic Records Assessment.

## GOALS, PROGRAM OBJECTIVES, AND RESULTS

- ▶ **GOAL:** Increase the use of electronic traffic citation collection through a coordinated multi-agency program and promote data-driven highway safety decision-making in Tennessee state, local organizations, and other data users during FFY2018.  
**PERFORMANCE MEASURES:** Number of counties where the Tennessee Highway Patrol (THP) issues eCitations. Percentage of THP citations issued electronically.  
**RESULT:** The THP is currently transitioning troopers to electronic citation reporting. In June 2014, troopers in three counties began issuing eCitations. The transition to eCitation requires the cooperation of the courts in each county to facilitate acceptance of electronic citations in the local jurisdiction. The courts must transition to accepting citations electronically into their local records management system and transmit court dispositions electronically back to the TDOSHS for posting to a driver's record. During FFY2018, state troopers in 92 counties were using TITAN eCitation, comprising 96.8 percent of all Tennessee counties. Approximately 58.5 percent of THP citations were issued electronically in FFY2018.
- ▶ **GOAL:** Maintain and sustain the TITAN eCrash reporting system and promote the use of accurate and reliable mapping tools for eCrash reporting and increase the percentage of records capturing latitude and longitude location coordinates for traffic crash reports submitted to TITAN, the statewide repository for crash records during FFY2018.  
**PERFORMANCE MEASURES:** Percentage of eCrash reports submitted to TITAN by investigating officer with latitude and longitude coordinates captured (TITAN software users). Percentage of eCrash reports submitted to TITAN by investigating officer with latitude and longitude coordinates captured (3rd party vendor software users). Number of months where updated shape files are made available to TITAN users.  
**RESULT:** As of January 1, 2015, paper crash reports are no longer accepted by the TDOSHS, per Tennessee state law. All eCrash reports are submitted using TITAN software or 3rd party vendor software. While latitude and longitude coordinate data are not required for all crash reports, heavy emphasis is placed on the collection of this data with focus on accuracy and reliability. With mandatory eCrash reporting statewide, the collection of real-time location data is now a reality and allows both law enforcement and transportation/engineering officials to focus their resources on areas with the highest crash risk currently.



- ▶ During FFY2018, 99.9 percent of crash reports submitted by TITAN users included latitude and longitude coordinates. This represents an increase from 89.1 percent in FFY2014.
- ▶ During FFY2018, 95.4 percent of crash reports submitted by users of 3rd party vendor software or paper reports included latitude and longitude coordinates. This represents an increase from 39.1 percent during FFY 2014. The state has worked closely with its 3rd party vendors to emphasize the importance of collecting reliable coordinates during the initial phases of crash investigation and significant progress has been made on this front.
- ▶ TITAN users were able to access updated shape files in FFY 2018. An update was made available to all TITAN users for download in March 2018.

▶ **GOAL:** The TDOSHS will continue providing statistical analysis services and maintain and expand its traffic safety predictive analytics program. This program consists of building predictive models and interactive GIS tools for use in allocation of traffic safety and traffic enforcement resources in areas with the highest risk based on various traffic related factors such as fatal crashes, serious injury crashes, impaired driving events, and commercial motor vehicle crashes.

**PERFORMANCE MEASURES:** Number of predictive models “retrained” based on availability of new, more recent modeling data. Number of law enforcement users with access to predictive analytics web-based GIS resource allocation tools.

**RESULT:** In FFY2018, the fatal and serious injury crash model was retrained with data from city police departments to make them appropriate for use by those law enforcement agencies. That work continues with the impaired driving model to be retrained in FFY2019, followed by the CMV crash model.

AGENCY	Funding Source	County	FFY2018 Grant Amount
Tennessee Department of Health	405c	Davidson	\$66,200.00
Tennessee Department of Health	405c	Davidson	\$88,284.00
Tennessee Department of Safety & Homeland Security	405c / 402	Davidson	\$800,000.00
Tennessee Supreme Court	405c	Davidson	\$83,000.00

## PROGRAM HIGHLIGHTS

- ▶ Increased the number of counties where THP issues eCitations to 92.
- ▶ Made predictive analytics tools internet-facing and available to local sheriff’s departments.
- ▶ TITAN Program Director Chris Osbourn chaired the 44th International Traffic Records Forum in Milwaukee, Wisconsin.
- ▶ Members from TITAN represented the department on a variety of committees including the THSO Impaired Driving Task Force Committee, Traffic Records Coordinating Committee, the Strategic Highway Safety Planning Committee, and the Shared Safety Performance Measures Working Group.
- ▶ Members of TITAN, THSO, and the Tennessee Department of Health (TDOH) participated in the National Governors Association learning lab in Salt Lake City to kick off a joint project aimed at integrating records from the TDOH Injury Surveillance System with those in the TITAN crash system.
- ▶ Members from the TITAN team have given numerous presentations throughout the year including the Association of Transportation Safety Information Professionals Traffic Records Forum, National Lifesavers Conference, Tennessee Lifesavers Conference, Tennessee Chiefs Association, Tennessee Sheriffs’ Association, Tennessee Law Enforcement Training Academy, THSO Regional Network Coordinators Meeting, Tennessee Department of Transportation Highway Safety and Operations Conference, statewide MPO/RPO conference, and many others.

# ALCOHOL & OTHER DRUGS COUNTERMEASURES

The Alcohol and Other Drugs Countermeasures program serves to increase participation and coordination by all components of the DUI system: enforcement, prosecution, adjudication, and rehabilitation with the purpose of reducing crashes and fatalities.

## GOALS

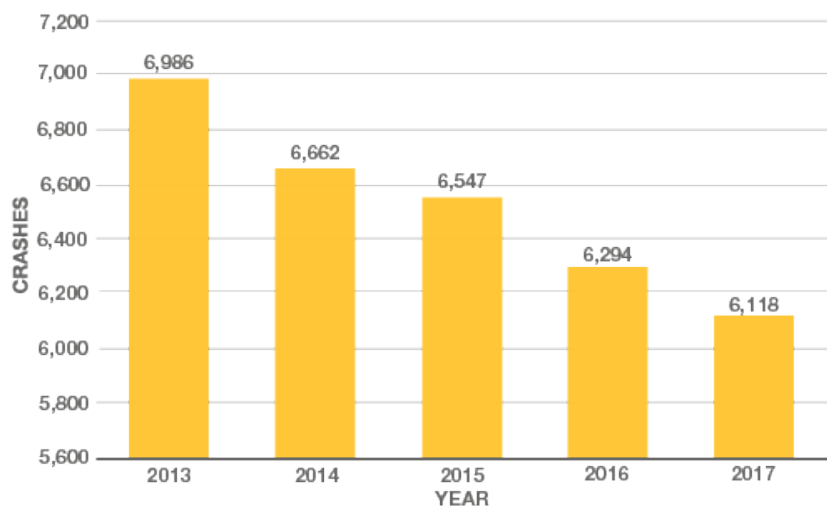
**Goals of the Alcohol and Other Drugs Countermeasures program include the following:**

The goal of the alcohol and other drugs countermeasures program is to decrease the number of impaired driving fatalities, injuries, and crashes.

## PROGRAM OBJECTIVES AND RESULTS

- ▶ **CORE PERFORMANCE MEASURE:** Decrease alcohol impaired driving fatalities by 11.5 percent from the 2015 calendar base year of 252 to 223 by December 31, 2018. (Based on a 4-year Linear Regression Trend Analysis)  
**RESULT:** According to 2017 FARS data, Tennessee had 251 alcohol-impaired driving fatalities. While Tennessee did see a decrease, the decrease was not as large as anticipated.
- ▶ **OBJECTIVE:** Decrease the number of alcohol impaired driving crashes from the 2015 baseline of 6,548 down to 6,286, a reduction of 262 or 4 percent.  
**RESULT:** There were 6,118 alcohol-impaired driving crashes in 2017. The following table shows the decreasing trend in recent years. This was a reduction of 430, or 6.6 percent.
- ▶ **OBJECTIVE:** To expand specialized DUI prosecution from the baseline of 25 into two additional judicial districts.  
**RESULT:** This was not accomplished. There was an unsuccessful attempt to secure additional, long term funding through the 154AL/ Open Container penalty funds.

### ALCOHOL IMPAIRED TENNESSEE TRAFFIC CRASHES



*Source: TN Dept. of Safety and Homeland Security, TITAN Division, 29 Nov 2018. (TITAN)*



## ACTIONS TAKEN

During FFY2018, many different efforts were made to create a well-rounded approach to impaired driving prevention: executed year-round impaired driving enforcement; Provided special enforcement emphasis during national enforcement campaign periods; increased participation and coordination by all components of the DUI system: enforcement, prosecution, adjudication, and rehabilitation; continued training of law enforcement on DUI laws; funded roadside safety checkpoints; continued funding the state's DUI data tracking system called Tracker. One of many components is that of tracking and identifying high repeat offender locations. The Tracker database, created in 2012, continues to be upgraded and provides real-time data. Several enhancements were made this year, with input provided by a team of subject matter experts

comprised of five of the DUI coordinators. One of those was the development of new reports which show the disposition status for original charges, along with the specific charge and disposition statuses for charges which have been "reduced" along with what the charges were reduced to (the new charge). This allows calculation of actual conviction rates for DUIs versus the other charges captured, as well as for the "reduced" charges; Continued funding of two Traffic Safety Resource Prosecutors to assist in training of the prosecutorial and law enforcement communities regarding impaired driving laws; and In accordance with the FAST Act requirements, continued utilization of the an Impaired Driving Task Force, which meets quarterly.

AGENCY	Funding Source	County	FFY2018 Grant Amount	AGENCY	Funding Source	County	FFY2018 Grant Amount
21st Drug Court Inc.	405d	Williamson	\$60,000.00	Campbell County Sheriff's Department	405d	Campbell	\$25,000.00
23rd Judicial District Drug Court	405d	Cheatham	\$60,000.00	Cannon County Sheriff's Department	154AL	Cannon	\$10,000.00
ASAP of Anderson County	405d	Anderson	\$27,850.00	Chattanooga Police Department	154AL	Hamilton	\$75,000.00
Baxter Police Department	154AL	Putnam	\$12,000.00	Cheatham County Sheriff's Office	405d	Cheatham	\$25,000.00
Bedford County Sheriff's Department	154AL	Bedford	\$15,000.00	Clarksville Police Department	405d	Montgomery	\$84,000.00
Benton Police Department	405d	Polk	\$19,000.00	Cocke County Sheriff's Department	405d	Cocke	\$25,000.00
Blount County Sheriff's Department	405d	Blount	\$45,599.55	Coffee County Sheriff's Department	154AL	Coffee	\$29,000.00
Bolivar Police Department	405d	Hardeman	\$17,000.00	Cookeville Police Department	154AL	Putnam	\$25,000.00
Bradley County Sheriff's Department	154AL	Bradley	\$55,000.00	Crossville Police Department	154AL	Cumberland	\$35,000.00
Brownsville Police Department	154AL	Haywood	\$25,000.00	Cumberland County Sheriff's Department	405d	Cumberland	\$35,000.00

# ALCOHOL & OTHER DRUGS COUNTERMEASURES

AGENCY	Funding Source	County	FFY2018 Grant Amount	AGENCY	Funding Source	County	FFY2018 Grant Amount
Davidson County Sheriff's Department	405d	Davidson	\$15,000.00	LaVergne Police Department	154AL	Rutherford	\$35,000.00
Decatur County Sheriff's Office	154AL	Decatur	\$9,400.00	Lebanon Police Department	154AL	Wilson	\$15,100.00
Dickson County Sheriff's Office	154AL	Dickson	\$28,118.00	Lexington Police Department	154AL	Henderson	\$28,800.00
Dickson Police Department	154AL	Dickson	\$15,000.00	Lincoln County Sheriff's Department	405d	Lincoln	\$24,624.00
Dresden Police Department	154AL	Weakley	\$17,000.00	Madison County Sheriff's Department	154AL	Madison	\$38,200.00
Etowah Police Department	154AL	McMinn	\$15,000.00	Manchester Police Department	154AL	Coffee	\$15,000.00
Fairview Police Department	154AL	Williamson	\$15,000.00	Martin Police Department	405d	Weakley	\$36,800.00
Fayette County Sheriff's Office	154AL	Fayette	\$20,000.00	Maryville Police Department	405d	Blount	\$32,100.00
Fentress County Sheriff's Department	154AL	Fentress	\$10,900.00	Maury County Sheriff's Department	154AL	Maury	\$30,000.00
Franklin County Sheriff's Department	154AL	Franklin	\$10,000.00	McMinn County Sheriff's Department	154AL	McMinn	\$20,000.00
Franklin Police Department	154AL	Williamson	\$25,000.00	Meigs County Sheriff's Department	154AL	Meigs	\$13,000.00
Giles County Sheriff's Department	405d	Giles	\$15,000.00	Memphis Police Department	154AL	Shelby	\$200,000.00
Grainger County Sheriff's Department	154AL	Grainger	\$9,700.00	Memphis Police Department	405d	Shelby	\$114,100.00
Greene County Sheriff's Department	154AL	Greene	\$16,200.00	Metro Drug Coalition	405d	Knox	\$60,600.00
Grundy County Sheriff's Department	405d	Grundy	\$15,000.00	Metro Moore County Sheriff's Department	154AL	Moore	\$10,000.00
Hamilton County Sheriff's Office	154AL	Hamilton	\$84,950.00	Metropolitan Government of Nashville & Davidson County	405d	Davidson	\$59,700.00
Hardin County Sheriff's Department	154AL	Hardin	\$24,800.00	Metropolitan Nashville Police Department	154AL	Davidson	\$402,000.00
Hawkins County Sheriff's Department	154AL	Hawkins	\$35,000.00	Milan Police Department	154AL	Gibson	\$12,000.00
Humphreys County Sheriff's Office	154AL	Humphreys	\$14,900.00	Monterey Police Department	154AL	Putnam	\$12,000.00
Jackson County Sheriff's Department	154AL	Jackson	\$10,000.00	Morristown Police Department	154AL	Hamblen	\$15,000.00
Jackson Police Department	405d	Madison	\$32,949.00	Mothers Against Drunk Driving	154AL	Davidson	\$120,924.00
Johnson City Police Department	154AL	Washington	\$20,000.00	Mothers Against Drunk Driving	154AL	Davidson	\$117,530.00
Knoxville Police Department	405d	Knox	\$75,000.00	Overton County Sheriff's Department	154AL	Overton	\$15,000.00
Lauderdale County Sheriff's Department	154AL	Lauderdale	\$15,000.00	Prevention Coalition for Success, Inc.	405d	Rutherford	\$35,000.00

AGENCY	Funding Source	County	FFY2018 Grant Amount	AGENCY	Funding Source	County	FFY2018 Grant Amount
Pulaski Police Department	405d	Giles	\$10,000.00	Tennessee District Attorney General, 16th Judicial District	154AL	Rutherford	\$184,000.00
Rhea County Sheriff's Department	154AL	Rhea	\$18,000.00	Tennessee District Attorney General, 17th Judicial District	154AL	Lincoln	\$206,000.00
Roane County Sheriff's Office	405d	Roane	\$27,600.00	Tennessee District Attorney General, 19th Judicial District	154AL	Montgomery	\$237,000.00
Rutherford County Sheriff's Office	405d	Rutherford	\$47,300.00	Tennessee District Attorney General, 20th Judicial District	154AL	Davidson	\$358,000.00
Rutledge Police Department	154AL	Grainger	\$15,000.00	Tennessee District Attorney General, 21st Judicial District	154AL	Williamson	\$184,635.00
Sequatchie County Sheriff's Department	154AL	Sequatchie	\$12,000.00	Tennessee District Attorney General, 22nd Judicial District	154AL	Lawrence	\$210,000.00
Shelby County Sheriff's Office	154AL	Shelby	\$200,000.00	Tennessee District Attorney General, 23rd Judicial District	154AL	Dickson	\$179,000.00
Smyrna Police Department	154AL	Rutherford	\$35,000.00	Tennessee District Attorney General, 24th Judicial District	154AL	Carroll	\$225,000.00
Soddy-Daisy Police Department	154AL	Hamilton	\$20,000.00	Tennessee District Attorney General, 25th Judicial District	154AL	Lauderdale	\$206,000.00
Sullivan County Sheriff's Department	154AL	Sullivan	\$81,500.00	Tennessee District Attorney General, 26th Judicial District	154AL	Madison	\$225,000.00
Sumner County Drug Court	405d	Sumner	\$60,000.00	Tennessee District Attorney General, 30th Judicial District	154AL	Shelby	\$284,000.00
Sumner County Sheriff's Department	154AL	Sumner	\$24,107.00	Tennessee District Attorney General, 31st Judicial District	154AL	Warren	\$228,000.00
Tennessee Alcoholic Beverage Commission	405d	Statewide	\$90,000.00	Tennessee District Attorneys General Conference	405d	Statewide	\$571,000.00
Tennessee Bureau of Investigation	154AL	Statewide	\$1,845,000.00	Tennessee Independent Colleges and Universities	405d	Davidson	\$20,102.00
Tennessee Bureau of Investigation	405d	Statewide	\$440,000.00	Tennessee Secondary School Athletic Association	405d	Statewide	\$60,000.00
Tennessee Department of Safety & Homeland Security	154AL	Statewide	\$600,000.00	The University of Tennessee	405d	Statewide	\$94,000.00
Tennessee Department of Safety & Homeland Security	405d	Statewide	\$30,000.00	Tipton County Sheriff's Department	405d	Tipton	\$31,000.00
Tennessee District Attorney General, 01st Judicial District	154AL	Washington	\$170,000.00	Union City Police Department	154AL	Obion	\$15,000.00
Tennessee District Attorney General, 02nd Judicial District	154AL	Sullivan	\$145,920.00	Union County Sheriff's Department	405d	Union	\$15,000.00
Tennessee District Attorney General, 04th Judicial District	154AL	Sevier	\$162,000.00	University Health System, Inc.	405d	Knox	\$26,104.00
Tennessee District Attorney General, 05th Judicial District	154AL	Blount	\$154,000.00	Warren County Sheriff's Department	154AL	Warren	\$20,000.00
Tennessee District Attorney General, 06th Judicial District	154AL	Knox	\$301,100.00	Washington County Sheriff's Department	405d	Washington	\$35,000.00
Tennessee District Attorney General, 07th Judicial District	154AL	Anderson	\$223,000.00	White County Sheriff's Department	154AL	White	\$22,000.00
Tennessee District Attorney General, 08th Judicial District	154AL	Scott	\$136,000.00	White House Police Department	154AL	Sumner	\$25,000.00
Tennessee District Attorney General, 09th Judicial District	154AL	Loudon	\$183,000.00	Williamson County Juvenile Court	405d	Williamson	\$60,000.00
Tennessee District Attorney General, 10th Judicial District	154AL	Bradley	\$142,000.00	Williamson County Sheriff's Department	154AL	Williamson	\$40,000.00
Tennessee District Attorney General, 11th Judicial District	154AL	Hamilton	\$281,000.00	Woodbury Police Department	154AL	Cannon	\$10,700.00
Tennessee District Attorney General, 13th Judicial District	154AL	Putnam	\$184,000.00				
Tennessee District Attorney General, 14th Judicial District	154AL	Coffee	\$180,000.00				
Tennessee District Attorney General, 15th Judicial District	154AL	Trousdale	\$150,000.00				

# MOTORCYCLE SAFETY

The THSO motorcycle safety program includes education and training for motorcycle riders, awareness campaigns for motorists, and enforcement of traffic laws for all road users.

## GOALS

### Goals of the motorcycle safety program include the following:

The goal of the motorcycle safety program is to reduce the human and economic toll of motorcycle-related crashes, injuries, and deaths on Tennessee's highways.

## PROGRAM OBJECTIVES AND RESULTS

- ▶ **CORE PERFORMANCE MEASURE:** Decrease motorcyclist fatalities from the 5-year alternative baseline average (2011-2015) of 127 to 120 by December 31, 2018.  
**RESULT:** Based on FARS data, Tennessee had 134 motorcycle fatalities in 2017. The early months of the year were unseasonably warm. Over half of the month of February was over 60 degrees with the riding season also going longer into the fall months. This caused more motorcyclists to be on our roadways.

### TENNESSEE MOTORCYCLIST FATALITIES BY AGE

AGE	2013	2014	2015	2016	2017
Under 21 years old	6	4	7	13	7
21 to 44 years old	72	56	56	70	65
45 and older	60	60	60	64	62
Total	138	120	123	147	134

*Source:* NHTSA. FARS Encyclopedia: Query FARS Data. Online at <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed 30 Nov 2018. 2017 data, TN Dept. of Safety and Homeland Security, TITAN Division, 30 Nov 2018. (FARS SharePoint Service)  
\*2016 and 2017 data are preliminary

- ▶ **CORE PERFORMANCE MEASURE:** Decrease unhelmeted motorcyclist fatalities from the 2015 calendar base year of 11 to 8 by December 31, 2018.  
**RESULT:** Based on FARS data, unhelmeted motorcyclist fatalities in Tennessee decreased to 8 in 2017, meeting this target.



While Tennessee law requires that motorcyclists wear a helmet, unfortunately 5 percent did not. The following table shows motorcycle fatalities in Tennessee by helmet use.

## TENNESSEE MOTORCYCLIST FATALITIES BY HELMET USE

AGE	2013	2014	2015	2016	2017
Used	126	109	109	133	123
Not Used	12	10	12	13	7
Unknown	0	1	2	1	4
Total	138	120	123	147	134

**Source:** Source: 2013- 2016 data, NHTSA, State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 30 Nov 2018. 2017 data, TN Dept. of Safety and Homeland Security, TITAN Division, 30 Nov 2018. (FARS SharePoint Service) \*2016 and 2017 data are preliminary.

AGENCY	FUNDING SOURCE	COUNTY	FFY2018 GRANT AMOUNT
Blount County Sheriff's Department	402	Blount	\$70,000.00
Tennessee Department of Safety District 1	402	Knox	\$70,000.00

## PROGRAM HIGHLIGHTS

In 2017, the THSO created and implemented a "Look Twice" campaign to raise awareness for the safety of motorcyclists in Tennessee. In 2018, this campaign message was again utilized by using large billboard ads to impart the message of "Look Twice" along with Drive Time Radio spots geared toward motorists on Tennessee highways. These billboards and radio spots were placed in areas shown to have an increase in motorcycle crashes compared to other areas.



Program Background: In Blount County, Tennessee, US 129 weaves through 11 miles of mountainous roadway on the Tennessee side of the highway stretching to the North Carolina border. This portion of roadway has over 318 curves and is highly publicized on websites as the ultimate riding course for motorcycles and racecars. Drivers from all over the world come to test their endurance and push the limits for speed and agility and attempt to "slay the dragon." Over the past decade, motorcycle and sport car clubs have held annual events on US 129. As one can imagine, it is a problem when motorcycles or sport cars are there, but it becomes a serious problem when both are there at the same time. The following table demonstrates the high number of crashes occurring in this area.



