

SB

278

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 2/15/94

FURTHER:

DATE TURNED INTO OFFICE: _____

The Finance Committee considered SENATE BILL NO. 278

"An Act relating to sobriety checkpoints; and providing for an effective date."

Died in SFC 1994.

and recommends:

- replace with _____ CS _____ (FINANCE)
- or adopt previous _____ CS _____ (_____)
- attaches amendment(s)

- same title
- new title
- technical title change (HB only)

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

NEW FISCAL NOTES

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTES

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

DO PASS:

OTHER RECOMMENDATIONS:

1. _____
Co-Chair: Signature/Recommendation

2. _____
Co-Chair: Signature/Recommendation

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: 2/4/94

FURTHER: Finance

John
Date of 5-Day Notice: 2-10-94
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 2/14/94

Judiciary Committee considered SB 278

"~~An Act~~ relating to sobriety checkpoints; and providing for an effective date."

and recommends:

and a majority of the committee recommends do pass

replace with _____ CS _____

- same title
- new title
- technical title change (HB only)

attaches amendment(s)

adopts _____ Letter of Intent

further referral to the _____

- do pass
- do not pass
- no recommendation
- individual recommendations

*34 For
1 For*

FISCAL NOTE INFORMATION

Department	Date	Zero	Fiscal
Law	1-24-94	✓	
Admin - Pub Det	1-21-94	✓	
Admin Pub Adv	1/21/94	✓	
Pub Safety	1/22/94		2.5

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note Governor's Bill with Previous Fiscal Notes (enter information above)

DO PASS:

OTHER RECOMMENDATIONS:

Richard Halperin *Nal*
Suzanne K. Little *Loch*
George A. ... *Jack*

Chris L. Taylor *12/20/94*
Chair: Signature and Recommendation

HISTORY IN THE SENATE

1974

Read first time and referred to:

2/4

JUD. FIN

2/5

Jud RPT() CS 5 DP NR DNP AM
 New Title Same Title Previous FN
1 FN 3 OFN To

RPT() CS DP NR DNP AM
 New Title Same Title Previous FN
 FN OFN To

RPT() CS DP NR DNP AM
 New Title Same Title Previous FN
 FN OFN To

Rules Calendar() CS AM Other
 New Title Same Title Previous FN
 FN OFN

Read second time

CS Adopted () New Title
 Amended Advanced

Read third time

Letter of Intent adopted
 Return to second for specific amendment

PASSED	EFD Same <u> </u> or
Yeas	Yeas
Nays	Nays
Excused	Excused
Absent	Absent

Reconsideration

Reconsideration not taken up

PASSED	EFD Same <u> </u> or
Yeas	Yeas
Nays	Nays
Excused	Excused
Absent	Absent

Reported correctly engrossed
 Signed by President, to House

Secretary of the Senate

HISTORY IN THE HOUSE

19

Read first time and referred to:

RPT CS() New Title
 DP DNP NR AM
 FN OFN Previous FN

RPT CS() New Title
 DP DNP NR AM
 FN OFN Previous FN

RPT CS() New Title
 DP DNP NR AM
 FN OFN Previous FN

Read second time

CS() Adopted

Amended

Advanced

Read third time

Return to second for specific amendment

PASSED	EFD Same <u> </u> or
Yeas	Yeas
Nays	Nays
Excused	Excused
Absent	Absent

Intent adopted

Reconsideration

Reconsideration not taken up

PASSED ON RECON.	EFD Same <u> </u> or
Yeas	Yeas
Nays	Nays
Excused	Excused
Absent	Absent

Intent adopted

Reported correctly engrossed, signed by the Speaker
 and returned to the Senate

Chief Clerk of the House

SENATE-HOUSE HISTORY Continued

19	<p>Received from the House Version: _____</p> <p>Concur in House amendment Y ___ N ___ E ___ A ___ _____ Efd same or Y ___ N ___ E ___ A ___</p> <p>Failed to concur in House amendment, ask House recede Y ___ N ___ E ___ A ___</p> <p>House failed to / receded from amendment Y ___ N ___ E ___ A ___</p> <p>CC appointed by Senate _____ Chair _____</p> <p>CC appointed by House _____ Chair _____</p> <p>(S) Granted Limited Powers of Free Conference</p> <p>(H) Granted Limited Powers of Free Conference</p>
-----------	--

19	<p>(S) Adopted CC Rpt _____ Y ___ N ___ E ___ A ___ _____ Efd same or Y ___ N ___ E ___ A ___</p> <p>(H) Adopted CC Rpt _____ Y ___ N ___ E ___ A ___ _____ Efd same or Y ___ N ___ E ___ A ___</p> <p>To enrolling Received from enrolling Sent to Governor</p> <p>_____ By Governor</p> <p>Chapter Number _____</p> <p>Filed with Lieutenant Governor</p>
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FISCAL NOTE

No. 4

Bill Version: SB 278

(S) Publish Date: 2-4-94

STATE OF ALASKA
1994 LEGISLATIVE SESSION

Revision Date: January 24, 1994

Title: "An Act relating to sobriety checkpoints..."

Sponsor: Rules/By Request of the Governor

Requestor: Governor's Office

Department Affected: Department of Law

BRU: Prosecution

Component: All

COMPONENT SERIAL NO. 0085 through 0090

EXPENDITURES/REVENUES:

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
PERSONAL						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND &						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING:

1002 Federal						
1003 GF Match						
1004 GF						
1005 GF/Program						
1006 GF/MHTIA						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME						
TEMPORARY						

Estimate of current year (FY94) impact: -0-

ANALYSIS: (Attach a separate page if necessary.)
Please see the attached analysis.

Prepared by: Richard I. Peques, Director
Division: Administrative Services Division

Phone: 465-3672

Date: January 24, 1994

Approved by Commissioner: Bruce M. Botelho, Attorney General

Agency: Department of Law

Date: January 24, 1994

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FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

BILL NO. _____

ANALYSIS CONTINUATION:

This bill authorizes law enforcement agencies to establish and operate sobriety checkpoints upon a written order issued by a judge. To obtain such an order, the law enforcement agency must submit to the judge a written plan describing the proposed checkpoints. Before signing an order authorizing the proposed checkpoints, the judge must determine that the plan meets certain standards and appropriately minimizes delays and intrusions caused by the operation. Because sobriety checkpoints could only be conducted by court order, helping to overcome defenses based on the state's right to privacy doctrine, we do not believe that the bill will have a fiscal impact for the Department of Law. Moreover, because the bill requires that public notice be given of the dates and hours when a sobriety checkpoint will be operated, and therefore serves mainly as a deterrent to driving while intoxicated, the number of new prosecutions will be minimal.

