

An Integrated Approach

In addition to reducing crimes and crashes, DDACTS positions traffic enforcement as a logical rationale for a highly visible law enforcement presence in a community. Its focus on community collaboration reinforces the role that partnerships play in improving quality of life. Finally, by analyzing the confluence of crime and crashes, DDACTS lets law enforcement agencies use effective interventions and new strategies to address both issues.

Supported by a National Partnership

As leaders of this national initiative to improve the quality of life in local communities, NHTSA, BJA, and NIJ are collaborating to promote and support DDACTS.

NHTSA, BJA, and NIJ receive support from other national partners who offer technical assistance and resources to support law enforcement agencies that undertake DDACTS initiatives. These include:

- American Association of Motor Vehicle Administrators;
- American Probation and Parole Association;
- Federal Highway Administration;
- Federal Motor Carrier Safety Administration;
- International Association of Crime Analysts;
- Governors Highway Safety Association;

- International Association of Chiefs of Police;
- National Criminal Justice Association;
- National District Attorneys Association;
- National Liquor Law Enforcement Association;
- National Organization of Black Law Enforcement Executives; and
- National Sheriffs' Association.

NHTSA, BJA, and NIJ, along with their national partners, help technical assistance teams work with local law enforcement agencies on DDACTS, serve as intermediaries to identify local partnerships, and obtain technical assistance from local affiliates and State agencies.

For more information or technical assistance, or to obtain a copy of the DDACTS Operational Guidelines please contact DDACTS National Coordinator Earl Hardy at DDACTS@dot.gov.

For updates about DDACTS go to <http://www.ojp.usdoj.gov/nij/topics/law-enforcement/traffic-safety/ddacts.htm>.

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U.S. Department of Transportation
**National Highway Traffic Safety
Administration**

Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS)

A proven, effective, predictive-policing approach to crime and traffic safety that delivers law enforcement services at the right place and at the right time.

Sponsored by

Department of Transportation,
National Highway Traffic Safety
Administration

Department of Justice,
Bureau of Justice Assistance

National Institute of Justice

Data-Driven Approaches to Crime *and* Traffic Safety

Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS) is a law enforcement operational model that integrates location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations across the country.

Using geo-mapping to identify “hot spots” – areas of high incidence of crimes and crashes – DDACTS uses targeted traffic enforcement strategies that play two roles in fighting crime and reducing crashes and traffic violations. The model responds to the competing demands for police services that law enforcement executives face every day.

To facilitate DDACTS initiatives across the country, the Department of Transportation, National Highway Traffic Safety Administration, and the Department of Justice, Bureau of Justice Assistance, and National Institute of Justice, have developed the DDACTS Operational Guidelines for law enforcement executives. The guide outlines procedures and highlights operational considerations based on best practices in the field.

DDACTS Operational Guidelines

The DDACTS Operational Guidelines list seven guiding principles for effective program operations. The model is based on local data collection and analysis to identify crime, crash, and traffic-related hot spots. Then it starts with building community partnerships to establish support for high-visibility traffic enforcement to get participation that aids development of strategic countermeasures and operational plans. Finally, monitoring, evaluation, and analysis of outcome measures supply feedback for adjustments. Here are essential features of each guiding principle.

Partners and Stakeholder Participation

– Partnerships between law enforcement agencies and local stakeholders establish support for highly visible traffic enforcement and get participation that aids the development of strategic countermeasures and operational plans.

Data Collection – Crime, crash, and traffic data coded for type of incident, time of day and of week, and location are the building blocks of DDACTS. Additional data may include citizen complaints, dangerous driving behaviors, information about suspended or revoked licenses, and wanted persons.

Data Analysis – Integrated maps that overlay crime, crash, and traffic data let agencies identify hot spots. Additional analysis can distinguish causation factors, delineate time elements, and considers environmental influences on crime and crashes.

Strategic Operations – Based on these analyses, agencies can identify enforcement activities and countermeasures that realign workflow and operational assignments to focus police efforts and increase efficiency.

Information Sharing and Outreach – Fundamental to DDACTS are the sharing of results, community participation, and documentation of accomplishments. Progress reports give management the documentation they need to keep officers informed, meet with community members, and report to administrative and elected officials.

Monitoring, Evaluation, and Adjustments – Data collection and analysis allow for monitoring, evaluating, and adjusting field and internal operations. They also let staff assess crime and crash reductions, cost savings, and other outcome measures that define success.

Outcomes – Goals and objectives that emerge during problem identification and strategic planning are developed into outcome measures that assess effectiveness in crime, crash, and traffic violation reductions; costs savings; use of specific interventions; and personnel deployment.