## ACTIONS TAKEN

The primary goal of this effort is to reduce the number of motorcycle crashes in the area of US 129 from US 411 to the North Carolina state line. This program allows for increased visibility and enforcement. The increased law enforcement presence also allows for crashes that had previously gone unreported to be reported. The remote location of “The Dragon” makes patrolling very difficult and dangerous.

With this funding, the Blount County Sheriff’s Department and the Tennessee Highway Patrol (THP) provide assistance to motorists who normally would be stranded without cell phone service or the benefit of law enforcement.

The THP and the Sheriff’s Office work together to achieve these goals by imposing strict enforcement, maintaining presence, and tirelessly pursuing law violators. The goal of this enforcement effort is to promote compliance with state laws, encourage responsible driving habits, reduce the number of crashes in the area, and reduce the level of risk for local citizens and tourists while educating riders when the opportunity arises. Law enforcement personnel intensely monitor and are highly visible to all motorists and motorcyclists who travel the roadways in the area.

The THP and the Blount County Sheriff’s Office both reported their successes for the year. The enforcement activities by these agencies have made a difference in the safety of driving or riding on US 129 and the Dragon as seen by the table on page 29. In 2017, these efforts show a 35 percent decrease in the number of reported crashes occurring on the Dragon along with a 50 percent decrease in the number of fatalities that occurred. Due to the remote location of the Dragon, response times to crashes are generally a minimum of 45 minutes. By increasing the visibility of law enforcement, this has helped decrease the number of individuals that violate the law.

The THP utilized 1,200 man hours in FFY2018; 1,214 citations were issued with speeding being the top violation noted by them for the second year in a row.

The Sheriff’s Office also had many successes, working 1,392 man hours on the Dragon and issuing 1,392 citations. The Sheriff’s Office also saw speeding as their number one violation along with driving left of the center.

### MOTORCYCLE CRASHES - ‘TAIL OF DRAGON’ (SR115) BLOUNT COUNTY

YEAR	2013	2014	2015	2016	2017
Crashes	126	109	109	133	123
Fatalities	12	10	12	13	7

*Source:* TN Dept. of Safety and Homeland Security, TITAN Division, 30 Nov 2018. (TITAN) \*2016 and 2017 data are preliminary.



# POLICE TRAFFIC SERVICES

Police Traffic Services program grants are highly effective in reducing traffic-related injuries and fatalities through prevention efforts, public information and education, selective enforcement countermeasures, and use of the community's public or private resources to identify and attack all of its significant traffic safety problems. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury crashes. To maximize program effectiveness, law enforcement agencies must organize an effective community-based program by involving public agencies, private sector organizations, and private citizens.

## PROGRAM OBJECTIVES AND RESULTS

► **CORE PERFORMANCE MEASURE:** Maintain speeding-related fatalities from the 2015 calendar base year at 187 through December 31, 2018, despite increasing trends.

**RESULT:** According to 2017 FARS data, Tennessee had 166 speeding-related fatalities, meeting the target.

**OPERATION SOUTHERN SHIELD** According to the Tennessee Integrated Traffic Analysis Network (TITAN), the number of Tennessee speed-related fatalities increased by approximately eight percent from 2012 to 2015. The THSO and its law enforcement partners participated in the NHTSA Region 4's "Operation Southern Shield," a regional mobilization to crack down on speeding from July 16 to July 22, 2018. Further, Southern Shield garnered positive media attention from print, radio, and television.

**HIGH VISIBILITY ENFORCEMENT GRANTS** High Visibility Enforcement (HVE) combines enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols, and other HVE strategies should include increased publicity and warnings to the public. Although forewarning the public might seem counterproductive to apprehending violators, it actually increases the deterrent effect.



*Photo Caption: East Tennessee checkpoint. Photo credits Kyle Sherrill.*

The HVE concept is a departure from traditional law enforcement tactics. HVE incorporates enforcement strategies, such as enhanced patrols using visibility elements (e.g. electronic message boards, road signs, command posts, mobile sobriety checkpoint operations, etc.) designed to make enforcement efforts obvious to the public. It is supported by a coordinated communication strategy and publicity. HVE may also be enhanced through multi-jurisdictional efforts and partnerships between people and organizations dedicated to the safety of their community.

This is a one-year award program of up to \$5,000. Typically, agencies that receive a programmatic grant are not eligible to receive this grant.

# POLICE TRAFFIC SERVICES

AGENCY	Funding Source	County	FFY2018 Grant Amount	AGENCY	Funding Source	County	FFY2018 Grant Amount
10th Judicial Drug Task Force	154AL	McMinn	\$5,000.00	Caryville Police Department	154AL	Campbell	\$5,000.00
Adamsville Police Department	154AL	McNairy	\$5,000.00	Celina Police Department	154AL	Clay	\$5,000.00
Alamo Police Department	154AL	Crockett	\$5,000.00	Chapel Hill Police Department	154AL	Marshall	\$5,000.00
Alexandria Police Department	154AL	DeKalb	\$5,000.00	Charleston Police Department	154AL	Bradley	\$5,000.00
Algood Police Department	154AL	Putnam	\$5,000.00	Church Hill Public Safety	154AL	Hawkins	\$3,000.00
Ardmore Police Department	154AL	Giles	\$5,000.00	City of Paris Police Department	402	Henry	\$5,000.00
Ashland City Police Department	402	Cheatham	\$4,800.00	Clarksburg Police Department	154AL	Carroll	\$3,000.00
Athens Police Department	154AL	McMinn	\$5,000.00	Clay County Sheriff's Department	154AL	Clay	\$5,000.00
Atoka Police Department	154AL	Tipton	\$5,000.00	Cleveland Police Department	154AL	Bradley	\$5,000.00
Austin Peay State University Police Department	154AL	Montgomery	\$8,000.00	Clinton Police Department	154AL	Anderson	\$5,000.00
Baileyton Police Department	154AL	Greene	\$5,000.00	Collierville Police Department	154AL	Shelby	\$5,000.00
Bean Station Police Department	154AL	Grainger	\$9,500.00	Collinwood Police Department	154AL	Wayne	\$5,000.00
Bell Buckle Police Department	154AL	Bedford	\$3,000.00	Coopertown Police Department	154AL	Robertson	\$3,000.00
Bells Police Department	154AL	Crockett	\$5,000.00	Covington Police Department	154AL	Tipton	\$5,000.00
Benton County Sheriff's Department	154AL	Benton	\$5,000.00	Cowan Police Department	154AL	Franklin	\$3,000.00
Big Sandy Police Department	154AL	Benton	\$5,000.00	Cross Plains Police Department	402	Robertson	\$3,000.00
Bledsoe County Sheriff's Department	154AL	Bledsoe	\$5,000.00	Crump Police Department	154AL	Hardin	\$3,000.00
Bluff City Police Department	154AL	Sullivan	\$5,000.00	Cumberland City Police Department	154AL	Stewart	\$5,000.00
Bradford Police Department	154AL	Gibson	\$2,500.00	Dayton Police Department	154AL	Rhea	\$5,300.00
Bruceston Police Department	154AL	Carroll	\$3,000.00	Decatur Police Department	154AL	Meigs	\$3,000.00
Burns Police Department	154AL	Dickson	\$3,000.00	Decaturville Police Department	154AL	Decatur	\$3,000.00
Carroll County Sheriff's Department	154AL	Carroll	\$5,000.00	Decherd Police Department	154AL	Franklin	\$3,000.00
Carter County Sheriff's Office	154AL	Carter	\$5,000.00	Dekalb County Sheriff's Department	154AL	DeKalb	\$5,000.00
Carthage Police Department	154AL	Smith	\$5,000.00	Dunlap Police Department	154AL	Sequatchie	\$5,000.00



AGENCY	Funding Source	County	FFY2018 Grant Amount	AGENCY	Funding Source	County	FFY2018 Grant Amount
Dyer Police Department	154AL	Gibson	\$2,500.00	Houston County Sheriff's Department	154AL	Houston	\$5,000.00
Eagleville Police Department	154AL	Rutherford	\$5,000.00	Humboldt Police Department	154AL	Gibson	\$5,000.00
East Tennessee State University, Department of Public Safety	154AL	Washington	\$5,000.00	Huntingdon Police Department	154AL	Carroll	\$5,000.00
Elizabethton Police Department	402	Carter	\$5,000.00	Jacksboro Police Department	154AL	Campbell	\$5,000.00
Elkton Police Department	154AL	Giles	\$2,500.00	Jasper Police Department	154AL	Marion	\$5,000.00
Englewood Police Department	154AL	McMinn	\$3,000.00	Jellico Police Department	154AL	Campbell	\$5,000.00
Erin Police Department	154AL	Houston	\$5,000.00	Jonesborough Police Department	154AL	Washington	\$5,000.00
Estill Springs Police Department	154AL	Franklin	\$3,000.00	Kenton Police Department	154AL	Obion	\$5,000.00
Franklin County Sheriff's Department	154AL	Franklin	\$3,000.00	Kingston Police Department	154AL	Roane	\$5,000.00
Gadsden Police Department	154AL	Crockett	\$5,000.00	Lafayette Police Department	154AL	Macon	\$5,000.00
Gainesboro Police Department	154AL	Jackson	\$5,000.00	LaFollette Police Department	154AL	Campbell	\$5,000.00
Galloway Police Department	154AL	Fayette	\$3,000.00	LaGrange Police Department	154AL	Fayette	\$3,000.00
Germantown Police Department	154AL	Shelby	\$5,000.00	Lawrenceburg Police Department	154AL	Lawrence	\$5,000.00
Gibson County Sheriff's Department	154AL	Gibson	\$5,000.00	Lewisburg Police Department	402	Marshall	\$5,000.00
Gleason Police Department	154AL	Weakley	\$3,000.00	Lincoln Memorial University	154AL	Claiborne	\$5,000.00
Goodlettsville Police Department	154AL	Davidson	\$5,000.00	Livingston Police Department	154AL	Overton	\$5,000.00
Gordonsville Police Department	154AL	Smith	\$5,000.00	Lookout Mtn. Police Department	154AL	Hamilton	\$5,000.00
Graysville Police Department	154AL	Rhea	\$3,000.00	Loretto Police Department	154AL	Lawrence	\$5,000.00
Greenfield Police Department	154AL	Weakley	\$3,000.00	Loudon County Sheriff's Department	154AL	Loudon	\$5,000.00
Hardeman County Sheriff's Department	154AL	Hardeman	\$5,000.00	Macon County Sheriff's Department	154AL	Macon	\$5,000.00
Harriman Police Department	154AL	Roane	\$5,000.00	Marion County Sheriff's Department	154AL	Marion	\$5,000.00
Haywood County Sheriff's Department	154AL	Haywood	\$5,000.00	Mason Police Department	154AL	Tipton	\$3,000.00
Henderson County Sheriff's Department	154AL	Henderson	\$5,000.00	Maynardville Police Department	154AL	Union	\$5,000.00
Henderson Police Department	402	Chester	\$5,000.00	McKenzie Police Department	154AL	Carroll	\$5,000.00
Henry County Sheriff's Department	154AL	Henry	\$5,000.00	McNairy County Sheriff's Department	154AL	McNairy	\$5,000.00
Hickman County Sheriff's Department	154AL	Hickman	\$5,000.00	Millersville Police Department	154AL	Sumner	\$5,000.00
Hohenwald Police Department	402	Lewis	\$5,000.00	Millington Police Department	402	Shelby	\$5,000.00
Hollow Rock Police Department	154AL	Carroll	\$3,000.00	Monroe County Sheriff's Department	154AL	Monroe	\$5,000.00

AGENCY	Funding Source	County	FFY2018 Grant Amount	AGENCY	Funding Source	County	FFY2018 Grant Amount
Monteagle Police Department	154AL	Grundy	\$3,000.00	Putnam County Sheriff's Department	402	Putnam	\$5,000.00
Morgan County Sheriff Department	154AL	Morgan	\$5,000.00	Red Boiling Springs Police Department	154AL	Macon	\$5,000.00
Motlow State Public Safety Department	402	Moore	\$2,500.00	Rockwood Police Department	154AL	Roane	\$5,000.00
Mount Carmel Police Department	154AL	Hawkins	\$3,000.00	Rocky Top Police Department	154AL	Anderson	\$6,000.00
Mount Pleasant Police Department	154AL	Maury	\$5,085.00	Rutherford Police Department	154AL	Gibson	\$2,500.00
Mt. Juliet Police Department	154AL	Wilson	\$5,000.00	Saltillo Police Department	154AL	Hardin	\$3,000.00
Munford Police Department	154AL	Tipton	\$3,000.00	Savannah Police Department	154AL	Hardin	\$5,000.00
New Johnsonville Police Department	154AL	Humphreys	\$5,000.00	Scott County Sheriff's Department	154AL	Scott	\$5,000.00
New Tazewell Police Department	154AL	Claiborne	\$5,000.00	Scotts Hill Police Department	154AL	Henderson	\$5,000.00
Newbern Police Department	154AL	Dyer	\$5,000.00	Selmer Police Department	154AL	McNairy	\$5,000.00
Newport Police Department	402	Cocke	\$5,000.00	Smith County Sheriff's Office	154AL	Smith	\$5,000.00
Niota Police Department	154AL	McMinn	\$3,000.00	Smithville Police Department	154AL	DeKalb	\$5,000.00
Norris Police Department	154AL	Anderson	\$5,000.00	Somerville Police Department	154AL	Fayette	\$5,000.00
Oakland Police Department	154AL	Fayette	\$5,000.00	South Carthage Police Department	154AL	Smith	\$5,000.00
Oliver Springs Police Department	154AL	Roane	\$5,000.00	Sparta Police Department	154AL	White	\$3,000.00
Oneida Police Department	154AL	Scott	\$5,000.00	Spencer Police Department	154AL	Van Buren	\$5,000.00
Parrottsville Police Department	154AL	Cocke	\$5,000.00	Spring City Police Department	154AL	Rhea	\$3,100.00
Parsons Police Department	154AL	Decatur	\$3,000.00	Surgoinsville Police Department	154AL	Hawkins	\$3,000.00
Perry County Sheriff's Office	154AL	Perry	\$5,000.00	Sweetwater Police Department	154AL	Monroe	\$5,000.00
Petersburg Police Department	154AL	Marshall	\$5,000.00	Tazewell Police Department	154AL	Claiborne	\$5,000.00
Pickett County Sheriff's Office	154AL	Pickett	\$5,000.00	Tellico Plains Police Department	154AL	Monroe	\$5,000.00
Pigeon Forge Police Department	154AL	Sevier	\$5,000.00	Tiptonville Police Department	154AL	Lake	\$5,000.00
Pikeville Police Department	154AL	Bledsoe	\$5,000.00	Townsend Police Department	154AL	Blount	\$5,000.00
Piperton Police Department	154AL	Fayette	\$3,000.00	Tracy City Police Department	154AL	Grundy	\$3,000.00
Pittman Center Police Department	154AL	Sevier	\$5,000.00	Trenton Police Department	154AL	Gibson	\$2,500.00
Pleasant View Police Department	154AL	Cheatham	\$5,000.00	Trezevant Police Department	154AL	Carroll	\$3,000.00
Polk County Sheriff's Department	154AL	Polk	\$5,000.00	Trousdale County Sheriff's Department	154AL	Trousdale	\$5,000.00
Portland Police Department	154AL	Sumner	\$5,000.00	Tullahoma Police Department	154AL	Coffee	\$5,000.00





*Photo Caption: East Tennessee check point. Photo credits Kyle Sherrill.*

AGENCY	Funding Source	County	FFY2018 Grant Amount
Tusculum Police Department	154AL	Greene	\$5,000.00
University of Tennessee, Health Science Center	402	Shelby	\$5,000.00
Van Buren County Sheriff's Department	154AL	Van Buren	\$5,000.00
Volunteer State Community College Campus Police	154AL	Sumner	\$5,000.00
Walters State Campus Police	154AL	Hamblen	\$5,000.00
Wartrace Police Department	154AL	Bedford	\$3,000.00
Watertown Police Department	154AL	Wilson	\$5,000.00
Waverly Police Department	154AL	Humphreys	\$5,000.00
Wayne County Sheriff's Department	402	Wayne	\$4,995.00
Waynesboro Police Department	154AL	Wayne	\$5,200.00
Weakley County Sheriff's Department	154AL	Weakley	\$9,500.00
Westmoreland Police Department	154AL	Sumner	\$5,000.00
White Bluff Police Department	154AL	Dickson	\$5,000.00
White Pine Police Department	154AL	Jefferson	\$5,000.00
Whiteville Police Department	154AL	Hardeman	\$5,000.00
Winchester Police Department	154AL	Franklin	\$3,000.00

# POLICE TRAFFIC SERVICES

## ACTIVITIES

High visibility enforcement should be conducted in locations that are chosen based on data. Enforcement should be in areas that are easily visible to the motoring public and indicate a specific enforcement need due to crashes or crashes and crime. Using geo-mapping to identify “hot spots” – areas of high incidence of crimes and crashes – helps agencies target locations where enforcement can play two roles in fighting crime and reducing crashes and traffic violations.

Choosing a location that is a high-volume traffic area assists with the visibility of enforcement efforts. People see law enforcement on the roads enforcing the traffic laws, which helps create general deterrence and voluntary compliance of laws.

Enforcement activities can include, but are not limited to the following:

- Saturation patrols;
- DUI checkpoints;
- Wave enforcement; and
- Multi-Jurisdictional.

According to Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving (Chapter 1, 2.1 and 2.2).

## PROGRAM HIGHLIGHTS

176 law enforcement agencies received a High Visibility Enforcement (HVE) grant during the FFY2017 grant year. All agencies maintained traffic enforcement and participated in the national mobilizations. DUI enforcement was a focal point during the past year. Each agency submitted their enforcement data online on the TNTrafficSafety website. In addition, several agencies that did not receive grant funding also reported their enforcement data online. As the three campaign summary charts of local law enforcement show, thousands of drivers are exposed to sobriety checkpoints and educated about Tennessee’s commitment to safe driving.



Photo Caption: Safe On Seventy Memphis.

### CLICK IT OR TICKET

Sobriety Checkpoints	65
Vehicles Detained	168
Vehicles Passing Through Check Points	4708

Source: TNTrafficSafety

### BOOZE IT AND LOSE IT

Sobriety Checkpoints	49
Vehicles Detained	2651
Vehicles Passing Through Check Points	8183

Source: TNTrafficSafety

### HOLIDAY IMPAIRED

Sobriety Checkpoints	43
Vehicles Detained	1778
Vehicles Passing Through Check Points	10668

Source: TNTrafficSafety

<b>CLICK IT OR TICKET</b>	<b>Active Patrol Citations</b>	<b>Sobriety Checkpoint Citations</b>	<b>Saturation Patrol Citations</b>	<b>Total Reported Results</b>
Impaired Driving Arrests (DUI)	1437	0	40	1477
DUID (Drugs Only)	72	0	1	73
DWI Arrests - Alcohol Only	272	0	24	296
DUID (Alcohol and Drugs)	197	3	5	205
DRE DUI Arrests	3	0	1	4
DRE Drug Arrests	3	0	0	3
Safety Belt Citations	8772	20	375	9145
Child Safety Citations	564	0	32	593
Felony Arrests	1530	1	30	1561
Recovered Stolen Vehicles	104	0	1	105
Fugitives Apprehended	906	0	10	916
Suspended/Revoked Licenses	4047	6	112	4163
Uninsured Motorists	8243	6	211	8455
Speeding	23413	93	1288	24794
Reckless Driving	447	4	14	464
Drug Arrests	2476	2	84	2562
Weapons Seized	112	0	27	139
Other	6471	99	212	6782

<b>BOOZE IT AND LOSE IT</b>	<b>Active Patrol Citations</b>	<b>Sobriety Checkpoint Citations</b>	<b>Saturation Patrol Citations</b>	<b>Total Reported Results</b>
Impaired Driving Arrests (DUI)	1039	6	46	1091
DUID (Drugs Only)	61	0	6	67
DWI Arrests - Alcohol Only	325	14	19	358
DUID (Alcohol and Drugs)	255	6	3	264
DRE DUI Arrests	15	0	0	15
DRE Drug Arrests	18	0	0	18
Safety Belt Citations	9468	27	221	9716

Child Safety Citations	619	9	15	643
Felony Arrests	2031	2	53	2086
Recovered Stolen Vehicles	236	0	6	242
Fugitives Apprehended	1289	1	38	1328
Suspended/Revoked Licenses	4383	17	211	4611
Uninsured Motorists	9215	39	342	9596
Speeding	25316	51	1498	26865
Reckless Driving	497	0	18	515
Drug Arrests	2484	4	121	2609
Weapons Seized	183	1	2	186
Other	3173	139	525	3837

<b>HOLIDAY IMPAIRED</b>	<b>Active Patrol Citations</b>	<b>Sobriety Checkpoint Citations</b>	<b>Saturation Patrol Citations</b>	<b>Total Reported Results</b>
Impaired Driving Arrests (DUI)	1057	5	49	1111
DUID (Drugs Only)	81	0	5	86
DWI Arrests - Alcohol Only	423	3	26	452
DUID (Alcohol and Drugs)	191	0	20	211
DRE DUI Arrests	11	0	1	12
DRE Drug Arrests	3	0	1	4
Safety Belt Citations	7347	14	113	7474
Child Safety Citations	401	14	11	426
Felony Arrests	2075	0	56	2131
Recovered Stolen Vehicles	116	0	6	122
Fugitives Apprehended	1107	1	50	1158
Suspended/Revoked Licenses	4344	25	145	4514
Uninsured Motorists	8317	53	256	8626
Speeding	18995	83	765	19843
Reckless Driving	337	4	11	352
Drug Arrests	1917	28	61	2006
Weapons Seized	279	43	17	339
Other	5074	83	311	5468



<b>AGENCY</b>	<b>Funding Source</b>	<b>County</b>	<b>FFY2018 Grant Amount</b>
Alcoa Police Department	402	Blount	\$15,000.00
Anderson County Sheriff's Department	402	Anderson	\$22,000.00
Bartlett Police Department	402	Shelby	\$23,300.00
Collegedale Police Department	402	Hamilton	\$15,000.00
Dandridge Police Department	402	Jefferson	\$15,000.00
East Ridge Police Department	402	Hamilton	\$15,000.00
Gallatin Police Department	402	Sumner	\$22,000.00
Gatlinburg Police Department	402	Sevier	\$15,000.00
Greenbrier Police Department	402	Robertson	\$10,000.00
Jefferson City Police Department	402	Jefferson	\$22,000.00
Jefferson County Sheriff's Department	402	Jefferson	\$38,835.68
Kingsport Police Department	402	Sullivan	\$20,800.00
Knox County Sheriff's Office	402	Knox	\$73,000.00
Lenoir City Police Department	402	Loudon	\$35,000.00
McMinnville Police Department	402	Warren	\$17,340.00
Memphis Police Department	402	Shelby	\$100,000.00
Montgomery County Sheriff's Department	402	Montgomery	\$50,000.00
Murfreesboro Police Department	402	Rutherford	\$49,950.00
Nolensville Police Department	402	Williamson	\$20,000.00
Oak Ridge Police Department	402	Anderson	\$20,000.00
Ripley Police Department	402	Lauderdale	\$10,000.00
Robertson County Sheriff's Department	402	Robertson	\$25,000.00
Sevier County Sheriff's Office	402	Sevier	\$30,000.00
Sevierville Police Department	402	Sevier	\$25,400.00
Shelbyville Police Department	402	Bedford	\$15,000.00
Signal Mountain Police Department	402	Hamilton	\$15,000.00
South Pittsburg Police Department	402	Marion	\$20,000.00
Spring Hill Police Department	402	Maury	\$15,000.00
Springfield Police Department	402	Robertson	\$15,500.00
Tennessee Department of Safety & Homeland Security	402	Davidson	\$35,915.00
Tennessee Department of Safety & Homeland Security	402	Davidson	\$32,160.00
University of Memphis, Police Services	402	Shelby	\$25,800.00
Wilson County Sheriff's Department	402	Wilson	\$20,900.00

# LAW ENFORCEMENT LIAISON PROGRAM

The Law Enforcement Liaison (LEL) program provides coordination of traffic law enforcement activities throughout the state. It also provides coordination with traffic law enforcement activities funded from other federal, state, and local resources. Tennessee has four regional LELs who encourage law enforcement to support the enforcement of traffic safety laws and collaborate with other highway safety partners and stakeholders.