FISCAL NOTE

No. 3
 Bill Version: SB 278
 (S) Publish Date: 2-4-94

**STATE OF ALASKA
 1994 LEGISLATIVE SESSION**

Revision Date: _____ Dept. Affected: Administration
 Title: "Authorizing Sobriety Checkpoints...." BRU: Public Defender Agency
 Component: Public Defender Agency
 Sponsor: Rules Committee
 Requestor: _____ COMPONENT SERIAL NO. 1631

Expenditures/Revenues

(Thousands of Dollars)

OPERATING EXPENDITURES	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0.0	0.0	0.0	0.0	0.0	0.0
TRAVEL	0.0	0.0	0.0	0.0	0.0	0.0
CONTRACTUAL	0.0	0.0	0.0	0.0	0.0	0.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS, CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
-----------------------------	-----	-----	-----	-----	-----	-----

CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
-------------------------------	-----	-----	-----	-----	-----	-----

FUND SOURCE

(Thousands of Dollars)

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1006 GF/MHTIA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of current year (FY94) cost: none

POSITIONS.

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Prepared by: John Salemi, Director Phone: 264-4400
 Division: Public Defender Agency Date: _____
 Approved by Commissioner: Nancy Bear Usher Date: 1/21/94
 Agency: Administration

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FISCAL NOTE

2
 Bill Version: SB 278
 (S) Publish Date: 2-4-94

**STATE OF ALASKA
1994 LEGISLATIVE SESSION**

BII

Revision Date: _____ Dept. Affected: Administration
 Title: "Authorizing Sobriety Checkpoints...." BRU: Office of Public Advocacy
 Component: Office of Public Advocacy
 Sponsor: Rules Committee
 Requestor: _____ COMPONENT SERIAL NO. 43

Expenditures/Revenues

(Thousands of Dollars)

OPERATING EXPENDITURES	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0.0	0.0	0.0	0.0	0.0	0.0
TRAVEL	0.0	0.0	0.0	0.0	0.0	0.0
CONTRACTUAL	0.0	0.0	0.0	0.0	0.0	0.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS, CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
-------------------------------	-----	-----	-----	-----	-----	-----

FUND SOURCE

(Thousands of Dollars)

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1006 GF/MHTIA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of current year (FY94) cost: none

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Brant McGee, Director Phone: 274-1684
 Division: Office of Public Advocacy Date: _____
 Approved by Commissioner: Nancy Bear Usery Date: 1/21/94
 Agency: Administration

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FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

No. 1
 Bill Version: SB 278
 (S) Publish Date: 2-4-94

Revision Date: _____ Dept. Affected: Public Safety
 Title: "An Act relating to sobriety checkpoints and providing for an effective date." BRU: Alaska State Troopers
 Component: Detachments
 Sponsor: Rules
 Requestor: Governor COMPONENT SERIAL NO. 799

EXPENDITURES/REVENUE(S): (Thousands of Dollars) (inflation not included)

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
PERSONAL SERVICES	2.0	2.0	2.0	2.0	2.0	2.0
TRAVEL						
CONTRACTUAL	.5	.5	.5	.5	.5	.5
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	2.5	2.5	2.5	2.5	2.5	2.5
CAPITAL						
REVENUE FUND SOURCE:						

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other	2.5	2.5	2.5	2.5	2.5	2.5
TOTAL	2.5	2.5	2.5	2.5	2.5	2.5

Estimate of current year (FY 94) impact: \$ _____

POSITIONS:

FULL-TIME					
PART-TIME					
TEMPORARY					

ANALYSIS: (Attach a separate page if necessary.) Trooper Overtime - \$2.0; Contractual - \$.5 (Sign Rental).
 It is anticipated that Federal Highway Funds through the Highway Safety Planning Agency will be available to offset these costs.

Prepared By: Francis C. Allan Phone: (907) 269-5691
 Division: Alaska State Troopers Date: 01/20/94
 Approved by Commissioner: *[Signature]* Date: 01/21/94
 Agency: Richard L. Burton, Dept. of Public Safety

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[Handwritten initials]
 1/21/94

Point 5

Sobriety checkpoints are unfair, objectionable in principle.

Counterpoint 5

Stopping motorists in the absence of a reasonable suspicion that they have been doing something wrong does require justification. This justification has been provided by the U.S. Supreme Court in the 1990 case of Michigan Department of State Police v. Sitz. The Court balanced the intrusion on the motorist against the government's interest in reducing drunk driving and the effectiveness of checkpoints in advancing that interest, and found it justified. Most state courts have come to the same conclusion.

Point 6

Sobriety checkpoints are not supported by local government, and encouragement and resources are lacking.

Counterpoint 6

Checkpoints are supported by more than three-quarters of the public in recent polls. Law enforcement officials can point to this fact in negotiating for the support of government officials. Community leaders should be informed that checkpoints not only deter drunk driving but are also used to encourage the use of lifesaving seat belts and child protection devices.

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

400 Seventh St., S.W.
Washington, D.C. 20590

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SAFETY ADMINISTRATION
PERMIT NO. G-90

SOBRIETY CHECKPOINTS

Point

Counterpoint



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

DOT HS 807 916
January 1993

Studies have shown sobriety checkpoints to be an effective deterrent to drunk driving and their use has been approved by the U.S. Supreme Court. However, some law enforcement agencies have been reluctant to adopt them, and others use sobriety checkpoints only infrequently. Articles and interviews with law enforcement personnel reveal reasons why some officers view sobriety checkpoints with skepticism. These views are summarized along with facts and information that can be offered to encourage greater use of sobriety checkpoints as effective strategies to reduce impaired driving.

Point 1

Sobriety checkpoints are unproductive. They yield fewer drunk driving arrests than traditional patrols

Counterpoint 1

Research has found that properly conducted sobriety checkpoints can be just as productive in terms of arrests as traditional patrols. More important, however, deterring drunk driving requires creating the perception that a law violator will be caught. Deterrence is achieved not so much by arrests of violators, as by contacts between the police and the driving public in which the risk of apprehension for a law violator is demonstrated. Sobriety checkpoints are uniquely suited for this.

Point 2

Sobriety checkpoints are expensive, requiring the commitment of dozens of police and the acquisition of expensive equipment. The necessary resources are either unavailable in small departments or are lost in competition with other police duties like responding to calls for assistance from citizens.

Counterpoint 2

Preventing drunk driving is one of the most important and most effective roles of law enforcement, and this function has a legitimate claim for support in the police budget. Although large-scale sobriety checkpoints can be expensive, checkpoints can be mounted in some circumstances with as few as two or three officers. Necessary equipment such as special signs, generators for lighting the scene, and so forth, along with additional personnel, can be obtained inexpensively through cooperation among neighboring law enforcement agencies.

Point 3

Sobriety checkpoint activity is boring and dangerous police work.

Counterpoint 3

The dangers of being in the street at times and places where impaired drivers are expected are real but they can be minimized with proper planning and execution. For example, by providing adequate illumination and placing police vehicles where they can shield the officers from an errant car. Police who are convinced of the deterrent value of sobriety checkpoints seldom claim they are bored. Rather, they appreciate the opportunity to interact with the driving public in a positive context.

Point 4

Sobriety checkpoints damage relations between the police and the public.

Counterpoint 4

Numerous surveys reveal that the public support checkpoints. The experience of agencies employing checkpoint programs has been that they improve public relations, measured by compliments and gifts of food and coffee at the checkpoints, as well as overwhelming approval in questionnaires returned in the mail.