## ACTIVITIES

The LEL program is responsible for a wide variety of activities across the state:

- ▶ Develop networks in four regions of state. Networks are the foundation of the LEL program to garner participation in national and state campaigns.
- ▶ Coordinate law enforcement agencies to participate in various Tennessee Highway Safety Office (THSO) sponsored programs such as education at high schools, local fairs, and community activities as well as the Seatbelts Are For Everyone (SAFE) campaign and the state Law Enforcement Challenge.
- ▶ Coordinate the district law enforcement agencies and communicate the Strategic Highway Safety Plan.
- ▶ Submit monthly and quarterly reports to the THSO, National Highway Traffic Safety Administration (NHTSA), and International Association of Chiefs of Police (IACP) regarding activity from program areas.
- ▶ Develop and implement the Tennessee Law Enforcement Challenge.
- ▶ Schedule and arrange for instructors and materials to implement training for traffic officers in Standard Field Sobriety Testing (SFST) and mobile camera use.
- ▶ Coordinate the law enforcement training program.
- ▶ Manage and administer alcohol and other drug safety program activities including analysis, grant applications, contract management, and fiscal management of federal and state funded programs and projects.
- ▶ Serve as a liaison to other state agencies, associations, and organizations on alcohol-related highway safety issues.
- ▶ Coordinate the state's Drug Recognition Expert (DRE) program.



*Photo Caption: LEL Retreat. Photo by Tennessee Traffic Safety Resource Center.*

# NETWORK COORDINATOR GRANTS

In order to strengthen state safety initiatives on the local level and to achieve community support for them, the Law Enforcement Liaisons (LELs) in Tennessee established 21 law enforcement networks across the state. These networks are made up of 21 law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

## PROGRAM OBJECTIVES

- ▶ Promote an organization through which information (e.g. training, enforcement campaigns) can be efficiently distributed.
- ▶ Provide a means of collecting data from agencies across the state in an efficient and expedient manner.
- ▶ Utilize Listserv technology to expedite communication within and among the networks.

## ACTIVITIES

For this effort to be successful, the network coordinators are called upon to make a major investment of time and effort. Contacting and following up with network members, recruiting support and new members in the communities, planning meetings, recruiting speakers for pertinent programs and coordinating Tennessee Highway Safety Office (THSO) initiatives involves spending a great deal of time on the network. Network coordinators are required to do the following:

1. Provide assistance to the regional LEL as required;
2. Participate in the national/state campaigns as directed by the THSO;
3. Solicit network agencies to participate in national campaigns;
4. Conduct monthly/quarterly network meetings;
5. Participate in THSO-sponsored press events;
6. Participate in THSO training events, to be available as an instructor if qualified;
7. Personally contact each chief of police and sheriff or representative in the local area network to explain the THSO campaigns and solicit agency participation;
8. Serve as data collectors for law enforcement statistics for each THSO campaign;
9. Attend THSO meetings as directed;
10. Attend at least one regional LEL meeting during the grant period; and
11. Other duties as may be assigned by the THSO/LEL.

The main goals and objectives help to reduce injuries, fatalities, and economic losses on Tennessee roadways. The most important factors in the success of state-wide highway safety programs are the involvement of law enforcement agencies on the local level and their enthusiasm and interest in the programs.

The success of the program was measured by:

- ▶ The number of agencies participating in monthly network meetings,
- ▶ The number of law enforcement agencies participating in planned enforcement initiatives,
- ▶ The participation level of the agencies in the network in national campaigns,
- ▶ The number of law enforcement officers within the network receiving training, and
- ▶ The number of agencies implementing Tennessee Integrated Traffic Analysis Network (TITAN) to download crash results electronically.

In FFY2018, network coordinators will work with the regional LEL to strengthen partnerships in their respective area networks to ensure efficient and effective THSO LEL support systems that will result in saving lives. This goal supports education and the relationship between creating awareness about campaigns and the role they play in the reduction of motor vehicle crashes related to impaired driving and occupant protection. The number of agencies participating has increased, and network meetings are well attended. In FFY2018, each network coordinator will work for 100 percent participation of all grant-funded agencies in all enforcement campaigns. Further, network coordinators will encourage other law enforcement agencies within the network to participate in enforcement campaigns. Increased participation in campaigns will reduce the number of deaths and crashes related to impaired driving and/or lack of proper occupant restraints.

Reporting was over 99 percent for the national mobilization periods. Participation results by campaign are included below. Multi-jurisdictional and regional enforcement events took place in all regions of the state with participation from several agencies.

### HOLIDAY IMPAIRED DRIVING (ENFORCEMENT: 12/13/17 - 12/31/17)

LAW ENFORCEMENT AGENCIES	Participating This Period	Reporting This Period	
Highway Patrol Districts	8	8	100%
County Sheriff's Office	79	79	100%
City/Town Police	197	196	99.49%
College/University Police	10	10	100%
Railroad Police	0	0	0%
Federal Agency	0	0	0%
Total	294	293	99.66%

Source: TNTrafficSafety

### CLICK IT OR TICKET (ENFORCEMENT: 5/21/18 - 6/3/18)

LAW ENFORCEMENT AGENCIES	Participating This Period	Reporting This Period	
Highway Patrol Districts	8	8	100%
County Sheriff's Office	79	79	100%
City/Town Police	198	198	100%
College/University Police	10	10	100%
Railroad Police	0	0	0%
Federal Agency	0	0	0%
Total	295	295	100%

Source: TNTrafficSafety

## DRIVE SOBER OR GET PULLED OVER (ENFORCEMENT: 8/17/18 - 9/3/18)

LAW ENFORCEMENT AGENCIES	Participating This Period	Reporting This Period	
Highway Patrol Districts	8	8	100%
County Sheriff's Office	79	79	100%
City/Town Police	197	197	100%
College/University Police	10	10	100%
Railroad Police	0	0	0%
Federal Agency	0	0	0%
<b>Total</b>	<b>294</b>	<b>294</b>	<b>100%</b>

Source: TNTrafficSafety

AGENCY	Funding Source	County	FFY2018 Grant Amount
Belle Meade Police Department	402	Davidson	\$20,000.00
Benton Police Department	402	Polk	\$20,000.00
Blount County Sheriff's Department	402	Blount	\$20,000.00
Brownsville Police Department	402	Haywood	\$22,000.00
Centerville Police Department	402	Hickman	\$20,000.00
Cocke County Sheriff's Department	402	Cocke	\$20,000.00
Cookeville Police Department	402	Putnam	\$20,000.00
Dover Police Department	402	Stewart	\$20,000.00
Greene County Sheriff's Department	402	Greene	\$22,000.00
Kimball Police Department	402	Marion	\$20,000.00
Franklin Police Department*	402	Williamson	\$20,000.00
Lexington Police Department	402	Henderson	\$20,000.00
Madison County Sheriff's Department	402	Madison	\$23,000.00
Memphis Police Department	402	Shelby	\$20,000.00
Metro Moore County Sheriff's Department	402	Moore	\$20,000.00
Rhea County Sheriff's Department	402	Rhea	\$20,000.00
Roane County Sheriff's Office	402	Roane	\$20,000.00
Shelby County Sheriff's Office	402	Shelby	\$23,000.00
Soddy-Daisy Police Department	402	Hamilton	\$20,000.00
Unicoi County Sheriff's Department	402	Unicoi	\$20,000.00
Union City Police Department	402	Obion	\$20,000.00

Agencies Funded

# LAW ENFORCEMENT TRAINING

In 2017, Tennessee recorded 247,040 crashes, with over 74,000 injuries and 1051 persons losing their lives on the highways. Many of these crashes were contributed to bad driving behaviors such as alcohol and or drug use, speeding, aggressive driving, and distractions. To combat this problem, The Tennessee Highway Safety Office (THSO) has historically been and continues to be committed to providing law enforcement officers with quality training that adheres to the standards established by the Peace Officers Standards of Training (POST) Commission. The (THSO) is committed to providing law enforcement officials, judicial members, prosecutors, and certain community advocates with the latest information, best practices, and training to effectively enforce, uphold, and communicate traffic safety. The THSO training is divided into three tracks: **TRACK I:** Law Enforcement Only; **TRACK II:** Law Enforcement/Non-Law Enforcement; **TRACK III:** Judicial

Law enforcement officials seeking Peace Officers Standards of Training (POST) certified credits are encouraged to attend and successfully complete THSO training. Students participating in courses offered under the law enforcement track will receive POST credits. Training is offered at multiple locations across the state. FFY2018 was a successful year for training as evidenced by the table below:

## PROGRAM OBJECTIVES AND RESULTS

- ▶ **CORE PERFORMANCE MEASURE:** Increase the total number of students receiving highway traffic safety-related training that focus on changing driver behavior; 3,268 students were trained in 2016. The total number trained represents training from the THSO LEL program, Traffic Records, Child Passenger Safety, and prosecutor training conducted by the Tennessee Traffic Safety Resource Prosecutors.  
**RESULT:** This goal was not met. The THSO pulled the training program grant from a third party contractor at the end of FFY2017. The training program was moved to fall under the Law Enforcement Liaison Grant. In April of 2018, a new Training Coordinator was hired. Restructuring of the program occurred during the early part of the fiscal year due to this change.
- ▶ **CORE PERFORMANCE MEASURE:** Train 296 in DUI/ Standardized Field Sobriety Testing (SFST) in FFY2018, an increase from 266 in FFY2017  
**RESULT:** This goal was not accomplished. In FFY18, three SFST/DUI classes had to be cancelled.
- ▶ **CORE PERFORMANCE MEASURE:** Train 270 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) in FFY2018, an increase from 221 in FFY2017.  
**RESULT:** 324 officers were trained in DUI & SFST in FFY18, meeting this goal.
- ▶ **CORE PERFORMANCE MEASURE:** Train 45 Drug Recognition Experts (DRE) in FFY2018, an increase from 38 in FFY2017.  
**RESULT:** This goal was not met. In FFY18 only two DRE classes were held. In order to train 45, another class would have been necessary and the budget did not allow for this.

TRAINING COURSES	Number of Classes	Students Trained
Advanced Roadside Impaired Driving Enforcement	12	260
At-Scene Traffic Crash Investigation	4	77
32-Hour Standardized Child Passenger Safety	9	163



8-Hour Standardized Child Passenger Safety Renewal	6	44
6-Hour CEU Training for Current Techs	3	68
Occupant Protection Track- CPS Pre-Conference	1	123
Drug Recognition Expert	2	37
Drug Recognition Expert In-Service	2	78
DRE Instructor	1	9
Drugs That Impair	3	70
DUI Detection and Standardized Field Sobriety Testing	9	155
Law Enforcement Instructor Development	10	202
Law Enforcement Aging Driver Specialist	1	33
RADAR/LIDAR Instructor	3	50
Road Safety Assessments and Engineering Fundamentals for Law Enforcement	2	34
Standardized Field Sobriety Testing Instructor Development	2	32
DUI Detection/SFST & ARIDE together	3	50
Spanish Survival and Communication for Officers	2	32
STOPS (Strategies and Tactics of Patrol Stops) Instructor	4	51

## IMPACT

Providing specialized traffic enforcement training to law enforcement personnel has an enormous and far reaching impact on highway traffic safety and quality of life in Tennessee. A few examples of this specialized training that enhances highway traffic safety enforcement is the Standardized Field Sobriety, A.R.I.D.E. and Drug Recognition Expert (DRE) programs. These programs are invaluable in detecting, investigating, and securing convictions of these offenders and their removal from the roadways in Tennessee.

One major training having an enormous impact on the quality of life and safety is the Child Occupant Protection Training. We certified more than 150 new child seat technicians this year and have more than 1045 certified technicians in Tennessee continuing to check the proper use and installation of child seats. Those technicians performed more than 2653 child seats checked, 463 child safety seats given away according to the reports from the more than 150 fitting stations across the state. Most of these fitting stations are located at local law enforcement agencies, fire stations, and health departments.

**PARTNERS IN TRAINING** Training in FFY2018 was coordinated through THSO for this grant year with the hiring of a new LEL Training Coordinator as part of the LEL program. Part of the Training Coordinator's responsibilities are to communicate on a daily basis with these partners. A vast majority of these partnerships are at the local level with law enforcement agencies and fire departments. Most courses offered by THSO are conducted at these local agencies at no cost to THSO. All training courses are designed to equip law enforcement professionals in Tennessee with up-to-date information on best practices, new methods, emerging issues, and legislation. The goal of all THSO training is to provide the necessary training techniques that can assist state and local law enforcement with changing driver behavior to reduce the number of serious injury crashes and fatalities. Training is provided at no cost to those law enforcement professionals who are interested and who meet current course prerequisites. View the projected list of training for FFY2019 on page 46.

# LAW ENFORCEMENT TRAINING

## TENNESSEE HIGHWAY SAFETY OFFICE PROJECTED TRAINING COURSES FFY2019

COURSES	Number of Courses	Instructors Per Course / Total	Capacity Per Class	Total
A.R.I.D.E.	12	2 / 24	25	300
At-Scene Crash Investigations	5	2 / 10	25	125
CPST, 32 hour, 8 hour, 6 hour and CPO	20	4 / 80	20-10-25-100	415
Distracted Driving Enforcement	4	1 / 4	20	80
Drug Recognition Expert	3	5 / 15	16	48
DRE Instructor	1	1 / 1	10	10
DRE In-Service	4	1 / 4	10	40
Drugs That Impair	2	1 / 1	20	40
Law Enforcement Instructor Development	9	2 / 18	25	225
L.E.A.D.S.	1	3 / 3	30	30
Leadership & Management of Traffic Safety Program	1	2 / 2	25	50
Motorcycle Safety and Enforcement	4	1 / 4	20	80
Radar Lidar Instructor	4	2 / 8	20	80
STOPS Instructor	4	2 / 8	20	80
STOPS Instructor Re-Certification	1	2 / 2	40	40
SFST Basic	12	3 / 36	24	288
SFST Instructor	3	3 / 9	24	72
Spanish Survival (Basic)	2	2 / 4	25	50
Totals	92	38 / 233	N/A	2053

**TN TRAFFIC SAFETY RESOURCE PROSECUTORS** In addition to the total number of persons trained through the THSO, the Tennessee Traffic Safety Resource Prosecutors (TSRP) trained 619 law enforcement officers and 158 prosecutors in multiple classes related to highway safety. Consequently, the total number of people trained in FFY2017 by the TSRP is 1,690





## HIGHLIGHTS OF THE PROGRAM

With the hiring of a full time Training Coordinator the THSO has been able to take a more active role in the day-to-day planning, implementation, and cost effectiveness of the program. One of the goals over the past several years was to increase the attendance of the courses offered, thus training more officers at the same cost. By having a Training Coordinator, the THSO have been able to plan better locations and promote these courses.

As the chart below indicates, attendance is going up. The THSO continued to offer training in DUI Detection Standardized Field Sobriety Testing and ARIDE together which trains officers in both standard and advanced techniques in DUI detection. By combining these courses, it allows the officer to complete training without having to return for the advanced portion. This particular course rose from one in FFY2017 to three in FFY2018.



*Photo Caption: Distracted Driving bus tour.*

FFY	Attendance %
2013	69
2014	65
2015	70
2016	67
2017	76
2018	85.5

THSO continued to offer training in DUI Detection Standardized Field Sobriety Testing and ARIDE together which trains officers in both standard and advanced techniques in DUI detection. By combining these courses, it allows the officer to complete training without having to return for the advanced portion. This particular course rose from one in FFY2017 to three in FFY2018.

# TEEN TRAFFIC SAFETY PROGRAM

Nationally, teens continue to be overrepresented in fatal crashes. According to the Centers for Disease Control (CDC), motor vehicle crashes are the leading cause of death for U.S. teens. In fact, six teens between the ages of 16 to 19 die every day from motor vehicle injuries. These crashes are oftentimes the result of immaturity and inexperience; other factors include distracted driving, drowsy driving, impaired driving, and driving with teen passengers. Tennessee's approach to reducing teen crashes includes Graduated Driver Licensing (GDL), education, and engagement.

## PROGRAM OBJECTIVES AND RESULTS

- ▶ **CORE PERFORMANCE MEASURE:** Decrease the number of drivers age 20 or younger involved in fatal crashes by 22.6 percent, from the 2013-2015 baseline average of 114 to 88 by December 31, 2018 (3-year alternative baseline).  
**RESULT:** Based on FARS data, Tennessee had 112 drivers under age 20 involved in fatal crashes in 2017. This goal was not met. The baseline that was utilized was 2013-2015. However, Tennessee saw a sharp increase (129, FARS) in Teen Driver Fatalities in 2016. Fortunately, Tennessee saw a decrease in 2017.
- ▶ **OBJECTIVE:** Decrease the number of 15 to 19-year old drivers seriously injured in all traffic crashes by 10 percent, from a 2016 baseline of 506 seriously injured to 455 seriously injured by the end of 2018.  
**RESULT:** Tennessee had 443 drivers and passengers between the ages of 15-19 seriously injured in traffic crashes in 2016.

## PERSONS AGE 15 TO 19 SERIOUSLY INJURED IN TENNESSEE TRAFFIC CRASHES

	2012	2013	2014	2015	2016	2017
Drivers	543	434	466	521	507	443
Others	382	288	320	292	311	286

*Source:* TN Dept. of Safety and Homeland Security, TITAN Division, 12 Dec 2017. (TITAN)

- ▶ **OBJECTIVE:** Increase the number of schools registered through Reduce TN Crashes in Tennessee from 190 in May 2017 to 215 by the end of 2018.  
**RESULT:** Reduce TN Crashes had 202 schools registered. There has been a plateau of new schools that join each year. Next year for the HSP, we will modify the goal to be related to the number of activities and/or active schools participating in the program.



## TENNESSEE LICENSED DRIVERS BY AGE UNDER 18

AGE	2012	2013	2014	2015	2016	2017
14	7	11	11	22	17	24
15	26,766	27,432	27,958	28,544	27,389	27,496
16	47,266	47,107	48,803	48,596	48,580	48,108
17	54,858	54,936	55,354	56,467	56,989	58,423
Total	128,897	129,486	132,126	133,629	132,975	134,051

*Source:* TN Dept. of Safety and Homeland Security, Driver License Division, Year-End CountyStat Reports, 12 Dec 2017. (A-List)

The Tennessee Highway Safety Office (THSO) partnered with 16 agencies in FFY2018 on different statewide enforcement and education initiatives that target teen drivers:

AGENCY	Funding Source	County	FFY2018 Grant Amount
Cheatham County Schools	402	Cheatham	\$11,000.00
Cocke County Sheriff's Department	402	Cocke	\$6,000.00
Cookeville Police Department	402	Putnam	\$24,031.00
JACO A	402	Madison	\$7,500.00
Lincoln County Sheriff's Department	402	Lincoln	\$7,500.00
Martin Police Department	405d	Weakley	\$36,800.00
Memphis Police Department	405d	Shelby	\$114,100.00
Metro Drug Coalition	405d	Knox	\$60,600.00
Mothers Against Drunk Driving	154AL	Statewide	\$117,530.00
Prevention Coalition for Success, Inc.	405d	Rutherford	\$35,000.00
Rutherford County Sheriff's Office	402	Rutherford	\$22,300.00
SADD	402 / 405d	Statewide	\$135,630.00
Tennessee Independent Colleges and Universities Association	405d	Statewide	\$20,102.00
Tennessee Secondary School Athletic Association	405d	Statewide	\$60,000.00
Tennessee Trucking Foundation	402	Davidson	\$50,000.00
TjohnE Productions, Inc.	402	Statewide	\$96,000.00

With continued targeted awareness and education saturating the state's schools and communities, the number of teen injuries and fatalities will decrease.

# TEEN TRAFFIC SAFETY PROGRAM

## Highlights of Our Partners

### **JACKSON AREA COUNCIL ON ALCOHOLISM AND DRUG DEPENDENCY**

The overall goal of the Tennessee Teen Institute (TTI) is to promote the development of a healthy, safe, and drug-free lifestyle by impacting the attitudes and behaviors of our youth in the areas of alcohol, tobacco, drug abuse, and violence. The 2018 Tennessee Teen Institute was conducted at the University of Tennessee at Martin from June 17-22. There were 60 teams (each team consists of one adult and six students); a total of 491 people attended. This was an increase from 56 teams last year.

All of the teams submitted action plans to be completed throughout the year in their own communities; plans include numerous activities such as starting Students Against Destructive Decisions (SADD) chapters, conducting mock crashes, signing up for Reduce TN Crashes, and Alcohol, Tobacco, or Other Drugs prevention programs. I Drive Smart day was held on Tuesday, June 19, and the entire day was dedicated to the topic of safe driving. The day included presentations by Blake McMeans, State Farm Insurance, the THSO, AAA, Reduce TN Crashes, and the Tennessee Trucking Foundation and Ollie the Otter. Throughout the week there were eight keynote nationally known speakers and 10 educational workshops plus four interactive nighttime events.

Additionally, a new video will be put together by student Abdul Aziz recapping this year's event due to the popularity and enormity of it in order for us to share with other states. Seven people visited from the Cebirin Goodman Teen Institute in Illinois to observe and learn. This was a great partnership to offer the students the opportunity to attend another teen institute and exchange ideas for future TTI planning.

**TENNESSEE TRUCKING FOUNDATION** The Tennessee Trucking Foundation works to educate and inform teens on safely sharing the road with large trucks and commercial vehicles, using the Teens & Trucks Share the Road Program. This year, they created an informative PowerPoint presentation about drowsy driving. The presentation has been shown at over 32 Tennessee high schools. The presentation has become a permanent part of the Tennessee Road Team tool kit. Further, they created a professional rack card that is being used at high school events as well as other public events where the Road Team Captains are scheduled. Because

drowsy driving affects drivers of all ages, the cards were also shipped to driver service centers and welcome centers across the state.



*Photo Caption: Tennessee Road Team Captain at Teen Driver Safety Camp. Photo by Tennessee Traffic Safety Resource Center.*

**STUDENTS AGAINST DESTRUCTIVE DECISIONS** SADD is an established organization committed to saving lives by empowering teens to stand strong against making destructive decisions. The SADD TN program provides support to registered chapters across the state and disseminates information to youth across TN about the importance of safe driving. The SADD TN program grew from 82 to 90 chapters during FFY2018, an increase of more than 10—percent. This increase was achieved by attending network meetings, school visits, and several conferences including the



*Photo Caption: SADD Chapter receiving Reduce TN Crashes Gold Award. Photo by Tennessee Traffic Safety Resource Center.*

# TEEN TRAFFIC SAFETY PROGRAM

Coordinated School Health Conference, national Lifesavers Conference, Tennessee Lifesavers Conference and the Tennessee School Resource Officer Conference. This year, SADD TN nearly doubled chapter participation in Reduce TN Crashes; the number of chapters jumped from 44 in 2017 to in 2018. Three out of the seven schools that reached the Gold Level in Reduce TN Crashes, and were registered SADD chapters.

**MOTHERS AGAINST DRUNK DRIVING (MADD)** In 2018, MADD Tennessee spoke directly to almost 8,000 students through 84 presentations across the state. These students were introduced to the agency's Power of Youth program in conjunction with its #ProtectUrFuture campaign. This program educates today's youth on the dangers of underage drinking and how valuable their future is. MADD Tennessee not only uses this program to educate the youth but also addresses parents/guardians on their influence of their teen's choices. The Power of Parents program and handbook was used throughout the year to empower parents/guardians to be the driving force of information when it comes to teen drinking.



*Photo Caption: Teen Driver Education Camp. Photo by State of Tennessee.*

In 2018 MADD TN reached over 1,000 parents with the informative workshops. Through prevention efforts using social media campaigns and evidence-based programs, MADD Tennessee's reach throughout FFY2018 extended to over 24,000 individuals. Finally, campaign efforts surrounding graduation, prom, and red ribbon week activities have increased consistently.

## **TENNESSEE TECH UNIVERSITY: REDUCE TN CRASHES PROGRAM**

Reduce TN Crashes is designed to increase awareness of safe driving practices amongst teens by facilitating and rewarding activities that are rooted in promoting teen traffic safety. FFY2018 Reduce TN Crashes entered its fourth year. The website continued to be improved to better assist school and activity partners. While the program's objective is to increase awareness through the delivery of school and community based safe driving activities in order to prompt teens to take action, Reduce TN Crashes is also empowering students to be leaders. For example, first time participants, Nolensville High School students, took on Reduce TN as their Junior project. The students coordinated schoolwide events, handed out educational materials, and created their own school specific "Safe Driving Pledge". Nolensville High completing over 13 traffic safety activities. Last year Gold recipient Gibson county High invited their neighboring school to be a part of the program- South Gibson High. Between both schools, they completed over 30 traffic safety activities that spread countywide awareness.

Gibson County High School along with Tennessee High School, Unicoi High School, Sullivan Central High School, David Crockett High School, Nolensville High School and South Gibson County High School (total of seven schools) were all recognized as the Gold standard (3000 or more points) amongst all participating Reduce Tn schools for having the most involvement. Additionally two schools were awarded silver status (1,300 points)- Clay and Lenoir City High School; as well as six Bronze place (100 or more points). This represents significant participation and reporting through the Reduce Tn Crashes program with the most involvement seen since the program's inception. Over 85 activities were completed throughout the year with close to 20 schools participating.



*Photo Caption: Photo by Tennessee Traffic Safety Resource Center.*

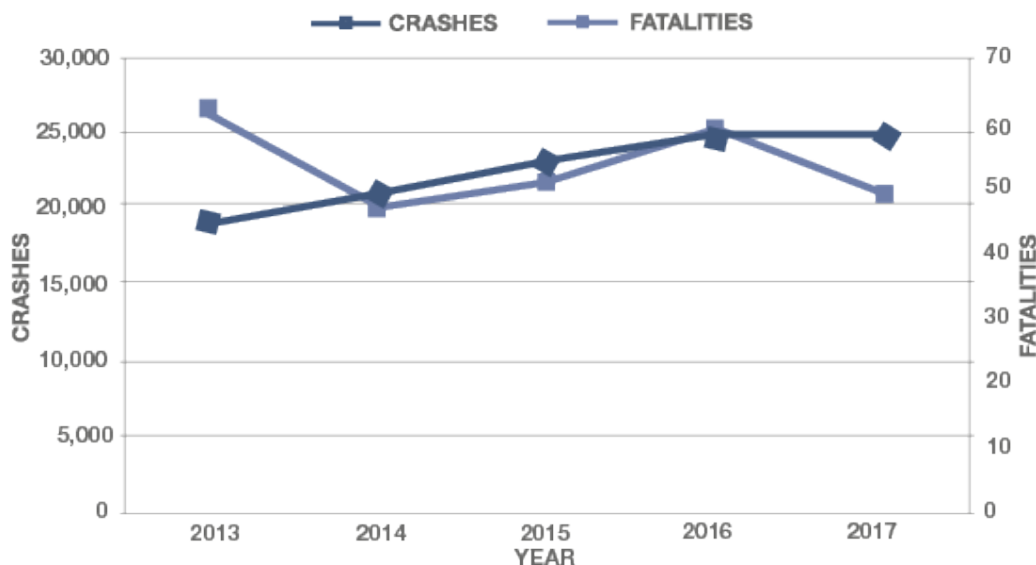
# DISTRACTED DRIVING

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. These distractions shift the focus on another activity instead. Consequently, they endanger driver, passenger, and even bystander safety. While the majority of drivers agree that distracted driving is dangerous, many still engage in activities that take their eyes off the road in front of them.

## PROGRAM OBJECTIVES AND RESULTS

- ▶ **OBJECTIVES:** Reduce the number of distracted driving crashes by 5 percent from 24,754 in 2016 to 23,516 by the end of 2018.  
**RESULT:** According to TITIAN in 2017 law enforcement recorded 24,781 crashes involving distracted driving.
- ▶ **OBJECTIVE:** Reduce the number of distracted driving fatalities by 10 percent from 59 in 2016 to 53 by the end of 2018.  
**RESULT:** According to TITIAN in 2017 law enforcement recorded 49 deaths involving distracted drivers, meeting this target.

### THE FOLLOWING GRAPH SHOWS THE INCREASE IN CRASHES AND FATALITIES INVOLVING DISTRACTED DRIVERS



*Source:* TN Dept. of Safety and Homeland Security, TITAN Division, 12 Dec 2017. (TITAN)

The Tennessee Highway Safety Office (THSO) continued its Thumbs Down to Texting and Driving campaign again this year. Partner agencies were encouraged to participate in the campaign during the month of April, which is recognized nationally as Distracted Driving Awareness Month. As part of the program, both radio and digital

media were used to increase awareness and provide information at the local community level about the dangers of texting and driving. Partners were encouraged to contact the THSO to obtain a media toolkit and information about the initiative. The #ThumbsDownTN hashtag was created in 2015 to begin a grassroots effort of peer-

to-peer influence. The THSO partners and the public were asked to demonstrate their disapproval of texting while driving by posting thumbs down selfies using the hashtag. This social media campaign engaged users on Twitter, Facebook, and Instagram.

**INVENTION OF THE BUS TOUR** In February 2017, the Tennessee Highway Safety Office (THSO) Public Information Officer Arriale Tabson requested permission to work with Tennessee Highway Patrol (THP) to coordinate a statewide distracted driving enforcement bus tour based on current distracted driving enforcement conducted by the THP Nashville District on the local level. Her idea was to convert the THP Nashville District's enforcement plan into a collaborative statewide effort, allowing each THP District to work with local law enforcement agencies to share resources and increase distracted driving enforcement during a 4-day enforcement period.

**HOW IT WORKED** From Monday, April 10, to Thursday, April 13, 2017, the THSO and the THP partnered with local law enforcement agencies for Tennessee's first statewide distracted driving enforcement bus tour to promote National Distracted Driving Awareness Month. The THP provided a large, black and tan bus marked with THP logos to transport law enforcement as they observed motorists for traffic violations. During the tour, officers within the THP bus communicated to patrol vehicles on the road

for execution of enforcement action. Each participating district conducted approximately one to two hours of enforcement. Local media outlets from each major media market were invited to attend the scheduled press briefings and ride along to observe and record the initiative. The campaign resulted in 224 traffic citations issued statewide during the 4-day period.

Due to the campaign's success, the THSO initiated a second statewide distracted driving enforcement bus tour from Monday, October 9, to Thursday, October 12, 2017. This time, the THP provided two large, black and tan buses marked with THP logos. On Monday, one bus toured through West Tennessee while the other toured through East Tennessee. By Thursday, both buses met in Middle Tennessee to conduct simultaneous enforcement throughout downtown Nashville's interstate loop. This campaign resulted in 905 total traffic citations issued statewide during the 4-day period. The substantial success of the second bus tour was directly related to the increase in partnership and participation.

**THIS YEAR** The THSO executed Tennessee's third statewide distracted driving enforcement bus tour from Monday, April 2, to Thursday, April 5, 2018. This campaign resulted in 1,816 citations issued statewide.



*Photo Caption: Photo by Tennessee Traffic Safety Resource Center.*

# SENIOR DRIVERS

The THSO works collaboratively with local, state, and national level partners to plan, initiate, and implement strategies aimed at increasing awareness and opportunities for education and training that target senior drivers to reduce injuries and fatalities from motor vehicle crashes.

**CAR-FIT** Recommended countermeasures to improve older driver safety is communications and outreach. Formal courses specifically for older drivers are offered by organizations such as AAA and AARP. The THSO has a long-standing relationship with AAA Knoxville, and the THSO has two AAA Driver Improvement instructors on staff. Additionally, Tennessee has been implementing the Car-Fit program, to help mature drivers find their safest fit, since 2010. The THSO has a Car-Fit instructor and one event coordinator on staff.



*Photo Caption: Photo by Tennessee Traffic Safety Resource Center.*

Car-Fit events and technician/event coordinator training have occurred in 13 communities in Tennessee and include Ethridge, Fairfield Glade, Jackson, Knoxville, Lawrenceburg, Milan, Nashville, and Spring Hill. The program's greatest success was an increase in Car-Fit training and events in western Tennessee. The number of events/trainings increased from one in FFY2017 to four in FFY2018. Additionally, a total of 93 individuals became trained technicians (+ 7 percent over the previous year) and 167 seniors participated in Car-Fit events throughout the state.

**YELLOW DOT PROGRAM** The Yellow Dot program is currently being implemented throughout the state by the Tennessee Department of Transportation. It was designed to provide first responders with an individual's pertinent medical information in the

event of an emergency on Tennessee's roadways. The information can mean the difference between life and death in the "golden hour" immediately following a serious incident. Enrollment sites are located throughout the state.

The THSO's focus in FFY2018 has been to increase the enrollment of seniors in the program statewide. One strategy has been to enroll seniors at Car-Fit events following their Car-Fit activity. One of our THSO collaborative partners, the Tennessee Trucking Foundation Education Road Team, assists seniors to complete their application for the program by taking a photograph of the senior and assisting to complete the emergency medical informational form. Since most of their road team members are now Car-Fit event coordinators or technicians, they ensure that no senior driver leaves a Car-Fit event until they are enrolled in the TDOT Yellow Dot program.



*Photo Caption: Photo by Tennessee Traffic Safety Resource Center.*

AGENCY	Funding Source	County	FFY2018 Grant Amount
Lift Therapy	402	Madison	\$40,000.00



## TARGETS AND RESULTS

- ▶ **OBJECTIVE:** Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources.  
**RESULT:** Increased number of activities on car-fit.org website
- ▶ **OBJECTIVE:** Obtain and provide the best available data to assist with decisions to improve aging road user safety, access, and mobility.  
**RESULT:** Information from DOS was used to create illustrations for 4 year trends
- ▶ **OBJECTIVE:** Provide information and resources regarding aging road user safety, access, and mobility.  
**RESULT:** Provision of resources that included rack cards (TN Traffic Safety); Yellow Dot (TDOT and TTF) and CARFIT events
- ▶ **OBJECTIVE:** Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders.  
**RESULT:** Law Enforcement Aging Driver Specialist (LEADS- Master trainer) training at TN Lifesavers conference CARFIT technician and Event Coordinator training sessions
- ▶ **OBJECTIVE:** Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation by increasing access to assessment, remediation, and rehabilitation resources for low-income aging drivers.  
**RESULT:** Assessment of senior drivers at Lift Therapy for the third year. Data was collected to via TNTraffic Safety portal with de-identified data
- ▶ **OBJECTIVE:** Promote safe driving and mobility for aging road users through licensing and enforcement by increasing the knowledge of law enforcement officers and licensing personnel on the recognition, assessment, and reporting of aging at-risk drivers.  
**RESULT:** (LEADS- Master trainer) training at TN Lifesavers conference – DOSCI application
- ▶ **OBJECTIVE:** Inform public officials about the importance of and need to support national, state, regional, and local policy and program initiatives that promote and sustain aging road user safety, access, and mobility.  
**RESULT:** Not able to do this task personally due to the HATCH ACT. No venue was provided/supported for this task. Suggest that there be a working coalition to address these issues (aging drivers)
- ▶ **OBJECTIVE:** Work to bridge the gap between driving retirement and mobility independence by increasing awareness about local services to support alternative transportation mobility options at the community and/or county level.  
**RESULT:** Strategies were provided by outsider stakeholders only; those working with senior centers and volunteer programs. See suggestion above for a working task force/coalition to work on these objectives.

# SENIOR DRIVERS

## PROGRAM HIGHLIGHTS – SAFE ROADS FOR SENIORS

### PURPOSE

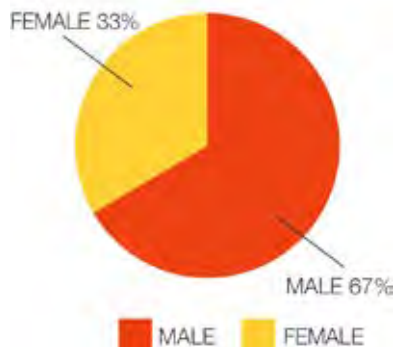
The purpose of the Safe Roads for Seniors research project was to identify trends amongst individuals 65 and older who have been referred for an adaptive driving assessment. Trends were reviewed both descriptively and statistically. The aim is to determine if specific personal or environmental factors correlate with the recommendations of the driving assessment result. The principal investigator for the project was Debra Gibbs, EdD, MHS, OTR/L, FAOTA. Rose Boyd, with the THSO, served as a research associate for the project.

### PROJECT OVERVIEW

This project was initiated in 2016 and completed in 2018. The project included individuals referred from various sources such as their personal physicians, the Department of Safety and the Tennessee Medical Advisory Board (MAB). Once referred, consent was obtained and the participants were evaluated by certified driver rehabilitation specialists (CDRS) at Lift Therapy in Jackson Tennessee to determine whether the participants were safe to continue driving or whether additional training was needed. If training needs were identified, the CDRS provided the training and/or modifications to the car such as mirrors, hand controls, etc. Up to 4 sessions were provided before providing a final recommendation to drive or not.

### RESULTS Overall Population Demographics

Seventy four participants were recruited for the Safe Roads project from 2016-2018. One participant withdrew resulting in a total of 73 final participants included in the data analysis. Information related to the age of participants and major diagnoses is outlined page 56.

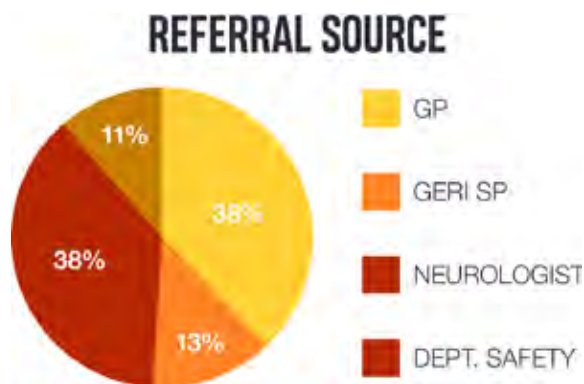


Tables depicting participants as a group are included. A notation of \* indicates missing data. To ensure completion of the analysis by the 2018 grant project year, only 73 of the 90 were included in the analysis for this report.

1. The average age of participants was 76.9. The range of ages was from 65 to 91 years of age.
2. Major diagnoses of participants included:
  - Alzheimer's: 22 percent (n=16)
  - Stroke: 26 percent (n=19), and
  - Visual impairments (macular degeneration, cataracts, glaucoma): 26 percent (n=19).

The gender representation was greater for males at 67 percent than females at 33 percent.

**REFERRAL SOURCE** The major referral sources were General Practitioner physicians and neurologists (38 percent each). Physicians identified as Geriatric Specialists referred 13 percent while the Department of Safety referred 11 percent of the participants.



### COMPARISON CHARACTERISTICS

The following table compares the characteristics of those participants who had the recommendation to DRIVE to those with the recommendation to NOT DRIVE. Self-reported daily driving and history of a fall in the past 6 months are included. While the number is small (only 4 of the 27 with data), those who were recommended to continue to drive but reported a fall, were 50 percent likely to limit driving to less than daily. In comparison, 48 percent of those

participants with the recommendation to NOT Drive reported a fall history and of those, 66 percent continued to report driving at least daily.

### DRIVE LOCATIONS

When looking at the drive locations for both groups, participants with the recommendation to NOT drive have similar destinations (as indicated in the chart). However, this group reported fewer times that the locations they drove to were for medical appointments (15), restaurants (19) and work (3). Largest responses amongst participants with the recommendation to drive were grocery (34), medical (31), and to see a friend (28). Most frequent destinations for participants with the recommendation to NOT drive were to grocery (35), to see a friend (28), church and drug store (22 each).

### DRIVING Continuation Recommendations

Of the 73 participants, 33 (45 percent) were recommended to NOT drive after the evaluation and 15 were recommended to receive driver training. After training, 10(67 percent) were recommended to return to driving with some type of limitation (daytime hours, no highways, etc.), while 5 (33 percent) were recommended to cease driving. Overall, 38 of the 73 participants in the study had to discontinue their driving which represented 52 percent of the cohort.

### DATA ANALYSIS

Data analysis was completed by Dr. Mary Dietrich, Statistician at Vanderbilt University. The findings of the research project are outlined below.

The outcome variable of interest was a recommendation of NOT to drive. Such an outcome was given a code of '1'; a recommendation that driving was suitable was given a code of '0'. Logistic regression analyses were used to assess the associations of the age of the driver being evaluated, medications being taken by the driver, medical diagnoses, driving history, and cognitive performance

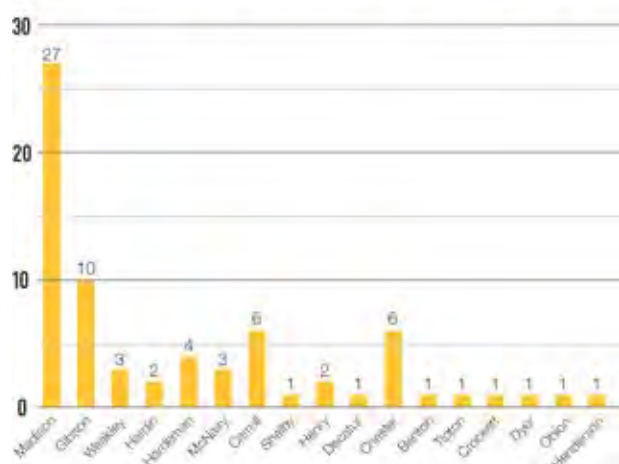
CHARACTERISTIC		Recommendation to DRIVE		Recommendation to NOT DRIVE	
Age	Average	n=35		N=38	
	Median	73.2		78.3	
	Range	72		78	
Gender	Male	65-87		65-91	
	Female	71 percent	n=25	68%	n=26
Drive daily		29%	n=10	32%	n=12
Falls	Self-report history of falls	74%	n=26	66%	n=25
	Continue to Drive daily	15%	n=4	48%	n=31
		50%	n=2	66%	n=10

with the recommendation of NOT to drive. Associations of performance on the various elements of the driving exam with the recommendation of NOT to drive were also evaluated. An alpha of 0.05 ( $p < 0.05$ ) was used for determining statistical significance.

Descriptive summaries of the characteristics of the drivers given a recommendation NOT to drive, as well as those given a recommendation to drive are shown in Table 1. Those given a "NOT Drive" recommendation were older and more likely to have indicators of a decrement in cognitive skills than those given a recommendation to drive ( $p < 0.05$ ). The median age of those with a recommendation NOT to drive was 78.0 years while those in the drive recommendation group had a median age of 72.0 ( $p=0.002$ ). No statistically significant differences between the groups were observed for medications, or their driving history ( $p > 0.05$ ). The only statistically significant difference in medical diagnoses was for a diagnosis of Alzheimer's (NOT drive=44.7 percent vs. drive=2.9 percent,  $p=0.002$ ). This higher prevalence of a diagnosis of Alzheimer's in the NOT drive group is consistent with their poorer performance on many of the measures of cognitive function than those in the drive group. Statistically significant reduced performance was observed on all of the measures of cognitive performance with the exception of number of errors and Trailmaking B in the area of impairment (all  $p < 0.05$ , see Table 2). Statistical significant data are highlighted in gray.

Summaries of the two groups' performance on the specific aspects of the driving assessment are shown in Table 3. Several statistically significant differences were observed between the groups. Compared to those with a 'Drive' recommendation, those with a recommendation 'NOT to Drive' were more likely to fail the components of adjusting mirrors, turning right, maintaining a safe following distance, coordinating distractions, demonstrating good eye/hand coordination and observing traffic and responding ( $p < 0.05$ , see Table 1).