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

Richard L. Burton
Commissioner
P.O. BOX 111200
JUNEAU, ALASKA 99811-1200
PHONE: (907) 465-4322
FAX: (907) 465-4362

March 4, 1994

MAR 08 1994

Senator Bert M. Sharp
Room 514
State Capitol
Juneau, Alaska 99801-1182

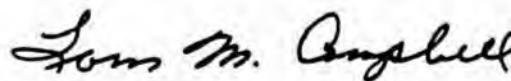
Dear Senator Sharp:

Attached please find the information requested during the Senate Finance Committee hearing on Senate Bill #278 held on March 3, 1994.

As you can see from the attached data Stroma, Inc. based their percentiles of alcohol involvement on 151 fatalities which was the number of contributing circumstances rather than the actual 103 fatalities that actually occurred in 1992. This in addition to the fact that they attempted to determine alcohol involvement in crash fatalities based on contributing factors. This is a faulty methodology, because there is rarely a singular factor cause in most crashes. In most instances crashes are caused by multiple factors.

If we can supply further information or be of help in any way please feel free to contact me at 465-4374.

Lorn M. Campbell



Administrator
Highway Safety Planning Agency

cc: Sen. Steve Frank
Sen. Drue Pearce
Sen. George Jacko
Sen. Tim Kelley
Sen. Steve Rieger
Sen. Jalmar Kerttula
Comm. Richard L. Burton

DIFFERENCES BETWEEN AHSPA ALCOHOL-FATALITY DATA AND DATA PRESENTED BY STROMA, INC.

Explanation

The data that Stroma, Inc., used to determine the involvement of alcohol in crash fatalities was based on contributing factors. This is a faulty methodology, however, because there is very rarely only one contributing factor associated with a crash.

This is especially true in cases where the driver is impaired by alcohol or drugs. For instance, in a crash which involved an alcohol or drug-impaired driver, it is not the fact of being impaired that causes the crash, but the action that driver takes because of the impairment, such as speeding, failing to yield, and passing incorrectly. Even if no driver impairment is involved, the action of speeding on an icy road (an environmental factor) may cause a crash. Therefore, there will always be more contributing factors than actual crashes.

The tables for contributing factors referenced by Stroma, Inc., show the "Number of Occurrences" of each contributing factor, and are listed by crash type. For fatal crashes in 1992, there were a total of 151 contributing factors. These tables *do not* give the number of accidents or the resulting number of deaths and injuries. Table A.1.1 on page 26 of the 1992 Alaska Traffic Accidents publication contains the "Number of Accidents," and Table 3 on page 5 contains the number of injuries and deaths.

Looking at those tables, we see that there were 108 crash fatalities in 1992, *not* 151 as stated by Stroma, Inc. From that point, the AHSPA references the final report issued from the Fatal Accident Reporting System (FARS). FARS is the national database into which all official fatal crash data is input by the FARS Analyst within the Department of Public Safety. The 1992 FARS report shows there were 50 of the 89 (56.2%) fatal crashes in which alcohol was a contributing factor. Resulting from those 50 alcohol-involved crashes were 61 deaths (56.5%). In addition, there was 1 fatal crash in which a driver was impaired by illegal drugs alone and which resulted in 2 deaths. In total, there were 51 alcohol/drug-involved crashes (57.3%) and 63 alcohol/drug-involved deaths (58.3%).

Attached is a spreadsheet with alcohol-related crash data for the years 1976-1992. The data can be presented in chart and pie formats if you need it.

1992

Traffic Deaths — ALASKA

SUMMARY - 1992 ALASKA TRAFFIC DEATHS

31 December 1993

Factors Contributing To Alaska Traffic Accident Deaths - 1992

FACTOR	DEATHS	PER CENT
Alcohol	46	30.5 %
Unsafe Speed	34	22.5 %
Human Factors, Other	17	11.3 %
Roadway & Environment	15	9.9 %
Driver Inattention	12	8.0 %
Failure To Yield	7	4.6 %
Passenger; Wrong Lane Use	5	3.3 %
Pedestrian Error	5	3.3 %
Traffic Control Ignored	5	3.3 %
Vehicular	5	3.3 %
	151	100 %

SOURCE: Alaska Department Of Transportation And Public Facilities,
DOT-PF, "1992 Alaska Traffic Accidents"

Table C.4.1. Page 46 - See reverse side this document

Table C.5.1. Page 48 - See reverse side this document

Table C.7.1. Page 52 - See reverse side this document

Prepared by STROMA INC., Research & Documents Division, 518 Farmers Loop Road,
Fairbanks, Alaska 99712 907-457-1327

A

1992

ALASKA TRAFFIC ACCIDENTS

SUMMARY - 1992 ALASKA TRAFFIC ACCIDENTS

31 December 1993

NUMBER OF OCCURRENCES - Alaska Traffic Accidents by Frequency
and Factor Type

CONTRIBUTING FACTOR	NUMBER OF OCCURRENCES	PER CENT
Unsafe Speed	3,156	18.6 %
Roadway & Environment	2,990	17.6 %
Human Factors - Other	2,976	17.5 %
Failure to Yield	2,014	12.0 %
Driver Inattention	1,823	10.7 %
Alcohol	1,583	9.3 %
Passing; Wrong Lane Use	767	4.5 %
Improper Turning	668	4.0 %
Following To Closely	630	3.7 %
Vehicular	362	2.1 %
	16,969	100 %

SOURCE: Alaska Department of Transportation And Public Facilities,
DOT-PF, "1991 Alaska Traffic Accidents"

Table C.4.1 Page 46 - See reverse side this document

Table C.5.1 Page 48 - See reverse side this document

Table C.7.1 Page 52 - See reverse side this document

Prepared by STROMA INC., Research & Documents Division, 518 Farmers Loop Road,
Fairbanks, Alaska 99712 907-457-1327

D

1992 ALASKA TRAFFIC ACCIDENTS

Table C.4.1
Human Factors Contributing to Alaska Traffic Accidents
by Accident Injury Severity, 1992

CONTRIBUTING FACTOR	NUMBER OF OCCURRENCES				TOTAL
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Alcohol, test given....	396	288	77	36	797
Alcohol, no test given ..	114	81	23	4	222
Alcohol suspected	375	135	28	6	564
Illegal drugs	9	5	5	1	20
Prescription medication	3	2	1	-	6
Lost consciousness.....	10	11	1	-	22
Fell asleep	46	47	14	4	111
Driver inattention	1,193	571	47	12	1,823
Passenger distraction ..	29	22	3	-	54
Physical disability	7	5	2	-	14
Illness	9	4	2	-	15
Driver inexperience	259	111	18	4	392
Unsafe backing	474	24	2	-	500
Failure to yield	1,384	571	52	7	2,014
Following too closely ..	423	200	5	2	630
Passing; wrong lane use	617	110	26	5	767
Pedestrian error	28	59	19	5	111
Traffic control ignored	361	235	20	5	621
Improper turning	563	108	16	1	668
Unsafe speed	2,174	850	98	34	3,156
Other human factor	826	256	23	5	1,110
ALL HUMAN FACTORS	9,280	3,724	482	131	13,617

Table C.5.1
Vehicular Factors Contributing to Alaska Traffic Accidents,
by Accident Injury Severity, 1992

CONTRIBUTING FACTOR	NUMBER OF OCCURRENCES				TOTAL
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Defective accelerator...	11	3	1	-	15
Defective brakes	59	29	1	2	91
Tire failure; inadequacy	34	23	2	1	60
Steering failure	9	6	-	1	16
Windshield inadequacy ..	6	-	-	-	6
Defective headlights ..	3	6	1	-	10
Other lighting defect ..	24	7	2	-	33
Overized vehicle	10	3	-	1	14
Defective tow hitch	13	-	-	-	13
Other vehicular factor ..	67	32	5	-	104
ALL VEHICULAR FACTORS ..	236	109	12	5	362

Table C.7.1
Factors Contributing to Alaska Traffic Accidents,
by Accident Injury Severity and Factor Type, 1992

FACTOR TYPE	NUMBER OF OCCURRENCES				TOTAL
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Human	9,280	3,724	482	131	13,617
Roadway	1,389	508	32	8	2,137
Environmental	610	214	22	7	853
Vehicular	236	109	12	5	362
ALL FACTOR TYPES	11,715	4,555	548	151	16,969

1991 Traffic Deaths — ALASKA

SUMMARY - 1991 ALASKA TRAFFIC DEATHS

1 October 1992

FACTORS Contributing To Alaska Traffic Accident Deaths - 1991

FACTOR	DEATHS	PER CENT
Alcohol	38	27.3%
Unsafe Speed	26	18.7%
Other Human Factors	16	11.5%
Driver Inattention	15	10.8%
Passing; Wrong Lane Use	11	7.9%
Pedestrian Error	9	6.5%
Failure to Yield	8	5.8%
Traffic Control Ignored	8	5.8%
Roadways & Environmental	4	2.8%
Vehicle	4	2.9%
	139	100 %

SOURCE: Alaska Department of Transportation And Public Facilities,
DOT-PR, "1991 Alaska Traffic Accidents"

Table C.3.1. Page 41 - See reverse side this document

Table C.4.1. Page 43 - See reverse side this document

Table C.5.1. Page 45 - See reverse side this document

Prepared by STROMA INC., Research & Documents Division, 518 Farmers Loop Road,
Fairbanks, Alaska 99712 Phone: 457-1327

A

1991 ALASKA TRAFFIC ACCIDENTS

SUMMARY - 1991 ALASKA TRAFFIC ACCIDENTS

1 October 1992

NUMBER OF OCCURRENCES - Alaska Traffic Accidents by Frequency and Factor Type

CONTRIBUTING FACTOR	NUMBER OF OCCURRENCES	PER CENT
Unsafe Speed	3,506	19.2%
Roadways & Environmental	3,368	18.5%
Human Factors - not listed	3,002	16.4%
Driver Inattention	2,097	11.5%
Failure to Yield	1,992	10.9%
Alcohol	1,601	8.8%
Passing Wrong Lane	820	4.5%
Improper Turning	695	3.8%
Following To Closely	687	3.8%
Vehicle	473	2.6%
	18,241	100 %

SOURCE: Alaska Department of Transportation And Public Facilities, DOT-PF, "1991 Alaska Traffic Accidents"

Table C.3.1 Page 41 - See reverse side this document
Table C.4.1 Page 43 - See reverse side this document
Table C.5.1 Page 45 - See reverse side this document

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B

1991 ALASKA TRAFFIC ACCIDENTS

Table C.3.1
Human Factors Contributing to Alaska Traffic Accidents by Accident Injury Severity, 1991

CONTRIBUTING FACTOR	NUMBER OF OCCURRENCES				TOTAL
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Alcohol, test given....	440	273	71	10	814
Alcohol, no test given ..	112	72	29	2	215
Alcohol suspected	377	167	22	6	572
Illegal drugs	9	3	2	1	17
Prescription medication ..	4	3	2	2	11
Lost consciousness	12	8	3	-	23
Fell asleep	53	53	10	2	118
Driver inattention	1,406	618	60	15	2,097
Passenger distraction	40	26	4	-	70
Physical disability	16	2	1	-	19
Illness	11	10	3	-	24
Driver inexperience	260	136	18	1	415
Unsafe backing	420	21	5	-	446
Failure to yield	1,354	581	49	6	1,992
Following too closely	500	179	7	1	687
Passing, wrong lane use	649	136	24	11	820
Pedestrian error	37	11	17	9	94
Traffic control ignored	386	231	28	8	653
Improper turning	348	127	16	4	695
Unsafe speed	2,426	916	128	26	3,506
Other human factor	812	261	34	3	1,112
ALL HUMAN FACTORS	9,880	3,856	533	131	14,400

118
1601

Table C.4.1
Vehicular Factors Contributing to Alaska Traffic Accidents, by Accident Injury Severity, 1991

CONTRIBUTING FACTOR	NUMBER OF OCCURRENCES				TOTAL
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Defective accelerator ..	10	3	1	-	14
Defective brakes	71	27	7	2	107
Tire failure, inadequacy ..	49	17	6	-	70
Steering failure	16	9	1	-	26
Windshield inadequacy ..	2	1	-	-	3
Defective headlights	3	6	-	1	10
Other lighting defect	33	11	2	-	46
Oversized vehicle	19	3	-	-	22
Defective tow hitch	11	1	1	-	13
Other vehicular factor	118	40	3	1	162
ALL VEHICULAR FACTORS ..	332	118	19	4	473

Table C.5.1
Environmental and Roadway Factors Contributing to Alaska Traffic Accidents, by Accident Injury Severity and Factor, 1991

CONTRIBUTING FACTOR	NUMBER OF OCCURRENCES				TOTAL
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Animal action	299	78	12	-	389
Glare	36	24	4	-	64
View obstructed; limited ..	213	102	18	1	334
Other env't. factor	109	24	3	1	137
Bad lane marking	35	11	-	-	46
Construction debris	10	4	-	-	14
Pavement deteriorated	23	7	-	-	30
Pavement slippery	1,611	503	32	2	2,150
Inadequate shoulders	28	4	3	-	35
Sign missing or occluded ..	3	1	-	-	6
Signal inoperative	5	2	-	-	7
Other roadway factor	120	34	2	-	156
ALL ENVIR. AND ROADWAY ..	2,492	798	74	4	3,368