### PARTICIPANT COUNTY OF RESIDENCE



Variable	Drive (N=35)	Not Drive (N=38)	OR (95% C.I.)	p-value
	Median (IQR)	Median (IQR)		
Age (years)	72.0(70-77)	78.0 (74-84)	1.15 (1.05-1.25)	0.002
<b>MEDICATIONS *</b>				
	n (%)	n (%)		
Anticoagulant	25 (71.4)	22 (57.9)	0.55 (0.20-1.46)	0.230
Anticonvulsant	3 (8.6)	2 (5.3)	0.59 (0.09-3.78)	0.580
Antidepressant	5 (14.3)	7 (18.4)	1.36 (0.38-4.75)	0.635
CNS Stimulant	2 (5.7)	8 (21.1)	4.40 (0.86-22.38)	0.074
Digitalis	5 (14.3)	4 (10.5)	0.70 (0.17-2.88)	0.627
Narcotic	3 (8.6)	4 (10.5)	1.26 (0.26-6.05)	0.777
Sedative	4 (11.4)	3 (7.9)	0.66 (0.13-3.21)	0.610
Sleep aid	6 (17.1)	3 (7.9)	0.41 (0.09-1.81)	0.240
Tranquilizer	2 (5.7)	2 (5.3)	0.92 (0.12-6.89)	0.933
<b>DIAGNOSIS *</b>				
Alzheimer's	1 (2.9)	17 (44.7)	27.52 (3.40-222.28)	0.002
Stroke	6 (28.6)	7 (26.9)	0.92 (0.25-3.32)	0.900
Visual impairment	5 (14.3)	12 (31.6)	2.77 (0.86-8.91)	0.087
Diabetes	9 (25.7)	9 (23.7)	0.90 (0.30-2.60)	0.841
Seizures	4 (11.4)	6 (15.8)	1.45 (0.37-5.66)	0.590
<b>DRIVING HISTORY *</b>				
Pulled over by police	3 (7.9)	7 (21.2)	3.14 (0.74-13.32)	0.120
Crash as driver	6 (15.4)	10 (30.3)	2.39 (0.76-7.51)	0.135
Traffic violations	6 (15.4)	9 (27.3)	2.06 (0.64-6.58)	0.241
License revoked	4 (10.3)	4 (12.1)	1.21 (0.27-5.26)	0.802

COGNITIVE PERFORMANCE	Median (IQR)	N, Median (IQR)	OR (95% C.I.)	p-value
MOCA a	24.0 (22-25)	13.0 (8-19)	0.72 (0.60-0.85)	<0.001
MFVP: Response right	13.0 (12-14)	12.0 (10-13)	0.65 (0.48-0.87)	0.004
MFVP: Response left	20.0 (17-21)	17.0 (11-19)	0.82 (0.70-0.94)	0.005
# Errors	8.0 (1-23)	7.0 (5-13)	0.97 (0.92-1.03)	0.323
Driver knowledge	7.0 (6-9)	5.0 (2-8)	0.74 (0.61-0.91)	0.003
SIMARD	66.0 (49-81)	29.0 (14-45)	0.93 (0.90-0.96)	<0.001
	n (%)	n (%)		
Trailmaking A (Impaired)b	2 (6.1)	17 (45.9)	13.18 (2.74-63.29)	0.001
Trail making B (Impaired)c	9 (26.5)	17 (45.9)	2.36 (0.87-6.42)	0.092



<b>VARIABLE</b>	<b>Drive n/N (%)</b>	<b>Not Drive n/N (%)</b>	<b>OR (95% C.I.)</b>	<b>p-value</b>
Driving Assessment				
Unlock door	20/35 (57.1)	23/37 (62.2)	1.23 (0.48-3.17)	0.664
Unlock passenger door	19/35 (54.3)	25/38 (65.8)	1.62 (0.63-4.17)	0.317
Adjusting seat	21/35 (60.0)	18/38 (47.4)	0.60 (0.23-1.52)	0.281
Adjusting mirrors	22/35 (62.9)	15/38 (39.5)	0.39 (0.15-0.99)	0.048
Adjusting steering wheel	21/35 (60.0)	20/38 (52.6)	0.74 (0.29-1.88)	0.527
Buckling seatbelt	20/35 (57.1)	25/38 (65.8)	1.44 (0.55-3.72)	0.449
Start car	20/35 (57.1)	25/38 (65.8)	1.44 (0.55-3.72)	0.449
Select correct gear	21/35 (60.0)	21/38 (55.3)	0.82 (0.32-2.09)	0.683
Maintain lane position	15/30 (50.0)	20/34 (58.8)	1.43 (0.53-3.85)	0.480
Smooth acceleration	19/35 (54.3)	17/37 (45.9)	0.72 (0.28-1.81)	0.480
Smooth braking	21/35 (60.0)	17/37 (45.9)	0.57 (0.22-1.45)	0.234
Safe stopping distance	19/34 (55.9)	21/37 (56.8)	1.04 (0.40-2.65)	0.941
Recognize signs/signals	19/34 (55.9)	14/37 (37.8)	0.48 (0.18-1.25)	0.130
Use turn signals	20/35 (57.1)	15/37 (40.5)	0.51 (0.20-1.31)	0.161
Proper lane change	20/34 (58.8)	16/37 (43.2)	0.53 (0.20-1.37)	0.191
Turning (right)	22/35 (62.9)	13/36 (36.1)	0.33 (0.12-0.88)	0.026
Turning (left-protected)	19/35 (54.3)	17/37 (45.9)	0.72 (0.28-1.81)	0.480
Turning (left-unprotected)	20/35 (57.1)	19/37 (51.4)	0.79 (0.31-2.01)	0.622
Turn left multi-lane	18/34 (52.9)	14/37 (37.8)	0.54 (0.21-1.40)	0.203
Correct speed	20/34 (58.8)	13/36 (36.1)	0.40 (0.15-1.04)	0.059
Observes traffic, responds	22/35 (62.9)	14/37 (37.8)	0.36 (0.13-0.94)	0.036
Yields right of way	20/35 (57.1)	18/37 (48.6)	0.71 (0.28-1.80)	0.471
Anticipates danger	20/35 (57.1)	15/37 (40.5)	0.51 (0.20-1.31)	0.161
Good eye/hand coordination	20/35 (57.1)	12/37 (32.4)	0.36 (0.13-0.94)	0.037
Observes during backing up	20/35 (57.1)	18/37 (48.6)	0.71 (0.28-1.80)	0.471
Coordinates distractions	19/35 (54.3)	11/36 (30.6)	0.37 (0.14-0.98)	0.045
Does not require help	19/35 (54.3)	14/37 (37.8)	0.51 (0.20-1.32)	0.164
No frustration/confusion	21/35 (60.0)	17/37 (45.9)	0.57 (0.22-1.45)	0.234
Variable	Drive n/N (%)	Not Drive n/N (%)	OR (95% C.I.)	p-value
Does not blame/make excuses	20/35 (57.1)	15/37 (40.5)	0.51 (0.20-1.31)	0.161
Safe/proper merging	15/33 (45.5)	17/37 (45.9)	1.02 (0.39-2.62)	0.967
Safe following distance	20/33 (60.6)	12/37 (32.4)	0.31 (0.11-0.84)	0.020

# PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicyclists are some of Tennessee's most vulnerable populations, and safety is an important priority. In fact, pedestrian and bicycle safety are an important component of the Vulnerable Road Users Emphasis Area Plan in the Tennessee 2014 Strategic Highway Safety Plan.

Across the country, there has been a rise in pedestrian and pedalcyclist fatalities in urban areas. According to the Traffic Safety Facts: Research Note (October 2018), pedestrian fatalities in urban areas increased by 46 percent since 2008; rural areas decreased by 6 percent. During the same period, pedalcyclist fatalities increased by 13 percent in urban areas; rural areas decreased by 15 percent.

Tennessee's pedestrian deaths increased from 97 in 2016 to 124 in 2017. Pedalcyclist fatalities decreased from nine in 2016 to eight in 2017. The Tennessee Highway Safety Office (THSO) recognizes

that enhanced focus must be placed upon the negative increase in pedestrian fatalities, and Tennessee's plan includes both education and enforcement.

Tennessee was one of three states awarded a five-year demonstration grant for National Highway Traffic Safety Administration's (NHTSA) Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort program. The THSO utilized data to identify those areas with the largest increases in pedestrian and cyclist crashes and developed an education and enforcement program to implement in target areas across the state, beginning with Nashville and Chattanooga. Throughout the grant period, the THSO will collaborate with partners to develop a guidebook that documents the grant effort and can be shared with other agencies.

## GOALS

The goal of the pedestrian/bicycle safety program is to reduce pedestrian and cyclist risk of injury and death in motor vehicle crashes by conducting enforcement, offering training, establishing partnerships, and launching public information initiatives.

## PERFORMANCE MEASURES AND RESULTS

- ▶ **CORE PERFORMANCE MEASURE:** Maintain pedestrian fatalities from the 2015 calendar base year of 104 through December 31, 2018, despite increasing trends.  
**RESULT:** Based on FARS data, Tennessee had 124 pedestrian fatalities in 2017. This goal was not met. Tennessee, like many other states, continues to see an increase in pedestrian fatalities.
- ▶ **CORE PERFORMANCE MEASURE:** Reduce pedalcyclist fatalities 10 percent, from the 2015 calendar year of 10 to 9 by December 31, 2018 (4-year linear regression).  
**RESULT:** Based on FARS data, Tennessee had 8 bicycle fatalities in 2017, meeting this target.

## GRANT AGENCY PARTNERS

As a result of the demonstration grant, the THSO was able to partner with Walk Bike Nashville for education and outreach in the Metro Nashville area. Walk Bike Nashville has a long history as bicycle and pedestrian educators and advocates.

Additionally, the THSO awarded a grant to the Collegedale Police Department to reduce the rate of death and to reduce the rate of injury in bicycle and pedestrian crashes in the Mid-Cumberland region of Tennessee. This region includes, but is not limited to Hamilton, Rhea, Grundy, Sequatchie, Bradley, Franklin, Meigs, and Bledsoe counties.



AGENCY	Funding Source	County	FFY2018 Grant Amount
Collegedale Police Department	402/403	Hamilton	\$55,800.00
Walk Bike Nashville	403	Davidson	\$83,076.00

## PROGRAM HIGHLIGHTS

**COLLEGEDALE POLICE DEPARTMENT** The Safety Initiative for Bicyclists and Pedestrians is in its third year. Program goals are to reduce the rate of death and to reduce the rate of injury in bicycle and pedestrian crashes in the Mid-Cumberland region of Tennessee.

Successes this year consist of many new partnerships being established and an expansion of the program coordinator's reach within the community. This includes becoming more involved in planning and local events, such as participating in the Regional Planning Agency's Multimodal Advisory Committee, planning national Walk and Bike to School Days, and providing education for On my Own Two Wheels, a homeless earn-a-bike program in partnership with the Community Kitchen. Further, the program



coordinator joined the board of the Chattanooga Bicycle Club as the Advocacy Director. Throughout the year, 10 Walk to School Day events were coordinated, a new class of LCIs were trained in Chattanooga, and a partnership was formed with Hamilton County Youth and Family Development Centers to offer bike rodeos for ages 6-12 at ever YFD center over the course of the summer. 28 rodeos were conducted, and 35 meetings with professionals across the region were held throughout the 2018 grant year.

**WALK BIKE NASHVILLE** Over the course of the year we hosted 40 free community classes on bicycle and pedestrian safety. This included 5 Adult Learn to Ride Classes, 5 City Cycling 101 Classes, 3 City Cycling 201 classes, 11 Beginner Greenway Riding Glasses, 11 Bicycle Maintenance Open House workshops, and 6 Pedestrian/Traffic Calming/Community Road safety classes. 471 people

registered for these community classes.

We greatly expanded our Law Enforcement Education, including submitting our expanded 4-hour curriculum for POST certification. In addition we hosted several ride with a cop events, spoke at 2 MNPD Role Calls, organized a class for MNPD with Officer Simmons from Chattanooga, and spoke at the Citizens Police Academy.

Jessica Burton attended and presented the law enforcement curriculum at the Lifesavers Conference. We hosted and attended the TN Bike Walk Summit in May, and Nora Kern presented about pedestrian infrastructure at the conference.

Finally we reviewed the first year of the Look for Me, and updated the campaign for the second year. This year's campaign reached 115,405 on Facebook and Instagram, included 9 billboards and 20 bus-benches. The finale of the campaign, the installation of the wheat-paste mural, was also covered in by two local media channels.



# EMERGENCY MEDICAL SERVICES

The THSO funded five agencies during FFY2018 to support emergency medical services (EMS) targeted strategies aimed to achieve the following goals and objectives in Tennessee.

## GOALS

The goal of the EMS program is to improve motor vehicle crash survivability and injury outcomes by improving the availability, timeliness, and quality of emergency medical response and by improving state and community coordination of emergency medical services, public safety, and mass casualty response.

## PROGRAM OBJECTIVES

- ▶ Increase education and training for first responders.
- ▶ Improve motor vehicle crash survivability and injury outcomes during the “golden hour.”
- ▶ Improve health outcomes for Tennesseans and those who travel in Tennessee.
- ▶ Increase visibility for crash scenes.



*Photo Caption:* Photo by Tennessee Traffic Safety Resource Center.





# EMERGENCY MEDICAL SERVICES

## RESULTS

The total amount of funding to support Tennessee EMS initiatives was \$100,700.00. Six agencies received funding to support initiatives that included training for first responders, the provision of focused efforts to mitigate injuries and fatalities at crash scenes, and support for the State ambulance and trauma system. One agency purchased extrication equipment and provided extrication education and training to EMS personnel. Two agencies provided first responder training. Three agencies purchased signs and lighting for crash scenes to increase safety for motorists and emergency workers at fatality and crash scenes in eastern and middle eastern locations of the state. One agency, Dayton Fire Department provided training to law enforcement and dispatchers at the community level.



*Photo Caption:* Photo by Tennessee Traffic Safety Resource Center.

AGENCY	Funding Source	County	FFY2018 Grant Amount
Ashland City Fire Department	402	Cheatham	\$8,900.00
Campbell County Rural Fire Services	402	Campbell	\$9,900.00
Crossroads Volunteer Fire Department	402	Marion	\$6,500.00
Dayton Fire Department	402	Rhea	\$3,000.00
Spencer Fire and Rescue	402	Van Buren	\$6,200.00

# PAID MEDIA

The THSO has developed an integrated communications plan that works in tandem with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan, as well as utilizes the unique opportunities that are available in the state of Tennessee. The plan focuses primarily on occupant protection and impaired driving through techniques that integrate marketing, i.e. brand recognition, method of delivery, target audience selection, demographic characteristics, and law enforcement efforts in order to support state laws and encourage behavioral changes.

Brand recognition in combination with the message itself can help build and sustain social norms. Booze It and Lose It is associated with the penalties of drinking and driving, and

Click It or Ticket is associated and concerned with increasing seat belt usage. Both messages associate the brand with behavioral changes. Although media is not the only factor to change behavior, it can influence individuals by providing a sustainable message that, over time, can be persuasive and effective at modifying driver behavior.

Along with the aforementioned, the THSO engaged in a motorcycle awareness campaign to bring about awareness of motorcyclists on the road through the Look Twice Save a Life message. Also, a distracted driving campaign was conducted to highlight the dangers of driving while distracted.

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## GOALS

The goal of paid media is to mitigate crashes and fatalities by modifying perceptions and changing driver

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## PROGRAM OBJECTIVES

Provide educational messages through brand association geared towards changes of social norm behavior.

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## EVALUATION

Attitudes and perceptions evaluations for a campaign were conducted via pre- and post-surveys for selected campaigns to determine if awareness changed over time. Baseline evaluations were conducted for selected campaigns and compared to the results gathered in previous year's campaign evaluations.

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## RESULTS

- ▶ Developed, planned, and executed the Holiday, Super Bowl, March Madness, Motorcycle Safety Awareness, Click It or Ticket, 100 Days of Summer Heat, July 4th, and Labor Day campaigns.
- ▶ Conducted attitudes and perceptions evaluations for selected campaigns utilizing The University of Tennessee Center for Transportation Research (CTR).



## FUNDS

Federal funding for the media marketing includes 402, 405b, 405f, and 154PM, along with any new funding sources as they are made available to the THSO.

## RESULTS

The THSO has participated in a number of sports-related media partnerships during FFY2018 including the following:

### Professional Athletic Teams

- ▶ Tennessee Titans (football)
- ▶ Nashville Predators (hockey)
- ▶ Memphis Grizzlies (basketball)
- ▶ St. Louis Cardinals, Cincinnati Reds, and Atlanta Braves (baseball)

### Collegiate Athletic Teams

- ▶ The University of Tennessee (Knoxville & Chattanooga campuses)
- ▶ Vanderbilt University
- ▶ The University of Memphis
- ▶ Middle Tennessee State University
- ▶ Tennessee State University

The THSO partnered with private entities across the state to deliver its messages at football events such as the Southern Heritage Classic, the Music City Bowl, and the Liberty Bowl; 6 minor league baseball teams, 11 motorsports venues, and 11 county fairs all in alcohol related high crash/fatality areas; high school sports statewide; as well as various other events that attract the target demographic.

The Booze It and Lose It tag also was utilized at high school events through the Tennessee Secondary School Athletic Association (TSSAA) and bonus seatbelt messaging at TSSAA events. High schools from across the state competed for the number one top-ranking team based on school classification, including high school football, high school basketball, baseball, track, and soccer championships. These events collectively drew a large number of students, in addition to parents, grandparents, and other interested visitors throughout the state. The THSO's highway safety messages were broadcast during these events and were promoted via onsite, online, radio, and TV.

Further, the THSO contracted Huddle, Inc. for 4,900,000 high school tickets to sell during sporting and other extracurricular events. There were actually 7,000,000 tickets provided to 467 schools, 377 of which are high schools. These tickets promoted the Click It or Ticket message and has continued to receive the highest praise from students, parents, and school administrators across the state of Tennessee.



## FUNDS

The THSO forwent the media services of Enviromedia, as their media marketing agency, and instead purchased media internally across the state in its efforts to inform and educate the public on highway safety issues. Purchasing of radio, cable, online, and TV spots to air the THSO safety messages was accomplished for the below mentioned NHTSA campaigns, including the following:

CAMPAIGN	Message
Holiday Campaign	Booze It and Lose It
Super Bowl Campaign	Booze It and Lose It
Motorcycle Safety Awareness	Look Twice
Click It or Ticket	Click It or Ticket
July 4th	Booze It and Lose It
Labor Day Campaign	Booze It and Lose It

## CONCLUSION

Behavior change requires development of a consistent message and frequent exposure. The THSO has utilized the Booze It & Lose It, Click It or Ticket, as well as the Buckle Up Tennessee logo for its sponsored media campaigns to decrease the number of impaired drivers and increase seatbelt use across the state. The campaigns have included ads on television, cable, streaming and local radio, social media sites; messages on electronic message boards; and signs and banners along roads and highways. Seatbelt use has risen significantly since the creation and widespread use of the slogan although the year over year rate of increase has peaked and/or plateaued recently.

## Excerpts from Awareness of and Exposure to Media Campaigns in Tennessee 2017 – 2018

Through a federally funded program with the National Highway Safety Transportation Administration (NHSTA), the THSO developed and implemented media campaigns like Click It or Ticket and Booze It and Lose It. These campaigns target unsafe behavior on the road and warn Tennesseans of the dangers and consequences of such behavior. To help determine the level of exposure to these campaigns, The University of Tennessee Center for Transportation Research (CTR) has been conducting surveys for the THSO since 2004. These surveys have been conducted to coincide with specific media campaigns.

Methodology for this year's surveys was modified from previous years in an effort to increase participation for those Tennessee residents between 18 and 45. During this grant year, surveys were conducted by telephone using cell phone sample only and by web using a purchased web panel for the Holiday Booze It and Lose It. However, a further modification in data collection was made for the Click It or Ticket and summer Booze It and Lose It campaign. For these campaign evaluations, only web panels were used and participation was limited to those between the ages of 18 and 35.



**BOOZE IT & LOSE IT**

Lose your license, your freedom, your life.

TENNESSEE HIGHWAY SAFETY OFFICE

# PAID MEDIA

## IMPAIRED DRIVING HOLIDAY CAMPAIGN

The pre-campaign survey was conducted between December 1st and December 13th, 2017 and the post-campaign survey was conducted between January 4th and January 12th, 2018. A total of 1,885 surveys were completed – 969 during the pre-campaign and 916 during the post-campaign. There have been considerable fluctuations in reported exposure to an anti-drinking and driving message over the past five years. While exposure to a message during the 2017-2018 holiday season was not the highest, it has rebounded from the lowest rate reported during the 2015-2016 season. It also continues showing a pattern of increase in exposure between the pre-campaign period and post-campaign period. The increase reported during the 2017-2018 holiday season was 11 percent - from 57 percent during the pre-campaign period to 68 percent during the post-campaign period (See Figure 1).

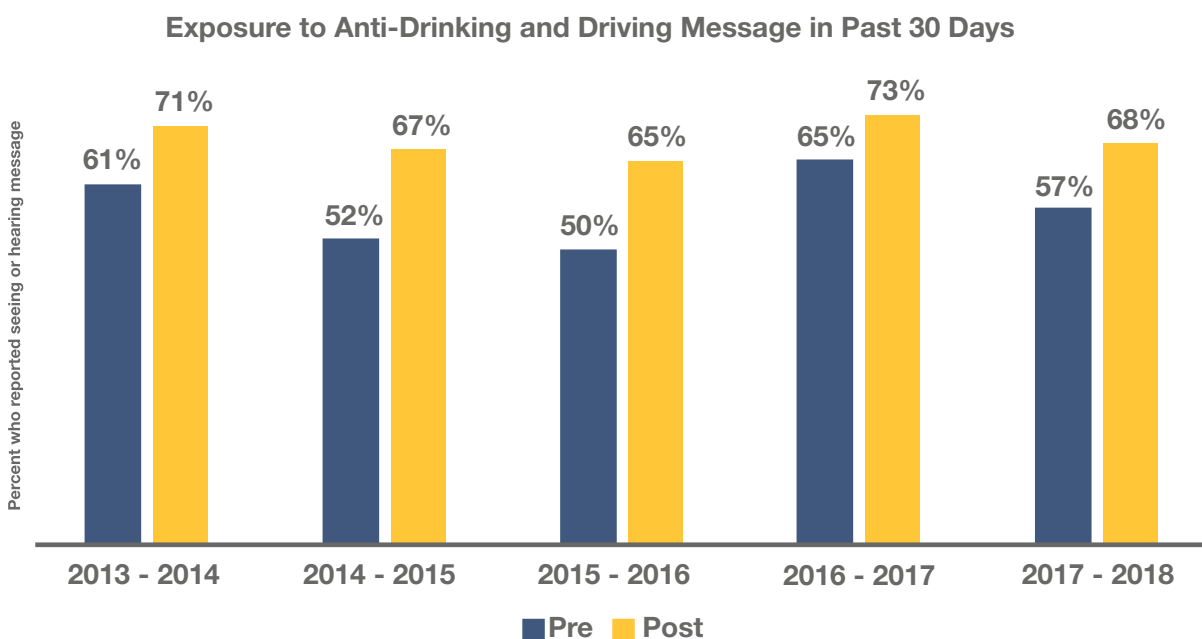


Figure 1: Exposure to anti-drinking and driving message in past 30 days for past five holiday seasons

Anti-drinking and driving messages are designed to resonate with those under the age of 35 and media buys have been made specifically to target this group. To better understand how the messages are reaching different but appropriate age groups, analysis was completed to determine if there were significant differences in rates of exposure to an anti-drinking and driving message by different age groups. While all age groups reported an



increase in exposure to a message between campaigns, the increase was statistically significant for the 16-25 year old and the 36 – 45 year old age groups. However, the difference for the 26 – 35 year old age group was not statistically significant (see Table 1).