ALCOHOL-RELATED CRASHES ~ 1976 thru 1992

Year	NON-FATAL INJURIES				PROPERTY DAMAGE CRASHES				ALL TRAFFIC CRASHES			
	Total Injuries	Alcohol Related	< Diff >	% Alcohol Related	Total Crashes	Alcohol Related	< Diff >	% Alcohol Related	Total Crashes	Alcohol Related	< Diff >	% Alcohol Related
1976	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1977	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1978	4,695	986	3,709	21.0%	9,537	909	8,628	9.5%	12,912	1,619	11,293	12.5%
1979	4,560	994	3,566	21.8%	10,277	929	9,348	9.0%	13,519	1,637	11,882	12.1%
1980	4,992	1093	3,899	21.9%	9,735	1,043	8,692	10.7%	13,162	1,793	11,369	13.6%
1981	5,733	1394	4,389	24.1%	10,158	1,156	9,002	11.4%	14,100	2,105	11,995	14.9%
1982	6,047	1367	4,680	22.6%	12,541	1,241	11,300	9.9%	16,743	2,192	14,551	13.1%
1983	6,705	1468	5,237	21.9%	13,509	1,275	12,234	9.4%	18,120	2,287	15,833	12.6%
1984	6,852	1062	5,790	15.5%	14,499	1,338	13,161	9.2%	19,365	2,355	17,010	12.2%
1985	6,038	908	5,130	15.0%	13,423	1,052	12,371	7.8%	17,700	1,889	15,811	10.7%
1986	5,424	741	4,683	13.7%	11,149	790	10,359	7.1%	14,858	1,492	13,366	10.0%
1987	4,984	799	4,185	16.0%	9,902	733	9,169	7.4%	13,290	1,449	11,841	10.9%
1988	5,215	702	4,513	13.5%	9,714	724	8,990	7.5%	13,300	1,401	11,899	10.5%
1989	5,550	752	4,798	13.5%	10,663	790	9,873	7.4%	14,364	1,486	12,878	10.3%
1990	5,859	792	5,067	13.5%	12,423	917	11,506	7.4%	16,290	1,638	14,652	10.1%
1991	5,669	743	4,926	13.1%	11,910	1,013	10,897	8.5%	15,890	1,736	14,154	10.9%
1992	5,561	661	4,900	11.9%	11,726	923	10,803	7.9%	15,601	1,638	13,963	10.5%
Total	83,934	14,462	69,472	17.2%	171,166	14,833	156,333	8.7%	229,214	26,717	202,497	11.7%

File: alcohol.xls

ALCOHOL-RELATED CRASHES ~ 1976 thru 1992

Year	FATAL CRASHES				DEATHS				NON-FATAL INJURY CRASHES			
	Total Crashes	Alcohol Related	< Diff >	% Alcohol Related	Total Deaths	Alcohol Related	< Diff >	% Alcohol Related	Total Crashes	Alcohol Related	< Diff >	% Alcohol Related
1976	111	67	44	60.4%	124	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1977	130	64	66	49.2%	136	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1978	112	59	53	52.7%	127	59	68	46.5%	3,263	651	2,612	20.0%
1979	81	45	36	55.5%	91	69	22	75.8%	3,161	663	2,498	21.0%
1980	79	43	36	54.4%	88	64	24	72.7%	3,348	707	2,641	21.1%
1981	90	50	40	55.6%	100	76	24	76.0%	3,852	899	2,953	23.3%
1982	98	54	44	55.1%	107	54	53	50.5%	4,104	897	3,207	21.9%
1983	135	53	82	39.3%	150	64	86	42.7%	4,476	959	3,517	21.4%
1984	123	61	62	49.6%	137	70	67	51.1%	4,743	956	3,787	20.2%
1985	107	58	49	54.2%	127	69	58	54.3%	4,170	779	3,391	18.7%
1986	89	46	43	51.7%	101	50	51	49.5%	3,620	656	2,964	18.1%
1987	70	40	30	57.1%	76	44	32	57.9%	3,318	676	2,642	20.4%
1988	86	43	43	50.0%	97	48	49	49.5%	3,500	634	2,866	18.1%
1989	79	44	35	55.7%	84	46	38	54.8%	3,622	652	2,970	18.0%
1990	92	47	45	51.1%	98	48	50	49.0%	3,775	674	3,101	17.9%
1991	90	45	45	50.0%	101	50	51	49.5%	3,890	678	3,212	17.4%
1992	89	50	39	56.2%	108	61	47	56.5%	3,786	665	3,121	17.6%
Total	1,420	738	682	52.0%	1,592	872	720	54.8%	56,628	11,146	45,482	19.7%

N/A = not available

NOTE: Alcohol injury data from 1978 to 1984 was extrapolated from the hard copy of line charts found in previous HSPs. No supporting data can be found in DOT's accident summaries until 1986.

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

P.O. BOX 111200
JUNEAU, ALASKA 99811-1200
PHONE: (907) 465-4322
FAX: (907) 465-4362

February 22, 1994

The Honorable Drue Pearce
Co-Chair, Senate Finance Committee
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182

Dear Senator Pearce:

I respectfully request your consideration in scheduling a hearing for SB 278, "An Act relating to sobriety checkpoints; and providing for an effective date."

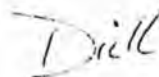
This bill authorizes law enforcement agencies to establish and operate sobriety checkpoints upon a written order issued by a judge. To obtain such an order, the law enforcement agency must submit to the judge a written plan describing the proposed checkpoints. Before signing an order authorizing the proposed checkpoint, the judge must determine that the plan meets certain standards and appropriately minimizes delays and intrusions caused by the operation.

Laws that will enhance the safety of driving on our roadways, and especially those laws which will help reduce the number of alcohol and/or drug related accidents and fatalities, are always a priority for this department.

To expedite the scheduling of a hearing, please find enclosed a copy of the bill, transmittal letter with sectional analysis, agency fiscal notes, and pertinent background information.

If you have questions or need further information, please contact Lee Ann Lucas at this office. Your efforts in bringing SB 278 before the Finance Committee for a hearing are greatly appreciated.

Sincerely,



Richard L. Burton
Commissioner

Enclosures: a/s

GOVERNOR HICKEL'S SOBRIETY CHECKPOINTS LEGISLATION (SB 278 & HB 444)

Governor Hickel's proposed legislation authorizes a law enforcement agency to establish and operate a sobriety checkpoint under a court order authorizing the checkpoint. To obtain the order, the law enforcement agency must submit to the judge a written plan describing the proposed checkpoint. If the judge determines that the plan meets certain standards and appropriately minimizes delays and intrusions that will be caused by its operation, the judge will issue an order authorizing the checkpoint.

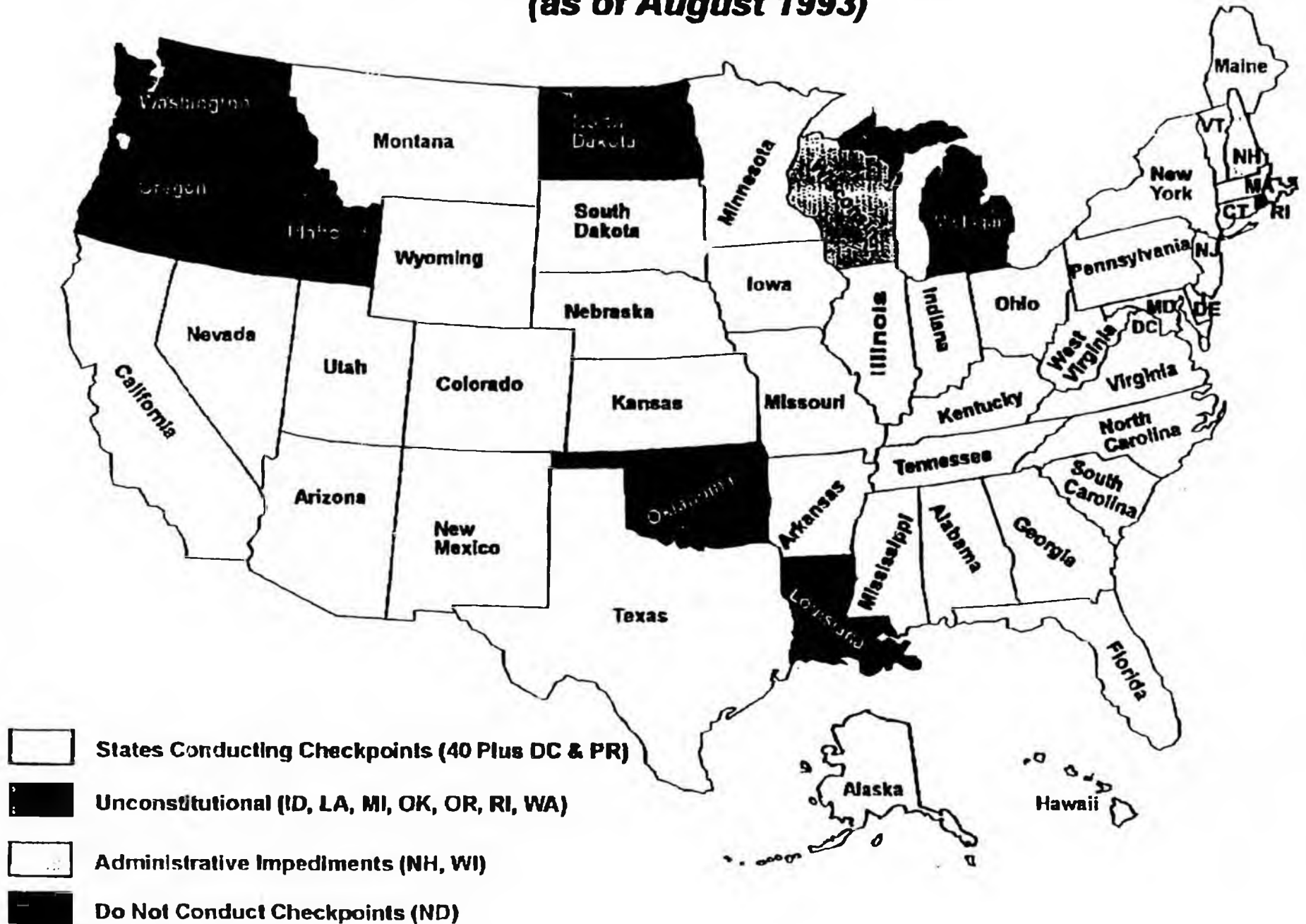
In 1992, 89 traffic crashes on Alaska roadways resulted in the deaths of 108 people. A major contributor to these fatal crashes was alcohol. The rate of alcohol involvement in Alaska's crash fatalities is 60.2 percent as compared to the national average of 45.1 percent. Alaska ranks third highest in the nation behind only New Mexico at 63.9 percent and Texas at 61.2 percent.

Sobriety checkpoints have been a valuable tool for law enforcement's continuing fight to remove impaired drivers from the road. Checkpoints along with aggressive public information efforts, are a vital part of any program to reduce impaired driving. Checkpoints provide an excellent means of increasing public awareness. If the public is aware that law enforcement will be conducting checkpoints, they tend to be much more careful about drinking and driving. They may drink less, or find alternative transportation.

The deterrence of drunk driving requires creating the perception that a law violator will be caught. Deterrence is achieved not so much by the arrest of violators, as by contacts between the police and the driving public in which the risk of apprehension for a law violator is demonstrated. This proposal will ensure both the rights of the motorist from intrusion on their privacy, while allowing for the use of checkpoints in achieving the goal of deterring drunk driving.

Sobriety Checkpoints

(as of August 1993)



ALASKA STATE TROOPER

FYI - DWI

(Road Sobriety Checkpoint Fact Sheet)

Driving While Intoxicated (DWI) arrests are one step toward reducing the number of alcohol related fatalities. In 1992, there were 108 motor vehicle fatality accidents in Alaska which resulted in 63 alcohol-related deaths. In 1992, over 5,578 DWI arrests were made in Alaska.

AS 28.35.030 and AS 28.35.032 Class A Misdemeanor Penalties for Driving While Intoxicated and Refusal to Take a Breath Test

In Alaska, a blood alcohol concentration (BAC) of .10 or higher may result in a conviction for driving while intoxicated.

First Offense: Minimum fine \$250, maximum \$5000; minimum imprisonment 72 hours, maximum 1 year; driver's license revocation minimum 90 days.

Second Offense: Minimum fine \$500, maximum \$5000; minimum imprisonment 20 days, maximum 1 year; driver's license revocation minimum 1 year; possible loss of vehicle.

Third Offense: Minimum fine \$1000, maximum \$5000; minimum imprisonment 60 days, maximum 1 year; driver's license revocation minimum 3 years; possible loss of vehicle.

Fourth Offense: Minimum fine \$2000, maximum \$5000; minimum imprisonment 120 days, maximum 1 year; driver's license revocation minimum 5 years; possible loss of vehicle.

Nationally, motor vehicle accidents involving drunk drivers are responsible for a majority of the deaths in young people age 5 to 32. Each year 25,000 lives are lost as a result of drunk drivers; there are approximately 500 funerals each week or 70 funerals each day. A life is lost as the result of a drunk driver, every **21 MINUTES**.

The odds indicate about 2 in every 5 Americans will be involved in an alcohol-related traffic crash at some time in their lives. From 1982 through 1990, over 210,000 people died in alcohol-related crashes. One out of every 3 people killed in alcohol-related crashes is not the drinking driver or pedestrian. These people are the victims of a drinking driver. Drinking is a factor in 17 percent of serious injury crashes and in 4 percent of all property damage crashes.

Nationally, nearly 45.1 percent of the 39,235 traffic fatalities recorded in 1992 died in alcohol-related crashes. Thirty-six percent of all drivers who were fatally injured in 1992 were driving while intoxicated. In 1992, drinking was a factor in approximately 16,793 fatal crashes; 228,000 injury crashes; and 220,000 property damage crashes.

Roadway Sobriety Checkpoints have been proven effective across the nation in reducing the number of alcohol-related highway fatalities. Your courtesy, cooperation, and support on this program is appreciated. Help the Alaska State Troopers keep things in check.