		<b>In the past 30 days have you read, seen or heard any messages discouraging people from driving after drinking alcohol?</b>					
		<b>16-25</b>	<b>26-30</b>	<b>35-45</b>	<b>46-55</b>	<b>56-65</b>	<b>66+</b>
<b>2017 - 2018</b>	<b>Pre</b>	<b>49%</b>	<b>62%</b>	<b>58%</b>			
	<b>Post</b>	<b>69%</b>	<b>64%</b>	<b>68%</b>			
<b>2016 - 2017</b>	<b>Pre</b>	<b>69%</b>	<b>66%</b>	<b>59%</b>			
	<b>Post</b>	<b>68%</b>	<b>77%</b>	<b>70%</b>			
<b>2015 - 2016</b>	<b>Pre</b>	<b>50%</b>	<b>55%</b>	<b>50%</b>	<b>53%</b>	<b>47%</b>	<b>39%</b>
	<b>Post</b>	<b>67%</b>	<b>72%</b>	<b>66%</b>	<b>70%</b>	<b>64%</b>	<b>41%</b>
<b>2014 - 2015</b>	<b>Pre</b>	<b>58%</b>	<b>54%</b>	<b>49%</b>	<b>63%</b>	<b>51%</b>	<b>38%</b>
	<b>Post</b>	<b>64%</b>	<b>70%</b>	<b>66%</b>	<b>68%</b>	<b>68%</b>	<b>65%</b>
<b>2013 - 2014</b>	<b>Pre</b>	<b>61%</b>	<b>63%</b>	<b>62%</b>	<b>60%</b>	<b>63%</b>	<b>54%</b>
	<b>Post</b>	<b>60%</b>	<b>75%</b>	<b>74%</b>	<b>70%</b>	<b>67%</b>	<b>69%</b>

Table 1: Exposure to holiday anti-drinking and driving message for past five grant years across age categories

## IMPAIRED DRIVING SUMMER CAMPAIGN

The pre-campaign survey was conducted between August 7th and August 14th, 2018 and the post-campaign survey was conducted between September 4th and September 18th, 2018. A total of 1,782 surveys were completed – 776 during each of the pre-campaign and 1,006 during the post-campaign period. Exposure to an anti-drinking and driving message has consistently shown dissimilar patterns to campaigns that were conducted over the winter holiday period. There have not always been increases in exposure between the two periods nor have the gains been as substantive as those observed during the winter holiday period. The summer campaign this year did show an increase between the pre-campaign and post-campaign period but it was quite modest – 56 percent to 58 percent (see Figure 3).

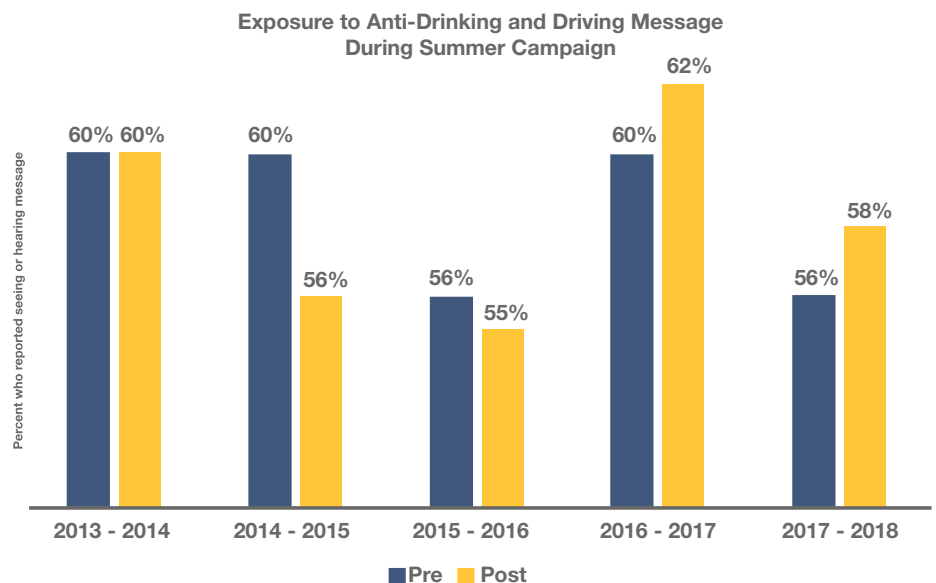


Figure 3: Exposure to anti-drinking and driving message in past 30 days for past five summer campaigns

# PAID MEDIA

To remain consistent with previous reports, exposure rates were calculated for different age groups. Because the data collection methodology changed, only two age groups were relevant for the summer campaign analysis. The frequency of reported exposure to an anti-drinking and driving message for the 18 to 25 year olds decreased between the pre-campaign and post-campaign periods but increased for the 26-35 year olds. Neither of the differences were statistically significant (see Table 2).

		In the past 30 days have you read, seen or heard any messages discouraging people from driving after drinking alcohol?					
		16-25	26-30	35-45	46-55	56-65	66+
2017 - 2018	<b>Pre</b>	59%	54%				
	<b>Post</b>	56%	60%				
2016 - 2017	<b>Pre</b>	60%	62%	57%			
	<b>Post</b>	64%	64%	59%			
2015 - 2016	<b>Pre</b>	63%	55%	52%	55%	61%	56%
	<b>Post</b>	64%	63%	50%	52%	55%	51%
2014 - 2015	<b>Pre</b>	58%	68%	62%	60%	60%	50%
	<b>Post</b>	64%	63%	60%	52%	59%	37%
2013 - 2014	<b>Pre</b>	61%	65%	59%	54%	61%	53%
	<b>Post</b>	60%	62%	59%	63%	50%	62%

Table 2: Exposure to holiday anti-drinking and driving message for past five grant years across age categories

## CLICK IT OR TICKET CAMPAIGN

The pre-campaign survey was conducted between May 7th and May 13th, 2018; the post-campaign survey was conducted between June 5th and June 16th, 2018. A total of 2,153 surveys were completed – 1,156 during the pre-campaign period and 997 during the post-campaign period. The newly established methodology of utilizing only web panels of Tennessee residents between the ages of 18 and 35 years of age was adopted to evaluate this media campaign. The overall reported rate of exposure to a seatbelt message has remained relatively stable over the past five grant years. Also, an increase in exposure has consistently been reported between the pre-campaign period and post-campaign surveys and continued this year (see Figure 5).





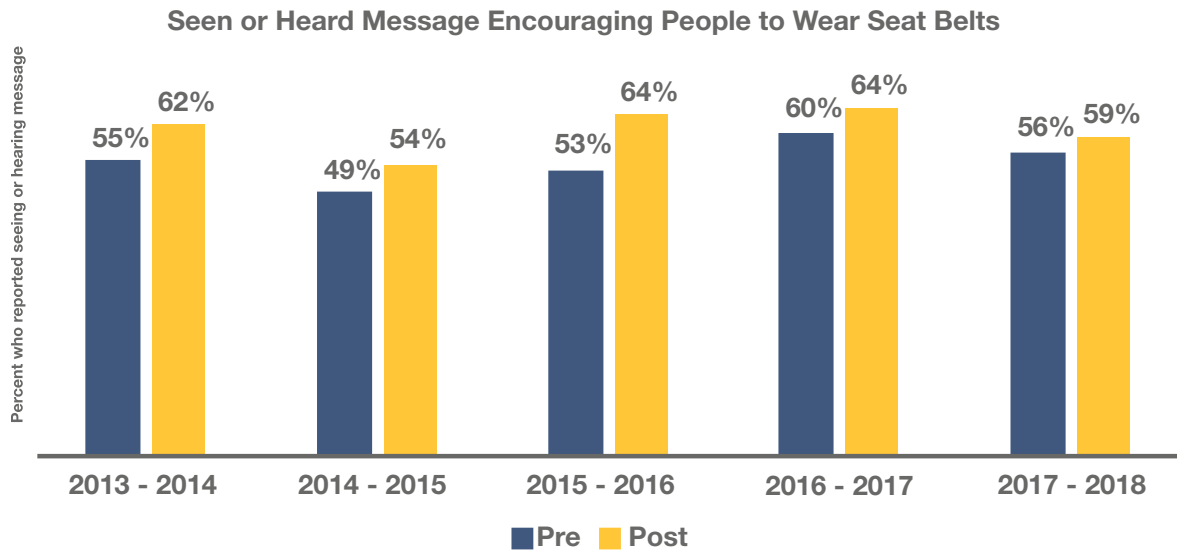


Figure 5: Exposure to seat belt message for past five grant years

However, because the methodology has differed between grant years a better indicator for levels of exposure may be seen by comparing levels of reported exposure by age groups. Those between 18 and 25 continue to report higher rates of exposure than those between 26 and 35.

In the past 30 days have you read, seen or heard any messages encouraging people to wear their seat belts?		16-25	26-30	35-45	46-55	56-65	66+
2017 - 2018	Pre	58%	54%				
	Post	60%	68%				
2016 - 2017	Pre	67%	57%	60%			
	Post	69%	69%	56%			
2015 - 2016	Pre	60%	57%	53%	46%	45%	56%
	Post	73%	64%	62%	58%	65%	57%
2014 - 2015	Pre	54%	52%	57%	44%	47%	39%
	Post	70%	54%	47%	41%	69%	46%
2013 - 2014	Pre	61%	59%	42%	46%	71%	61%
	Post	68%	67%	57%	50%	76%	68%

Table 3: Exposure to seat belt enforcement message for past five years across age categories

Rates of exposure to messages encouraging the public to avoid drinking and driving and encouraging seatbelt use have remained somewhat steady over the past several years. Understanding how the public receives information and the ability to provide the public with messages using these modes will be crucial for efforts to promote highway safety.

The full Awareness of and Exposure to Media Campaigns in Tennessee report prepared by the University of Tennessee Center for Transportation Research contains a plethora of additional valuable information. To view the report in its entirety, visit <https://bit.ly/2GrHuiq>.

# EARNED MEDIA

Earned media allows the THSO to reach highway safety advocates and the larger community. For instance, the interaction on social media increases engagement and drives advocacy for safety issues. In fact, earned media is an important piece of the THSO's communication strategy. Earned media efforts encompass the THSO's major topics including alcohol impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, senior driver safety, teen driver safety, and motorcycle safety.

## PRESS EVENTS

The THSO often collaborates with traffic safety partners and community advocates to host press events during media campaigns. Press events increase community support, personalize the enforcement message, localize the issue, and spread awareness for crash victims and families of crash victims. All THSO press events are video-recorded, uploaded to YouTube, and then posted to social media. In 2016, the THSO began using Facebook Live to record press events, as well.

Date	Press Event	Topic	City
October 5, 2017	Tennessee Highway Safety Office Announces Governor's Proclamation for Tennessee "Put the Brakes on Fatalities Day"	National Put the Brakes on Fatalities Day	Nashville
December 14, 2017	Tennessee Highway Safety Office Promotes National Drunk, Drugged Driving Prevention Month to Commemorate the 167 Lives Lost to Impaired-Driving Crashes in 2017	National 3D Prevention Month	Nashville
May 2, 2018	Tennessee Highway Safety Office Joins Tennessee Highway Patrol, Vanderbilt University Medical Center to Promote Motorcycle Safety Awareness Month	Motorcycle Safety Awareness	Nashville
May 24, 2018	Tennessee Highway Safety Office Kicks Off "100 Days of Summer Heat"	100 Days of Summer Heat	Fall Branch
May 25, 2018	Tennessee Highway Safety Office Promotes "Memorial Holiday Safety Break" on May 25	Commercial Vehicle Safety Awareness	Nickajack
May 25, 2018	Tennessee Highway Safety Office Promotes "Memorial Holiday Safety Break" on May 25	Commercial Vehicle Safety Awareness	Dickson
May 25, 2018	Tennessee Highway Safety Office Promotes "Memorial Holiday Safety Break" on May 25	Commercial Vehicle Safety Awareness	Jackson
September 24, 2018	Tennessee Highway Safety Office Celebrates National Child Passenger Safety Week	National Child Passenger Safety Week	Murfreesboro



## STATEWIDE PRESS RELEASES

Release Date	Headline
October 13, 2017	Tennessee's Second Statewide Distracted Driving Enforcement Bus Tour Yielded 905 Citations
October 16, 2017	Tennessee Teen Safe Driving Coalition Partners With Sonic Drive-In Locations Across Tennessee To Distribute 10,000 Teen Driver Safety Stickers For National Teen Driver Safety Week
October 19, 2017	Tennessee Highway Safety Office Director Vic Donoho Joins Governors Highway Safety Association's Executive Board
January 15, 2018	Country Music Icon Mickey Gilley Partners with Tennessee Highway Safety Office to Promote Seatbelt Usage after Surviving Recent Rollover Crash
February 1, 2018	Country Music Icon Mickey Gilley Joins Tennessee Highway Safety Office to Launch Seatbelts Are For Everyone (SAFE) Campaign
February 2, 2018	Tennessee Highway Safety Office, Tennessee Highway Patrol Huddle Up Super Bowl Weekend
March 21, 2018	Tennessee Launches Third Statewide Distracted Driving Enforcement Bus Tour
March 28, 2018	American Idol Contestant David Francisco Joins Tennessee Highway Safety Office, Tennessee Highway Patrol, Walk Bike Nashville to Promote "Thumbs Down to Texting & Driving"
April 10, 2018	Tennessee's Third Statewide Distracted Driving Enforcement Bus Tour Yielded 1,816 Citations
April 17, 2018	Tennessee Highway Safety Office Empowers Tusculum Coach to Share Crash Survival Story during "Thumbs Down to Texting & Driving" Campaign
July 27, 2018	Tennessee Highway Patrol Participates In Statewide "Safe On Seventy" Traffic Enforcement Campaign
September 7, 2018	Tennessee Highway Safety Office Announces 14th Annual Law Enforcement Challenge Award Recipients
September 26, 2018	Tennessee Highway Safety Office Honors Dr. Robert Sanders, Celebrates National Child Passenger Safety Week

# EARNED MEDIA

## REGIONAL PRESS RELEASE TEMPLATES

Dates	Campaign
December 13 – 31, 2017	“Booze It or Lose It” Holiday Season
February 1, 2018	“Seatbelts Are For Everyone (SAFE) Campaign”
April 2018	“Thumbs Down to Texting & Driving”
May 21 – June 3, 2018	“Click It or Ticket”

## SOCIAL MEDIA

Before each month, the THSO builds a digital social media calendar populated with content based upon the NHTSA communications calendar. Creative content is developed to capitalize on social media trends, upcoming events, and popular topics. The THSO often uses social events to apply a relevant traffic safety message. Once approved by THSO management, all content within the social media calendar is scheduled to be posted via Hootsuite, a social media dashboard. The THSO closely monitors its social media presence using the analytical tools provided by each platform. The THSO’s most successful platforms are Facebook, Twitter, and YouTube. All tools drive awareness, encourage safe driving habits, and allow two-way communication with the public.

### SOCIAL MEDIA PLATFORMS

YouTube	<a href="http://www.youtube.com/TNHSO">www.youtube.com/TNHSO</a>
Facebook	<a href="http://www.facebook.com/TNHSO">www.facebook.com/TNHSO</a>
Lifesavers Conference Facebook	<a href="http://www.facebook.com/tnlifesavers">www.facebook.com/tnlifesavers</a>
Twitter	<a href="http://www.twitter.com/TNHSO">www.twitter.com/TNHSO</a>
Instagram	<a href="http://www.instagram.com/TNHSO">www.instagram.com/TNHSO</a>





## THSO FACEBOOK

- ▶ Lifetime total page likes (as of September 30, 2018): 10,460
- ▶ Total organic reach (The number of unique users who had any content from the THSO Facebook page enter their screen through unpaid distribution): 1,167,857
- ▶ Total paid reach (The number of unique users who had any content from the THSO Facebook page enter their screen through paid distribution such as an ad): 2,788,632
- ▶ Total daily viral reach (The number of people who had any content from the THSO Facebook page enter their screen via a friend interacting with the page): 869,371
- ▶ Total daily organic impressions (The number of times any content from the THSO Facebook page entered a person's screen through unpaid distribution): 2,122,446
- ▶ Total daily paid impressions (The number of times any content from the THSO Facebook page entered a person's screen through paid distribution such as an ad): 3,326,212
- ▶ Total organic video views: 117,385
- ▶ Total promoted (paid) video views: 192,871

## LIFESAVERS CONFERENCE FACEBOOK (CREATED JUNE 15, 2017)

- ▶ Total page likes: 274
- ▶ Total organic reach: 17,136
- ▶ Total paid reach: 19,116
- ▶ Total daily viral reach: 16,072
- ▶ Total organic impressions: 26,345
- ▶ Total paid impressions: 44,603

# EARNED MEDIA

## TWITTER

- ▶ Tweets: 546
- ▶ Tweet Impressions: 1,137.7K
- ▶ Profile Visits: 26.9K
- ▶ Engagements (The number of actions taken on any tweet posted; Likes, Retweets, link clicks, photo expansions, hashtag or username clicks):
- ▶ Likes: 4.6K
- ▶ Retweets: 3.0K
- ▶ Replies (incl. Quote Replies): 112
- ▶ Followers: 3.2K (967 new this year)



## INSTAGRAM

- ▶ Posts: 282 (982 total)
- ▶ Followers: 854
- ▶ Engagement: 3.9K engagements
- ▶ Video views: 1.0K
- ▶ Average impressions/week (Number of times a post from the THSO Instagram account entered a user's feed): 2.0K



## YOUTUBE

- ▶ Total subscribers: 123 (15 new this year)
- ▶ Videos uploaded: 24
- ▶ Total video views: 33.0K
- ▶ Average view duration: 1:36 minutes
- ▶ Total minutes watched: 52.9K (36.7 days)
- ▶ Impressions (number of times video thumbnails from the THSO YouTube channel were shown to viewers): 42.2K (Data unavailable before January 1, 2018)



# LEGISLATIVE UPDATE

Legislation passed by the 2018 Session of the Tennessee General Assembly which impacted Tennessee roadways and motorists.

## PUBLIC CHAPTER 961

### CONTROLLED SUBSTANCES

Adds Davidson County/Metro Crime lab under provisions governing the examination of specimens collected for determining the presence of drugs and alcohol. Effective Date: 07/01/18

## PUBLIC CHAPTER 1044

### CRIMINAL OFFENSES

Redirects fees for testing from TBI to General Fund. Decosimo fix. Abolishes TBI drug chemistry testing fund and the TBI toxicology unit intoxicant testing fund. Effective Date: 05/21/18



# TRAFFIC SAFETY PARTNERS

## Highlights of Our Partners

**JACKSON POLICE DEPARTMENT** It is a goal of the Jackson Police Department to create and maintain a safe and efficient surface transportation system within the City of Jackson through enforcing the traffic laws, preventing and reducing fatalities, critical injuries, and property damage crashes.

The Alcohol Countermeasures Team continued operation without interruption throughout the funding period. A total of 827 man-hours of ACT enforcement activities were conducted during the funding period. This level of enforcement activity exceeds the proposed level and closely matched the project funding level.

**TENNESSEE DISTRICT ATTORNEY GENERAL, 31ST JUDICIAL DISTRICT TN DAG** This was the eleventh year that we were awarded the DUI/Abatement Prosecution Grant for the 31st Judicial District. This grant allows for two positions to implement the grant requirements. The DUI Prosecutor, Darrell R. Julian, and the DUI Coordinator, Susan J. Bell, have worked on this grant since inception. The main goal and objectives as stated in the application is to: Goal 1: Lower DUI recidivism and DUI-related fatalities and injuries in this district.

With this being the eleventh year that we have received the grant the process is somewhat routine. We still face new challenges that change with time. The biggest challenge we continue to face this year continues to be obtaining drug results. The Tennessee Bureau of Investigation has improved their time on returning these results to our office. This issue should resolve with time. This caused case delays waiting on results. A case could have been put off six months before the drug results were returned. This delay extended the time it took to adjudicate cases. Another challenge our DUI team faced this year was when State of Tennessee vs. Decosimo decision was released. This decision caused a backlog of DUI cases that were already scheduled for trial to be held in abeyance. DUI cases that developed during this time were also delayed pending a ruling from the Supreme Court. This backlog has continued into the next grant year. This challenge has been resolved but the backlog of cases will take time to resolve. The biggest success the team

has had during this year is that we received two additional Drug Recognition Experts ("DRE's") in our district. Our district now has four DREs, so we should have a DRE evaluation on almost every DUI case where the defendant is impaired by drugs. The DRE can explain to the jury what you would expect to see, and what he, in fact, did see in the drugged defendant. This helps the jury convict defendants when otherwise the jury might not appreciate the level of impairment. These DREs can use all relevant evidence to render their independent and professional opinion to the court. This helps our district better prosecute DUI cases.



*Photo Caption: Photo by Tennessee Traffic Safety Resource Center.*

**COALITION FOR HEALTHY AND SAFE CAMPUS COMMUNITIES (CHASCO)** Held in conjunction with the BaeWatch Beach Party Connection Point event, "True Blue Health: Revisiting Reality" is a virtual reality experience about substance abuse prevention and bystander intervention. Participants will have the opportunity to experience a restaurant simulation where they can identify high-risk drinking practices and can intervene to prevent gender-based violence. There were approximately 600 students in attendance. MTSU created this virtual reality simulation in collaboration with students, faculty and staff. They will be hosting additional events throughout this academic year and plan to work with the THSO Project again to continue adding simulations to their project.



# TRAFFIC SAFETY PARTNERS

The University of TN at Chattanooga hosted an alcohol awareness event on their campus. They had indoor putt-putt, snacks, music, and life-size Jenga and Connect Four. In August, students took an online alcohol assessment during which they had the opportunity to receive information about alcohol and drugfree events on campus, including information about this event. At our event, we posted information about social norms. UT Martin hosted a tailgating event on Family Weekend in conjunction with a Skyhawks football game. The event was from 11:00-2:00. The students partnered with their student organization (SOARx), faculty and staff, and their local AOD Coalition. They offered food, information, and games. They designed and developed multiple banners that will be moved around campus throughout the year to raise awareness. There are also other awareness events that have already been planned as a result of their hard work.