Walter J. Hickel, Governor, State of Alaska
Richard L. Burton, Commissioner, Dept. of Public Safety
Colonel John R. Murphy, Director, Alaska State Troopers

PEDESTRIAN FACT SHEET

- There are more than 100,000 pedestrian injuries and approximately 6,000 pedestrian fatalities each year.
- Crashes involving pedestrians are likely to be fatal crashes and account for approximately 15 percent of all traffic fatalities.
- Alcohol impairment is a leading factor in pedestrian fatalities and injuries. Approximately one-third of the pedestrians involved in fatal pedestrian crashes were intoxicated. In about half of the fatal pedestrian crashes, pedestrians between the ages of 14 and 65 had been drinking.
- Approximately half of the total number of pedestrian fatalities each year involve use of alcohol either by the driver or the pedestrian.
- There are more than 9 alcohol-related fatal pedestrian crashes every day in this country. In 1992, there were 1,902 alcohol-related fatal pedestrian crashes.
- One out of 4 alcohol-related fatal pedestrian crashes involves a pedestrian who had not been drinking and a driver who had.
- More than half of all fatal pedestrian crashes involving adults ages 20-29 involved alcohol in 1992.
- Many prescriptions and over-the-counter medications, when combined with alcohol, impair mental alertness and the ability to walk safely.

Motorcycle Fact Sheet

- In 1992, traffic crashes killed 2,394 motorcyclists. An additional 72,000 were injured.
- In 1992, alcohol was present in 52.4 percent of motorcycle operators involved in fatal crashes. The presence of alcohol is higher in motorcycle operators involved in fatal crashes than in the operators of any other type of vehicle involved in fatal crashes.
- In 1992, 30 percent of motorcycle drivers under the age of 20 killed in traffic crashes had some level of alcohol in their blood, with the majority of these having a blood alcohol content of .10 or above.
- Although motorcycles only represent less than 3 percent of all registered motor vehicles, crashes involving motorcycles account for almost 7 percent of all motor vehicle fatalities.
- Per mile, a motorcyclist is approximately 20 times more likely to die in a crash than is an automobile operator.
- Head injury is the leading cause of death in motorcycle crashes. Compared to a helmeted rider, an unhelmeted rider is 40 percent more likely to incur a fatal head injury and 15 percent more likely to incur a head injury of lesser severity when involved in a crash.
- A study of all injured motorcyclists admitted to Maryland trauma centers for a one-year period in 1987-88 found that of the 165 patients tested for alcohol use, 53.3 percent tested positive. Of the riders under the legal drinking age tested for alcohol use, 31.3 percent tested positive.

TRUCKS FACT SHEET

- Light, medium and heavy trucks were involved in 18,783 fatal crashes in 1989.
- In 1989, 38.3 percent of light trucks, 7.3 percent of medium trucks, and 5.0 percent of heavy truck drivers involved in fatal crashes had some level of alcohol in their blood.
- Occupants of other vehicles constitute approximately three-fourths of the victims in medium and heavy truck crashes.

SPEED FACT SHEET

- Speed is the most prominent factor governing the fundamental relationships among all the physical forces involved in crashes, including motorist reaction time and crash severity.
- From current data, the National Highway Traffic Safety Administration estimates that the percent of vehicles exceeding 65 mph on rural interstate highways has increased from 23 percent in 1986 to 45 percent in 1992. In the same time period, the percent of vehicles exceeding 75 mph increased from an estimated 6 percent to 20 percent.
- Speed increases the distance a vehicle travels during the "fixed period of time" that it takes for the driver to react to a perceived danger.
- Speed increases the total stopping distance necessary to halt a vehicle. The Federal Motor Vehicle Safety Standard (FMVSS) 105 requires that a car stop within 383 feet from 80 mph, 172 feet from 55 mph, and 70 feet from 35 mph.
- One-third of all fatal crashes are related to speed.
- Speed-related fatal crashes most often involve only a single vehicle.
- Speed is a frequently occurring driver-error-related cause contributing to crashes.
- Crash severity increases disproportionately with speed at impact. The chances of death or serious injury double for every 10 mph of increased vehicle speed.
- The safety benefits of occupant protection (safety belts/air bags/child safety seats) diminish in a crash as speeds increase.
- Excessive speed was noted for approximately 30 percent of unrestrained drivers in fatal crashes.
- The energy of impact delivered to the driver and passengers in a collision is proportional to the square of the speed. If a driver of a car increases the speed from 20 mph to 80 mph, the speed goes up by a factor of four and the energy of the impact delivered in a collision goes up by a factor of 16 in these crashes.
- Police investigating fatal crashes report that unsafe practices (speeding, following too closely, improper lane use, unsafe passing, and reckless operation) account for more than one-third of the total at-fault, driver-related factors in these crashes.
- Of all drivers involved in speed-related fatal crashes in 1992, about 56 percent were under the influence of alcohol.
- Higher speeds result in more severe crashes which can result in more disabling injuries.
- The total societal cost of speed-related crashes is more than \$10 billion annually.

SOBRIETY CHECKPOINTS

RESOLUTION 93-19 (new)

WHEREAS, impaired driving kills more than 20,000 people each year and costs the nation as much as \$46 billion annually; and

WHEREAS, highway experts agree that deterrence of drinking and driving requires a perception that detection and arrest are likely to occur; and

WHEREAS, only one in 200 to 2,000 impaired driving trips results in an arrest; and

WHEREAS, a study by the insurance institute for Highway Safety bears out that drinking drivers have a higher perception of the risk of arrest in communities where checkpoints are used than in communities which do not employ this technique; and

WHEREAS, sobriety checkpoints can offer a safe and effective means of detecting and discouraging alcohol impaired driving; and

WHEREAS, the Supreme Court of the United States upheld the legality of sobriety checkpoints finding that they balance Fourth Amendment rights against public safety;

NOW THEREFORE BE IT RESOLVED, that NAGHS,3 supports the use of sobriety checkpoints to detect and apprehend alcohol impaired drivers and urges states to implement the use of them as an effective alcohol countermeasure.

Submitted by: Impaired Driving Committee

~~87.5.8~~
50112



MADD

Mothers Against Drunk Driving

669 Airport Freeway, Suite 310 • Hurst, Texas 76053 • (817) 268-MADD • FAX (817) 268-6827
(817) 268-6233

INTRODUCTION

Throughout MADD's existence, the organization has sought to address the drunk driving issue by promoting public policies which would aid victims of drunk driving crashes, discourage impaired driving and deal more effectively with those who do drive under the influence. This brochure compiles position statements adopted by the national organization of Mothers Against Drunk Driving. New position statements are added as issues are studied and evaluated.

For further information about MADD's legislative goals and position statements, and for resources and/or model laws on these issues, contact MADD National Public Affairs Department, 669 Airport Freeway, Suite 310, Hurst, Texas, 76053.

MOTHERS AGAINST DRUNK DRIVING
POSITION PAPER
SOBRIETY CHECKPOINTS

A recent method of apprehending alcohol-impaired drivers on America's highways is the use of sobriety checkpoints. Many drinking drivers feel their actions can go undetected and, unfortunately, many do. Only one out of every thousand impaired driving trips results in an arrest.

Sobriety checkpoints offer a safe method to detect impaired drivers. They provide law enforcement officials with the opportunity to identify DUI offenders before a possible crash occurs.