*Photo Caption: Photo by Middle Tennessee State University.*

Watkins College of Art and design hosted gallery openings and art crawls are a great center for conversation and culture, but also pose a serious risk for underage drinking and impaired driving. Drawing from the concept of the normalized consumption of alcohol at these events, Watkins College of Art hosted its own gallery opening showcasing data collected from our campus social norms survey and displaying it creatively to make attendees think about the impact drugs and alcohol can have on their decision-making abilities while driving. The Gallery Display will be on display at Watkins for four weeks. Watkins also created an entire week of alcohol-awareness events centered around the Gallery Openings.

UT Knoxville hosted a safety event in partnership with campus law enforcement. They had trivia, snacks, and lots of information for students. They also developed sidewalk stickers which will be posted on the ground close to parking garages. The idea is that students will see them while they are looking down at their phones. The sidewalk stickers will be in place for approximately 3-4 weeks.

Tennessee Tech University hosted tailgating with members of Greek life that allowed us to target a large number of students within our target population, including freshman and students known for partaking in risky drinking behaviors. We had a popcorn bar and corn-hole boards set up to pull students into the tent. This event provided an opportunity to discuss the social norms associated with drinking and binge drinking on Tech's campus. Foot traffic was estimated at 250 students.



*Photo Caption: Photo by University of Tennessee Chattanooga.*

# EVIDENCE BASED ENFORCEMENT PLAN

Tennessee follows the three E's model of highway safety—enforcement, engineering, and education—which is in alignment with the State Strategic Highway Safety Plan.

Enforcement continues to be the foundation of Tennessee's FFY2018 Highway Safety Plan, and this is demonstrated throughout the program areas. Program strategies were chosen based upon countermeasures that are known to be effective—such activities and techniques include sobriety checkpoints, saturation patrols, and participation in campaigns.

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## PROJECT SELECTION

Funding is based upon established processes for project selection, through the use of a ranking and allocation tool that ensures specific counties are funded due to the frequency, rate, and problem that persist in the community as a result of traffic related crashes, death, and injuries. Moreover, locations are funded in a comparable basis considering the extent of weighted fatal, injury and property damage only crashes, alcohol-related crashes, 15-24 aged driver crashes, 65+ aged crashes, speeding crashes, motorcycle crashes, population, and vehicle miles of travel (VMT) in each county. In FFY2018, 545 applications were submitted and reviewed; 393 grants were awarded to 355 agencies.

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## PROJECT MANAGEMENT

The Tennessee Highway Safety Office (THSO) staff maintained regular contact via telephone, email/written correspondence, and on-site visits with grantees throughout the course of the grant year to ensure compliance with applicable requirements and cost principles. This monitoring includes not only the review and approval of claims and status/final reports, but also ongoing outreach to grantees through desk monitoring and/or on-site visits.

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## MONITORING

The THSO conducted on-site monitoring visits of agencies awarded a grant of \$10,000 or more a minimum of once. These are typically scheduled between February and August of each grant year and serve to provide a systematic and comprehensive programmatic and financial assessment of the project. In addition, the THSO continued utilizing a strengthened monitoring process based upon a recommendation by NHTSA. This required on-site visits of at least 10 percent of grant awards less than \$10,000 in each of the four LEL regions, which are typically High Visibility Enforcement (HVE) grants. In total, 234 on-site monitoring visits and 6 desk monitoring reviews were conducted by the THSO staff in addition to the audits completed by TDOSHS.

During the programmatic portion of the on-site visit, goals, objectives, and tasks were reviewed to determine if the project was being



# EVIDENCE BASED ENFORCEMENT PLAN

implemented as outlined in the approved grant application. This assessment was also used to determine if the grantee had satisfied special conditions and was adhering to contract terms and conditions. The financial review included an examination of agency and grant-specific financial documents and issues related to the implementation and performance of the project.

In FFY 2018, The Tennessee Department of Safety and Homeland Security (TDOSHS) auditors within the Budget Division continued to conduct audits on all THSO grants. Each of those audit reports were shared with the THSO management team upon completion.



## TENNESSEE'S PRIMARY STRATEGIC COORDINATION PROJECT

The state's primary strategic coordination project is the use of predictive analytics to positively impact traffic enforcement. A combination of state and highway safety funds were used to support the development and implementation of CRASH—Crash Reduction Analyzing Statistical History—IBM's predictive analytics model applied to traffic safety. The primary data source used to train the crash models is historical crash data. The original data set used to train the model contained crash records from 2012 through 2014. The model is periodically retrained with more current data. Historical weather data from the National Oceanic and Atmospheric Administration (NOAA) is used to train the models. During deployment, this allows NOAA forecasts to be used as a key predictive element in the Department's forecasts. Events that increase traffic or require special planning by THP command staff are included as a predictive variable in the Department's forecasts.

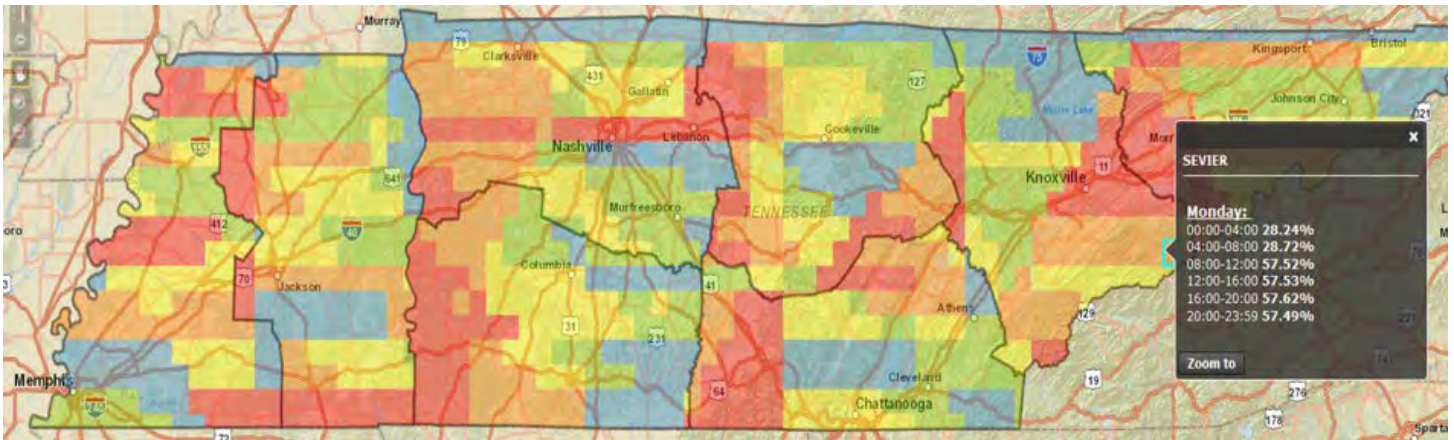
To date, the program has been utilized by the Tennessee Highway Patrol (THP) and has been a success. Using the predictive analytics tools, the THP can more efficiently allocate limited resources to maximize its troopers' impact on traffic safety by deploying troopers at the places and times where crashes and traffic violations are most likely to occur. For instance, the tool can be utilized as a quick reference at the beginning of shifts. It assists with resource allocation in terms of unobligated patrol time, shift assignments by field supervisors, and grant-funded targeted enforcement. The Department of Safety and Homeland Security currently maintains three predictive models, each of which targets a particular traffic safety issue:

- CRASH – Predict likelihood of serious injury and fatal crashes
- DUI – Predict likelihood of "Impaired Driving Events," i.e. alcohol/drug involved crashes and DUI arrests

# EVIDENCE BASED ENFORCEMENT PLAN

CMV - commercial Motor Vehicle – Predict likelihood of commercial vehicle and large truck crashes

In the CRASH model map, color gradients are used for each district, and troopers can click on each box to see the four-hour breakdown of crash propensities during any given day. Troopers can also click on the supplemental layers to see additional information about past crashes and upcoming events. This is demonstrated in the following picture:



In FFY2017, the product was deployed to users in local law enforcement agencies across the state. In particular, the predictive analytics tools are appropriate for use by sheriff's departments statewide. Additionally, the predictive models have been enhanced to also be applicable to some city police departments as well. The state is continuing to strive to produce new predictive models that will be available to all city police departments and will be phasing those in overtime on a geographic regional basis.

The impaired driving model uses training data similar to those used in the crash model, with the addition of THP DUI arrests. State regulated alcohol sales establishments are provided for reference, but not actually used in the model. However, the model outputs when this variable is included suggest a very high correlation between the locations of alcohol sales establishments and impaired driving incidents.

In the impaired driving map seen here, a single color gradient is used for statewide forecasts, which are presented for each day. Because impaired driving incidents are very low during daytime hours relatively to their nighttime occurrences, forecasts are made for the period from 4 P.M. to 4 A.M. Troopers can also click on the supplemental layers to see additional information about past impaired driving incidents and upcoming events.



Several presentations have been conducted about Tennessee's work in reducing crashes through the use of predictive analytics including a presentation at the 2017 National Governor's Association Big Data Boot Camp in Cary, North Carolina, in November 2017. Members representing governor's offices from across the nation were present. Stories regarding the program continue to be carried by local and national media outlets, and the program continues to generate interest from a variety of other highway safety agencies

# EVIDENCE BASED ENFORCEMENT PLAN



across the nation, with a delegation from Texas visiting Tennessee in November 2017 to discuss and learn about the initiative.

In 2018, Tennessee Highway Safety Office and the LEL Team conducted three enforcement events; Distracted Driving Bus Tour, Safe on 70 and Operation Southern Shield. Our Distracted Driving Bus Tour has addressed the texting and driving issues on our roadways by utilizing several buses within the eight THP Districts throughout the State of TN and we partnered with all THP Districts and local LE agencies within these districts. We have received many compliments for this effort by the media as well as our local citizens. Safe on 70 was an initiative developed by our LEL team. We reviewed crash data from Highway 70 and found this roadway that

goes from East TN to West TN had many crash activities and we wanted to make an impact on this roadway due to the data and ultimately prevent some of the crashes we were seeing and save more lives that was being affected. We have found the enforcement to be successful and we hope this roadway has become safer by our actions. Finally, we partnered with the State of Georgia and the other NHTSA Region 4 states to deal

with the speed problem's in our states. Through our Press Events, media releases, social media and enforcement activities, we targeted Interstate 75 and other interstate roadways that connect or enter the other states from the State of Tennessee and we partnered together to make a difference as we had entered the summer months and our goal as a state was to slow our drivers down, knowing speed is a contributing factor to the crashes, injuries and deaths on our roadways. Through this partnership, we feel our message was strong and accepted by our driving public.



# PROJECTS NOT IMPLEMENTED

In FFY2018, a small number of projects were not implemented. The 17 agencies listed in the chart below were awarded a grant, but they did not expend any funding. Several different factors can lead an agency not to implement a project: changes in leadership, turnover in staff, or a lack of understanding of grant requirements.

Agency Name	Funding Source	County	Amount Spent
Bledsoe County Sheriff's Department	154AL	Bledsoe County	\$0.00
Burns Police Department	154AL	Dickson County	\$0.00
Carter County Sheriff's Department	154AL	Carter County	\$0.00
Cross Plains Police Department	402	Robertson County	\$0.00
Cumberland City Police Department	154AL	Stewart County	\$0.00
Harriman Police Department	154AL	Roane County	\$0.00
Huntingdon Police Department	154AL	Carroll County	\$0.00
Mason Police Department	154AL	Tipton County	\$0.00
Maynardville Police Department	154AL	Union County	\$0.00
McNairy County Sheriff's Department	154AL	McNairy County	\$0.00
Medina Police Department	154AL	Gibson County	\$0.00
Monteagle Police Department	154AL	Grundy County	\$0.00
Niota Police Department	154AL	McMinn County	\$0.00
Norris Police Department	154AL	Anderson County	\$0.00
Sneedville Police Department	154AL	Hancock County	\$0.00
Van Buren County Sheriff's Department	154AL	Van Buren County	\$0.00
Watertown Police Department	154AL	Wilson County	\$0.00

# COMPREHENSIVE GRANT LIST

AGENCY	Funding Source	County	FFY2018 Grant Amount
10th Judicial Drug Task Force	High Visibility Enforcement	154AL	\$5,000.00
21st Drug Court Inc.	21st Drug Court Program	405d	\$60,000.00
23rd Judicial District Drug Court	23rd Judicial District DUI Court	405d	\$60,000.00
Adamsville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Alamo Police Department	High Visibility Enforcement	154AL	\$5,000.00
Alcoa Police Department	Traffic Services	402	\$15,000.00
Alexandria Police Department	High Visibility Enforcement	154AL	\$5,000.00
Algood Police Department	High Visibility Enforcement	154AL	\$5,000.00
Anderson County Sheriff's Department	Reducing Fatalities in Anderson County: Alcohol/DUI/Seat-belt/Distracted Driving Enforcement:	402	\$22,000.00
Ardmore Police Department	High Visibility Enforcement	154AL	\$5,000.00
ASAP of Anderson County	Alcohol Education and Safe Driving in Anderson County Tennessee	405d	\$27,850.00
Ashland City Fire Department	First Responder and Extrication Training	402	\$9,000.00
Ashland City Police Department	High Visibility Enforcement	402	\$4,800.00
Athens Police Department	High Visibility Enforcement	154AL	\$5,000.00
Atoka Police Department	High Visibility Enforcement	154AL	\$5,000.00
Austin Peay State University Police Department	High Visibility Enforcement	154AL	\$8,000.00
Baileyton Police Department	High Visibility Enforcement	154AL	\$5,000.00
Bartlett Police Department	Police Traffic Services	402	\$23,300.00
Baxter Police Department	Baxter Alcohol Traffic Enforcement	154AL	\$12,000.00
Bean Station Police Department	High Visibility Enforcement	154AL	\$9,500.00
Bedford County Sheriff's Department	Alcohol and Traffic Enforcement	154AL	\$15,000.00
Bell Buckle Police Department	High Visibility Enforcement	154AL	\$3,000.00
Belle Meade Police Department	Network Coordinator-TITAN	402	\$20,000.00
Bells Police Department	High Visibility Enforcement	154AL	\$5,000.00

Benton County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Benton Police Department	Alcohol Impaired Driving	405d	\$19,000.00
Benton Police Department	Network Coordinator	402	\$20,000.00
Big Sandy Police Department	High Visibility Enforcement	154AL	\$5,000.00
Bledsoe County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Blount County Sheriff's Department	2017-18 BCSO Network Coordinator	402	\$20,000.00
Blount County Sheriff's Department	2017-18 BCSO Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	405d	\$45,600.00
Blount County Sheriff's Department	2017-18 BCSO Distracted Driving	402	\$29,000.00
Blount County Sheriff's Department	2017-18 Motorcycle/Motorist Safety - The Dragon	402	\$70,000.00
Bluff City Police Department	High Visibility Enforcement	154AL	\$5,000.00
Bolivar Police Department	Reduce Impaired Driving (RID)	405d	\$17,000.00
Bradford Police Department	High Visibility Enforcement	154AL	\$2,500.00
Bradley County Sheriff's Department	Operation Safe Street III	154AL	\$55,000.00
Brownsville Police Department	Brownsville Network Coordinator Grant	402	\$22,000.00
Brownsville Police Department	Brownsville Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	154AL	\$25,000.00
Bruceston Police Department	High Visibility Enforcement	154AL	\$3,000.00
Burns Police Department	High Visibility Enforcement	154AL	\$3,000.00
Campbell County Rural Fire Service	Rescue Mitigation 2017	402	\$10,000.00
Campbell County Sheriff's Department	Campbell County Alcohol Enforcement Program	405d	\$25,000.00
Cannon County Sheriff's Department	Cannon Co Alcohol Enforcement Project	154AL	\$10,000.00
Carroll County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Carter County Sheriff's Office	High Visibility Enforcement	154AL	\$5,000.00
Carthage Police Department	High Visibility Enforcement	154AL	\$5,000.00
Caryville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Celina Police Department	High Visibility Enforcement	154AL	\$5,000.00
Centerville Police Department	Network Coordinator	402	\$20,000.00
Chapel Hill Police Department	High Visibility Enforcement	154AL	\$5,000.00
Charleston Police Department	High Visibility Enforcement	154AL	\$5,000.00
Chattanooga Police Department	DUI Enforcement	154AL	\$75,000.00
Cheatham County Schools	T.I.E.S. Teach Involve Encourage & Save IV	402	\$11,000.00



Cheatham County Sheriff's Office	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	405d	\$25,000.00
Church Hill Public Safety	High Visibility Enforcement	154AL	\$3,000.00
City of Paris Police Department	High Visibility Enforcement	402	\$5,000.00
Clarksburg Police Department	High Visibility Enforcement	154AL	\$3,000.00
Clarksville Police Department	Clarksville 2018 Alcohol Countermeasures	405d	\$84,000.00
Clay County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Cleveland Police Department	High Visibility Enforcement	154AL	\$5,000.00
Clinton Police Department	High Visibility Enforcement	154AL	\$5,000.00
Coke County Sheriff's Department	Teenage Driver Education	402	\$6,000.00
Coke County Sheriff's Department	Network Coordinator	402	\$20,000.00
Coke County Sheriff's Department	Alcohol Enforcement Daily Commitment (AEDC)	405d	\$25,000.00
Coffee County Sheriff's Department	Enhancement of Computer and Vehicle Video Systems to help Improve Traffic and DUI Enforcement	154AL	\$29,000.00
Collegedale Police Department	Collegedale Multiple Violations Program	402	\$15,000.00
Collegedale Police Department	Safety Initiative for Bicyclists and Pedestrians	402 / 403	\$55,800.00
Collierville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Collinwood Police Department	High Visibility Enforcement	154AL	\$5,000.00
Cookeville Police Department	Network Coordinator	402	\$20,000.00
Cookeville Police Department	Traffic Education Saves Teens (TEST)	402	\$24,031.00
Cookeville Police Department	Cookeville Safe Streets	154AL	\$25,000.00
Coopertown Police Department	High Visibility Enforcement	154AL	\$3,000.00
Covington Police Department	High Visibility Enforcement	154AL	\$5,000.00
Cowan Police Department	High Visibility Enforcement	154AL	\$3,000.00
Cross Plains Police Department	High Visibility Enforcement	402	\$3,000.00
Crossroads Volunteer Fire Department - Marion County	Improving Emergency Scene Highway Safety	402	\$6,460.00
Crossville Police Department	2018 Alcohol Enforcement Grant	154AL	\$35,000.00
Crump Police Department	High Visibility Enforcement	154AL	\$3,000.00
Cumberland City Police Department	High Visibility Enforcement	154AL	\$5,000.00
Cumberland County Sheriff's Department	DUI Enforcement	405d	\$35,000.00
Dandridge Police Department	Safe Roadways	402	\$15,000.00
Davidson County Sheriff's Department	Sheriffs Alcohol Awareness for Everyone	405d	\$15,000.00

Dayton Fire Department	Disabled Motorist Enhanced Safety and Crash Prevention	402	\$3,002.00
Dayton Police Department	High Visibility Enforcement	154AL	\$5,300.00
Decatur County Sheriff's Office	Decatur County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	154AL	\$9,400.00
Decatur Police Department	High Visibility Enforcement	154AL	\$3,000.00
Decaturville Police Department	High Visibility Enforcement	154AL	\$3,000.00
Decherd Police Department	High Visibility Enforcement	154AL	\$3,000.00
Dekalb County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Dickson County Sheriff's Office	DUI Enforcement 2018	154AL	\$28,118.00
Dickson Police Department	Alcohol Enforcement	154AL	\$15,000.00
Dover Police Department	Network Grant	402	\$20,000.00
Dresden Police Department	Dresden Police Department	154AL	\$15,000.00
Dunlap Police Department	High Visibility Enforcement	154AL	\$5,000.00
Dyer Police Department	High Visibility Enforcement	154AL	\$2,500.00
Dyersburg Police Department	Seatbelt/Child Restraint Enforcement Campaign 2018	402	\$20,000.00
Eagleville Police Department	High Visibility Enforcement	154AL	\$5,000.00
East Ridge Police Department	Traffic Crash Reduction Through Increased Traffic Enforcement	402	\$15,000.00
East Tennessee State University, Department of Public Safety	High Visibility Enforcement	154AL	\$5,000.00
Elizabethton Police Department	High Visibility Enforcement	402	\$5,000.00
Elkton Police Department	High Visibility Enforcement	154AL	\$2,500.00
Englewood Police Department	High Visibility Enforcement	154AL	\$3,000.00
Erin Police Department	High Visibility Enforcement	154AL	\$5,000.00
Estill Springs Police Department	High Visibility Enforcement	154AL	\$3,000.00
Etowah Police Department	Keeping the City of Etowah Streets Safe	154AL	\$15,000.00
Fairview Police Department	Fairview Alcohol Free Streets Continued	154AL	\$15,000.00
Fayette County Sheriff's Office	Fayette County Sober Drivers Project 17-18	154AL	\$20,000.00
Fentress County Sheriff's Department	Fentress County Alcohol Impaired Driving Enforcement	154AL	\$10,900.00
Franklin County Sheriff's Department	High Visibility Enforcement	154AL	\$3,000.00
Franklin County Sheriff's Department	Franklin County Impaired Driving Program	154AL	\$10,000.00
Franklin Police Department	Network Coordinator	402	\$20,000.00
Franklin Police Department	Franklin's Fight Against Impaired Driving	154AL	\$25,000.00
Gadsden Police Department	High Visibility Enforcement	154AL	\$5,000.00



Gainesboro Police Department	High Visibility Enforcement	154AL	\$5,000.00
Gallatin Police Department	Alcohol Related Reconstruction and Education	402	\$22,000.00
Galloway Police Department	High Visibility Enforcement	154AL	\$3,000.00
Gatlinburg Police Department	Gatlinburg Police Traffic Enforcement	402	\$15,000.00
Germantown Police Department	High Visibility Enforcement	154AL	\$5,000.00
Gibson County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Giles County Sheriff's Department	Giles County Impaired Driver Initiative	405d	\$15,000.00
Gleason Police Department	High Visibility Enforcement	154AL	\$3,000.00
Goodlettsville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Gordonsville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Grainger County Sheriff's Department	Alcohol Enforcement	154AL	\$9,700.00
Graysville Police Department	High Visibility Enforcement	154AL	\$3,000.00
Greenbrier Police Department	2018 Special Traffic Enforcement Program-STEP	402	\$10,000.00
Greene County Sheriff's Department	Greene County DUI Enforcement 2016-2017	154AL	\$16,200.00
Greene County Sheriff's Department	Network Coordinator	402	\$22,000.00
Greenfield Police Department	High Visibility Enforcement	154AL	\$3,000.00
Grundy County Sheriff's Department	Grundy County Sheriff's Impaired Driving Enforcement Initiative	405d	\$15,000.00
Hamilton County Sheriff's Office	Remove Impaired Intoxicated Drivers	154AL	\$84,950.00
Hamilton County Sheriff's Office	Safe Journey	405b	\$124,080.00
Hardeman County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Hardin County Sheriff's Department	Law Enforcement Services Hardin County Alcohol Saturation Project	154AL	\$24,800.00
Harriman Police Department	High Visibility Enforcement	154AL	\$5,000.00
Hawkins County Sheriff's Department	Hawkins County DUI enforcement	154AL	\$35,000.00
Haywood County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Henderson County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Henderson Police Department	High Visibility Enforcement	402	\$5,000.00
Hendersonville Police Department	Traffic Safety Grant- Distracted Driving Enforcement.	402	\$20,010.00
Henry County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Hickman County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Hohenwald Police Department	High Visibility Enforcement	402	\$5,000.00
Hollow Rock Police Department	High Visibility Enforcement	154AL	\$3,000.00

Houston County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Humboldt Police Department	High Visibility Enforcement	154AL	\$5,000.00
Humphreys County Sheriff's Office	Humphreys County Alcohol Enforcement Campaign	154AL	\$14,900.00
Huntingdon Police Department	High Visibility Enforcement	154AL	\$5,000.00
Jacksboro Police Department	High Visibility Enforcement	154AL	\$5,000.00
Jackson Area Council on Alcohol and Drug Dependency (JACO)	TN Teen Institute	402	\$7,500.00
Jackson County Sheriff's Department	Jackson County Saturation Patrols / Awareness / Roadside Checkpoints (SPARC)	154AL	\$10,000.00
Jackson Police Department	ACT Alcohol Countermeasures Team	405d	\$32,949.00
Jackson-Madison County General Hospital	Operation Safe ROADS (Reducing Older Adult Deaths)	402	\$40,000.00
Jasper Police Department	High Visibility Enforcement	154AL	\$5,000.00
Jefferson City Police Department	Jefferson City Police Department Traffic and Alcohol Enforcement	402	\$22,000.00
Jefferson County Sheriff's Department	Jefferson County Sheriff's Office Alcohol and Speed Enforcement	402	\$30,000.00
Jellico Police Department	High Visibility Enforcement	154AL	\$5,000.00
Johnson City Police Department	Safer Johnson City Streets X	154AL	\$20,000.00
Jonesborough Police Department	High Visibility Enforcement	154AL	\$5,000.00
Kenton Police Department	High Visibility Enforcement	154AL	\$5,000.00
Kimball Police Department	Network Coordinator	402	\$20,000.00
Kingsport Police Department	Kingsport Police Department Multiple Traffic Violation / Crash Reduction Campaign	402	\$20,800.00
Kingston Police Department	High Visibility Enforcement	154AL	\$5,000.00
Knox County Sheriff's Office	KCSO 2018 PTS Grant Application	402	\$73,000.00
Knoxville Police Department	Knoxville's FY2018 DUI Enforcement Program	405d	\$75,000.00
Lafayette Police Department	High Visibility Enforcement	154AL	\$5,000.00
LaFollette Police Department	High Visibility Enforcement	154AL	\$5,000.00
LaGrange Police Department	High Visibility Enforcement	154AL	\$3,000.00
Lauderdale County Sheriff's Department	Alcohol Countermeasures	154AL	\$15,000.00
LaVergne Police Department	La Vergne Police Department Alcohol Saturation Patrols	154AL	\$35,000.00
Lawrenceburg Police Department	High Visibility Enforcement	154AL	\$5,000.00
Lebanon Police Department	Lebanon PD DUI Enforcement Initiative	154AL	\$15,100.00
Lenoir City Police Department	Police Traffic Services Grant	402	\$35,000.00
Lewisburg Police Department	High Visibility Enforcement	402	\$5,000.00
Lexington Police Department	West Tennessee Distracted Driving Project - 2018	402	\$15,920.00



Lexington Police Department	Network Coordinator 2018	402	\$20,000.00
Lexington Police Department	LPD DUI Countermeasures Project 2018	154AL	\$28,800.00
Lincoln County Sheriff's Department	Lincoln County Teen Driver Safety Initiative	402	\$7,500.00
Lincoln County Sheriff's Department	Lincoln County Impaired Driver Initiative	405d	\$24,624.00
Lincoln Memorial University	High Visibility Enforcement	154AL	\$5,000.00
Livingston Police Department	High Visibility Enforcement	154AL	\$5,000.00
Lookout Mtn. Police Department	High Visibility Enforcement	154AL	\$5,000.00
Loretto Police Department	High Visibility Enforcement	154AL	\$5,000.00
Loudon County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Macon County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Madison County Sheriff's Department	Network Law Enforcement Grants - Network Coordinator	402	\$23,000.00
Madison County Sheriff's Department	Alcohol Saturation Patrols/ Roadside Sobriety Check Points/ Alcohol Countermeasures	154AL	\$38,200.00
Manchester Police Department	City of Manchester Impaired Driving Enforcement	154AL	\$15,000.00
Marion County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Martin Police Department	C.A.R.D.	405d	\$36,800.00
Maryville Police Department	2017-18 MPD Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	405d	\$32,100.00
Mason Police Department	High Visibility Enforcement	154AL	\$3,000.00
Maury County Sheriff's Department	Maury County 2017-18 Grant	154AL	\$30,000.00
Maynardville Police Department	High Visibility Enforcement	154AL	\$5,000.00
McKenzie Police Department	High Visibility Enforcement	154AL	\$5,000.00
McMinn County Sheriff's Department	McMinn County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	154AL	\$20,000.00
McMinnville Police Department	Be A Survivor Get A Designated Driver	402	\$17,340.00
McNairy County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Meharry Medical College	Tennessee Child Passenger Safety Center	402	\$400,000.00
Meigs County Sheriff's Department	Meigs County DUI Enforcement Program 2014	154AL	\$13,000.00
Memphis Police Department	Network Coordinator	402	\$20,000.00
Memphis Police Department	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	405d	\$114,100.00
Memphis Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	402 / 154AL	\$300,000.00
Metro Drug Coalition	Raising the Bar on Youth Retail Compliance	405d	\$60,600.00
Metro Moore County Sheriffs Department	Alcohol Saturation Patrol	154AL	\$10,000.00
Metro Moore County Sheriffs Department	Network Coordinator Grant	402	\$20,000.00

Metropolitan Government of Nashville & Davidson County	Metropolitan Government of Nashville-Davidson County Drug Court Program	405d	\$59,700.00
Metropolitan Nashville Police Department	Nashville Highway Safety Initiative	154AL	\$402,000.00
Milan Police Department	Operation Sober Street	154AL	\$12,000.00
Millersville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Millington Police Department	High Visibility Enforcement	402	\$5,000.00
Monroe County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Monteagle Police Department	High Visibility Enforcement	154AL	\$3,000.00
Monterey Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	154AL	\$12,000.00
Montgomery County Sheriff's Department	Selective Traffic Enforcement	402	\$50,000.00
Morgan County Sheriff Department	High Visibility Enforcement	154AL	\$5,000.00
Morristown Police Department	Traffic Safety and Impaired Driving Prevention Program	154AL	\$15,000.00
Mothers Against Drunk Driving	Underage Drinking Prevention	154AL	\$117,530.00
Mothers Against Drunk Driving	Decreasing DUIs through Court Observations & Law Enforcement Partnerships	154AL	\$120,924.00
Motlow State Public Safety Department	High Visibility Enforcement	402	\$2,500.00
Mount Carmel Police Department	High Visibility Enforcement	154AL	\$3,000.00
Mount Pleasant Police Department	High Visibility Enforcement	154AL	\$5,085.00
Mt. Juliet Police Department	High Visibility Enforcement	154AL	\$5,000.00
Munford Police Department	High Visibility Enforcement	154AL	\$3,000.00
Murfreesboro Police Department	Special Traffic Enforcement Program (S.T.E.P.)	402	\$49,950.00
New Johnsonville Police Department	High Visibility Enforcement	154AL	\$5,000.00
New Tazewell Police Department	High Visibility Enforcement	154AL	\$5,000.00
Newbern Police Department	High Visibility Enforcement	154AL	\$5,000.00
Newport Police Department	High Visibility Enforcement	402	\$5,000.00
Niota Police Department	High Visibility Enforcement	154AL	\$3,000.00
Nolensville Police Department	Safer Streets for Nolensville	402	\$20,000.00
Norris Police Department	High Visibility Enforcement	154AL	\$5,000.00
Oak Ridge Police Department	Oak Ridge Police 2018 Traffic Safety Grant	402	\$20,000.00
Oakland Police Department	High Visibility Enforcement	154AL	\$5,000.00
Oliver Springs Police Department	High Visibility Enforcement	154AL	\$5,000.00
Oneida Police Department	High Visibility Enforcement	154AL	\$5,000.00
Overton County Sheriff's Department	Saturating for Safety	154AL	\$15,000.00



Parrottsville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Parsons Police Department	High Visibility Enforcement	154AL	\$3,000.00
Perry County Sheriff's Office	High Visibility Enforcement	154AL	\$5,000.00
Petersburg Police Department	High Visibility Enforcement	154AL	\$5,000.00
Pickett County Sheriff's Office	High Visibility Enforcement	154AL	\$5,000.00
Pigeon Forge Police Department	High Visibility Enforcement	154AL	\$5,000.00
Pikeville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Piperton Police Department	High Visibility Enforcement	154AL	\$3,000.00
Pittman Center Police Department	High Visibility Enforcement	154AL	\$5,000.00
Pleasant View Police Department	High Visibility Enforcement	154AL	\$5,000.00
Polk County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Portland Police Department	High Visibility Enforcement	154AL	\$5,000.00
Prevention Coalition for Success, Inc.	PC4S Safety First	405d	\$35,000.00
Pulaski Police Department	Pulaski Impaired Driving Enforcement	405d	\$10,000.00
Putnam County Sheriff's Department	High Visibility Enforcement	402	\$5,000.00
Red Bank Police Department	Distracted Driving Reduction Program	402	\$15,000.00
Red Boiling Springs Police Department	High Visibility Enforcement	154AL	\$5,000.00
Rhea County Sheriff's Department	Alcohol Impaired Driving Enforcement - Program (A.I.D.E.)	154AL	\$18,000.00
Rhea County Sheriff's Department	Network Coordinator	402	\$20,000.00
Ripley Police Department	Governor's Highway Safety Office 2018	402	\$10,000.00
Roane County Sheriff's Office	Network Coordinator	402	\$20,000.00
Roane County Sheriff's Office	A safer TN through patrols and saturations	405d	\$27,600.00
Robertson County Sheriff's Department	Police Traffic Services-Multiple Violations	402	\$25,000.00
Rockwood Police Department	High Visibility Enforcement	154AL	\$5,000.00
Rocky Top Police Department	High Visibility Enforcement	154AL	\$6,000.00
Rutherford County Sheriff's Office	Rutherford County Teen Drivers Safety	402	\$22,300.00
Rutherford County Sheriff's Office	Rutherford County Alcohol Enforcement Program	405d	\$47,300.00
Rutherford Police Department	High Visibility Enforcement	154AL	\$2,500.00
Rutledge Police Department	Alcohol Saturation Checkpoint	154AL	\$15,000.00
SADD	A Comprehensive Approach to Reducing Teen Crashes and Fatalities	402 / 405d	\$135,630.00
Saltillo Police Department	High Visibility Enforcement	154AL	\$3,000.00

Savannah Police Department	High Visibility Enforcement	154AL	\$5,000.00
Scott County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Scotts Hill Police Department	High Visibility Enforcement	154AL	\$5,000.00
Selmer Police Department	High Visibility Enforcement	154AL	\$5,000.00
Sequatchie County Sheriff's Department	Sequatchie County Alcohol Reduction Enforcement	154AL	\$12,000.00
Sevier County Sheriff's Office	Reduce DUI/Drugged Driving, Crashes, Injuries and Fatalities in Sevier County	402	\$30,000.00
Sevierville Police Department	Prevention of Accidents-Crashes through Enforcement-Education	402	\$25,400.00
Shelby County Sheriff's Office	Network Coordinator	402	\$23,000.00
Shelby County Sheriff's Office	Alcohol Enforcement	154AL	\$200,000.00
Shelbyville Police Department	S.A.F.E (Shelbyville's Awareness For Enforcement)	402	\$15,000.00
Signal Mountain Police Department	A.D.E (Aggressive Driver Enforcement)	402	\$15,000.00
Smith County Sheriff's Office	High Visibility Enforcement	154AL	\$5,000.00
Smithville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Smyrna Police Department	SMYRNA ALCOHOL COUNTERMEASURES (SAC)	154AL	\$35,000.00
Soddy-Daisy Police Department	Network Coordinator	402	\$20,000.00
Soddy-Daisy Police Department	Alcohol Countermeasures, Alcohol Saturation/Roadside Sobriety Check points	154AL	\$20,000.00
Somerville Police Department	High Visibility Enforcement	154AL	\$5,000.00
South Carthage Police Department	High Visibility Enforcement	154AL	\$5,000.00
South Pittsburg Police Department	Police Traffic Services	402	\$20,000.00
Sparta Police Department	High Visibility Enforcement	154AL	\$3,000.00
Spencer Fire and Rescue	FY2018 First Responder Grant Spencer Fire and Rescue	402	\$6,200.00
Spencer Police Department	High Visibility Enforcement	154AL	\$5,000.00
Spring City Police Department	High Visibility Enforcement	154AL	\$3,100.00
Spring Hill Police Department	2017 GHSO Grant	402	\$15,000.00
Springfield Police Department	Safe Streets 2018	402	\$15,500.00
Stewart County Schools	T.I.E.S. Simulator	402	\$19,900.00
Sullivan County Sheriff's Department	Sullivan County Sheriff's Office - Alcohol Enforcement	154AL	\$81,500.00
Sumner County Drug Court	18th Judicial Recovery Court, Sumner County	405d	\$60,000.00
Sumner County Sheriff's Department	Impaired Driving Enforcement	154AL	\$24,107.00
Sumner Teen Center	Driver's Education at Sumner Teen Center	402	\$19,320.00
Surgoinville Police Department	High Visibility Enforcement	154AL	\$3,000.00





Sweetwater Police Department	High Visibility Enforcement	154AL	\$5,000.00
Tazewell Police Department	High Visibility Enforcement	154AL	\$5,000.00
Tellico Plains Police Department	High Visibility Enforcement	154AL	\$5,000.00
Tennessee Alcoholic Beverage Commission	Underage Sales Tennessee's Operational Plan (USTOP)	405d	\$90,000.00
Tennessee Bureau of Investigation	Assisting TBI to Improve DUI Casework and Convictions	154AL / 405d	\$2,285,000.00
Tennessee Department of Health	Ambulance and Trauma Systems Evaluation	405c	\$66,200.00
Tennessee Department of Health	Statewide Injury Surveillance System	405c	\$88,284.00
Tennessee Department of Safety & Homeland Security	State Law Enforcement Management Training	402	\$32,160.00
Tennessee Department of Safety & Homeland Security	Bristol Motor Speedway Traffic Enforcement	402	\$35,915.00
Tennessee Department of Safety & Homeland Security	Just Drive - Distracted Driving Campaign	402	\$100,000.00
Tennessee Department of Safety & Homeland Security	BELTS	405b	\$100,000.00
Tennessee Department of Safety & Homeland Security	SOBER UP TENNESSEE	154AL	\$600,000.00
Tennessee Department of Safety & Homeland Security	TITAN Wizard Deployment and Support	405c / 402	\$800,000.00
Tennessee Department of Safety District 1	Dragon	402	\$70,000.00
Tennessee District Attorney General, 01st Judicial District	Special DUI Prosecutor Program	154AL	\$170,000.00
Tennessee District Attorney General, 02nd Judicial District	DUI Abatement / Prosecution Enhancement	154AL	\$145,920.00
Tennessee District Attorney General, 04th Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$162,000.00
Tennessee District Attorney General, 05th Judicial District	5th Judicial District 2017-2018 DUI Abatement/Prosecution Enhancement	154AL	\$154,000.00
Tennessee District Attorney General, 06th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	154AL	\$301,100.00
Tennessee District Attorney General, 07th Judicial District	2017-2018 DUI Abatement/Prosecution Enhancement Grant	154AL	\$223,000.00
Tennessee District Attorney General, 08th Judicial District	Special DUI Prosecutor- 8th District	154AL	\$136,000.00
Tennessee District Attorney General, 09th Judicial District	DUI Prosecutor - Tennessee District Attorney General, 9th Judicial District	154AL	\$183,000.00
Tennessee District Attorney General, 10th Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$142,000.00
Tennessee District Attorney General, 11th Judicial District	DUI Prosecution	154AL	\$281,000.00
Tennessee District Attorney General, 13th Judicial District	Better Enforcement Stopping Tragedy (B.E.S.T.)	154AL	\$184,000.00
Tennessee District Attorney General, 14th Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$180,000.00
Tennessee District Attorney General, 15th Judicial District	Continuation of Protecting Lives: Effective Prosecution of Impaired Drivers Initiative	154AL	\$150,000.00
Tennessee District Attorney General, 16th Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$184,000.00
Tennessee District Attorney General, 17th Judicial District	DUI PROSECUTOR GRANT 2018	154AL	\$206,000.00
Tennessee District Attorney General, 19th Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$237,000.00
Tennessee District Attorney General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	154AL	\$358,000.00

Tennessee District Attorney General, 21st Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$184,635.00
Tennessee District Attorney General, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$210,000.00
Tennessee District Attorney General, 23rd Judicial District	DUI ABATEMENT / PROSECUTION ENHANCEMENT	154AL	\$179,000.00
Tennessee District Attorney General, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement Grant	154AL	\$225,000.00
Tennessee District Attorney General, 25th Judicial District	DUI Prosecution Unit, 25th Judicial District of Tennessee	154AL	\$206,000.00
Tennessee District Attorney General, 26th Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$225,000.00
Tennessee District Attorney General, 30th Judicial District	DUI Abatement/Prosecution Enhancement	154AL	\$284,000.00
Tennessee District Attorney General, 31st Judicial District	DUI Abatement/Prosecution Enhancement 2017/2018	154AL	\$228,000.00
Tennessee District Attorneys General Conference	Tennessee Traffic Safety Resource Prosecutors:	405d	\$571,000.00
Tennessee Independent Colleges and Universities Association	Coalition for Healthy; Safe Campus Communities (CHAS-Co):	405d	\$20,102.00
Tennessee Secondary School Athletic Association	DUI Education Team	405d	\$60,000.00
Tennessee Supreme Court	Integrated Criminal Justice Portal Access	405c	\$83,000.00
Tennessee Technological University	Ollie Otter, Seat Belt and Booster Seat Education	405b	\$166,595.00
Tennessee Technological University	Tennessee Traffic Safety Resource Service	402	\$531,500.00
Tennessee Trucking Foundation	Teens & Trucks Share the Road	402	\$50,000.00
The University of Tennessee	Program Admin	402 / 154AL / 405D	\$1,200,000.00
The University of Tennessee	LEL	402 / 154AL / 405D	\$1,400,000.00
The University of Tennessee	Get Convinced	405b	\$74,000.00
The University of Tennessee	Fiscal Year 2018 Statewide Survey of Safety Belt Usage in Tennessee	405b	\$79,700.00
The University of Tennessee	Judicial Outreach Liaison Program (JOL)	405d	\$94,000.00
The University of Tennessee	Media Evaluations	402	\$131,000.00
The University of Tennessee Medical Center	Screening, Brief Intervention, Referral and Treatment (SBIRT) Program at UT Medical Center	405d	\$26,104.00
Tipton County Sheriff's Department	Tipton County SO Alcohol Enforcement Project	405d	\$31,000.00
Tiptonville Police Department	High Visibility Enforcement	154AL	\$5,000.00
TjohnE Productions, Inc.	ThinkFast Interactive Young Adult Impairment Driving Prevention Project	402	\$96,000.00
Townsend Police Department	High Visibility Enforcement	154AL	\$5,000.00
Tracy City Police Department	High Visibility Enforcement	154AL	\$3,000.00
Trenton Police Department	High Visibility Enforcement	154AL	\$2,500.00
Trezevant Police Department	High Visibility Enforcement	154AL	\$3,000.00
Trousdale County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Tullahoma Police Department	High Visibility Enforcement	154AL	\$5,000.00



Tusculum Police Department	High Visibility Enforcement	154AL	\$5,000.00
Unicoi County Sheriff's Department	NETWORK COORDINATOR	402	\$20,000.00
Union City Police Department	Alcohol Countermeasures Enforcement	154AL	\$15,000.00
Union City Police Department	Network Coordinator	402	\$20,000.00
Union County Sheriff's Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	405d	\$15,000.00
University of Memphis, Police Services	Police Traffic Services - Multiple Violations	402	\$25,800.00
University of Tennessee, Health Science Center	High Visibility Enforcement	402	\$5,000.00
Van Buren County Sheriff's Department	High Visibility Enforcement	154AL	\$5,000.00
Volunteer State Community College Campus Police	High Visibility Enforcement	154AL	\$5,000.00
Walk Bike Nashville	Bike/Ped Safety Grant: Nashville	403	\$83,076.94
Walters State Campus Police	High Visibility Enforcement	154AL	\$5,000.00
Warren County Sheriff's Department	Warren County Impaired Driving Enforcement	154AL	\$20,000.00
Wartrace Police Department	High Visibility Enforcement	154AL	\$3,000.00
Washington County Sheriff's Department	Alcohol Driving Enforcement (ADE)	405d	\$35,000.00
Watertown Police Department	High Visibility Enforcement	154AL	\$5,000.00
Waverly Police Department	High Visibility Enforcement	154AL	\$5,000.00
Wayne County Sheriff's Department	High Visibility Enforcement	402	\$4,995.00
Waynesboro Police Department	High Visibility Enforcement	154AL	\$5,200.00
Weakley County Sheriff's Department	High Visibility Enforcement	154AL	\$9,500.00
Westmoreland Police Department	High Visibility Enforcement	154AL	\$5,000.00
White Bluff Police Department	High Visibility Enforcement	154AL	\$5,000.00
White County Sheriff's Department	DUI Saturation Patrols	154AL	\$22,000.00
White House Police Department	DUI Detection/ Alcohol Countermeasures/ Traffic Enforcement	154AL	\$25,000.00
White Pine Police Department	High Visibility Enforcement	154AL	\$5,000.00
Whiteville Police Department	High Visibility Enforcement	154AL	\$5,000.00
Williamson County Juvenile Court	Williamson County Juvenile Court	405d	\$60,000.00
Williamson County Schools	Avoid distractions...Avoid disaster!	402	\$20,000.00
Williamson County Sheriff's Department	Saturation Patrols/ Roadside Sobriety Check Points	154AL	\$40,000.00
Wilson County Sheriff's Department	Wilson County DUI Enforcement/Speed Enforcement	402	\$20,900.00
Winchester Police Department	High Visibility Enforcement	154AL	\$3,000.00
Woodbury Police Department	SAFE Woodbury	154AL	\$10,700.00