Surveys in a number of states including Delaware, Maryland, Missouri, Washington, and Virginia, along with the District of Columbia, have shown strong support for checkpoints. Up to 90 percent of the public have indicated in such public opinion surveys that they favor this procedure. Moreover, in communities which have implemented checkpoints, citizens indicate even greater support for this law enforcement method. Checkpoints are supported not only by those who do not drink and drive, but also by those who are most at risk for being apprehended at checkpoints. This indicates that those of us who drive at night are willing to be stopped at a checkpoint in order to reduce the threat imposed by the drunk driver--the threat that kills an average of 25,000 people and costs this nation \$25 billion per year.

SOBRIETY CHECKPOINTS
PAGE 2

A study by the Insurance Institute for Highway Safety has shown that drinking drivers have a higher perception of the risk of arrest in communities where checkpoints are utilized than in communities which do not employ this technique. It is this fear of arrest that is the most effective deterrent to drunk driving.

Sobriety checkpoints should be carefully planned, highly organized, and supervised to ensure public safety, fairness and minimum intrusion upon the non-drinking driver. Those who do not show signs of impairment or being under the influence are normally passed through a checkpoint in fifteen to thirty seconds. Like the brief security check at airports, this is a small price to pay for safety on our roads.

While some have expressed concern that checkpoints are not an efficient method to apprehend the drunk driver, actual experience in Delaware, Virginia, and the District of Columbia has shown that police officers make as many or more arrests per hour at checkpoints as they do in the more traditional role of patrolling the streets.

Many federal and state courts support the constitutionality of the principal of sobriety checkpoints. Despite records of roadblock effectiveness abroad, only a few of the most advanced law enforcement agencies in the U.S. to date have taken advantage of this new enforcement technique.

It is time that all Americans are afforded protection from impaired drivers by the regular use of checkpoint procedures. The men and women of MADD urge local and state officials to immediately implement sobriety checkpoints.

WALTER J. HICKEL
GOVERNOR



P. O. Box 110001
Juneau, Alaska 99811-0001
(907) 465-3500

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 4, 1994

*The Honorable Ramona Barnes
Speaker of the House
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182*

Dear Speaker Barnes:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the use of sobriety checkpoints to discover and deter drivers who are impaired by alcohol or drugs.

Drunk driving is a major highway safety concern in Alaska. The deterrence, or apprehension and successful prosecution, of drivers impaired by alcohol or drugs has been and remains a major concern of law enforcement.

This bill authorizes a law enforcement agency to establish and operate a sobriety checkpoint under a court order authorizing the checkpoint. To obtain the order, the law enforcement agency must submit to the judge a written plan describing the proposed checkpoint. If the judge determines that the plan meets certain standards and appropriately minimizes delays and intrusions that will be caused by its operation, the judge will issue an order authorizing the proposed checkpoint.

In my State of the State address on January 12, 1993, I identified "alcoholism, along with the abuse of other drugs," as "Alaska's number one health problem." I reiterated my commitment to dealing with this issue in my State of the State address this year, as well. This proposed legislation gives law enforcement officers additional tools that they need to combat the significant highway safety problem presented by those drivers who drink or use drugs and then cause accidents that are fatal or cause serious injury.

I urge your favorable action on this bill.

Sincerely,

A handwritten signature in cursive script that reads "Walter J. Hickel".

Walter J. Hickel
Governor

*Sobriety Checkpoint Use
in the United States*

June 15, 1992

SOBRIETY CHECKPOINTS

Alabama

Conducting sobriety checkpoints: Yes No

Alabama Department of Public Safety: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 1,091

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Daily

* The Alabama Department of Public Safety conducts "driver license and safety checkpoints" which target license and alcohol violations.

Other law enforcement agencies in the State conducting sobriety checkpoints: Huntsville P.D.; Mobile P.D.

Alaska

Conducting sobriety checkpoints: Yes No

Alaska Department of Public Safety: Yes No

- Statewide: Yes *N/A* No *N/A*

- Number of sobriety checkpoints conducted within the last year: *N/A*

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year *N/A*

- Conducted on a regular basis: Yes *N/A* No *N/A*

Frequency conducted: *N/A*

Other law enforcement agencies in the State conducting sobriety checkpoints:
None

Arizona

Conducting sobriety checkpoints: Yes No

Arizona Department of Public Safety: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 30

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Bi-monthly statewide

Other law enforcement agencies in the State conducting sobriety checkpoints:

Arizona Department of Public Safety advises most of the larger departments in the State conduct sobriety checkpoints.
Those agencies identified: Phoenix P.D.; Maricopa County S.O.; Peoria P.D.; Glendale P.D.

Arkansas

Conducting sobriety checkpoints: Yes No

Arkansas State Police: Yes No

- Statewide: Yes No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Weekly

Other law enforcement agencies in the State conducting sobriety checkpoints:

Arkansas State Police and Arkansas Highway and Transportation Department advise no sobriety checkpoints are being conducted in the State.

California

Conducting sobriety checkpoints: Yes No

California Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 91

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly at local level

Other law enforcement agencies in the State conducting sobriety checkpoints:

California Highway Patrol advises many local police agencies conduct sobriety checkpoints jointly with them. Agencies identified as conducting sobriety checkpoints on their own: Los Angeles P.D.; Sacramento P.D.; San Francisco P.D.; Bakersfield P.D.; San Diego P.D.; Redding P.D.; San Bernadino S.O.

Colorado

Conducting sobriety checkpoints: Yes No

Colorado State Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 18

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Bi-monthly statewide

Other law enforcement agencies in the State conducting sobriety checkpoints:

Broomfield P.D.; Grand Junction P.D.; Trinidad P.D.; Adams County S.O.; Jefferson County S.O.; U.S. Park Service; U.S. Forest Service; Arvada P.D.; Westminster P.D.; Sheridan P.D.; El Paso PD.; Douglas County S.O.; Denver P.D.; Aurora P.D.; Longmont P.D.; Northglenn P.D.; Thornton P.D.

Note: Region VIII reports 20 sobriety checkpoints conducted statewide in 1990.

Connecticut

Conducting sobriety checkpoints: Yes No

Connecticut Department of Public Safety: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 75 (est.)

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Bi-Monthly at local level

Other law enforcement agencies in the State conducting sobriety checkpoints:

Other police agencies in Connecticut are conducting sobriety checkpoints. Those agencies are not identified at this time.

Delaware

Conducting sobriety checkpoints: Yes No

Delaware State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 95

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly at local level

Other law enforcement agencies in the State conducting sobriety checkpoints: Newark P.D.; New Castle County P.D.;
Wilmington P.D.; Dover P.D.

District of Columbia

Conducting sobriety checkpoints: Yes No

- District-wide: Yes No

- Number of sobriety checkpoints conducted within the last year: 9

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Once a month when possible

Florida

Conducting sobriety checkpoints: Yes No

Florida Highway Patrol: Yes No

- Statewide: Yes *N/A* No *N/A*

- Number of sobriety checkpoints conducted within the last year: *N/A*

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions *N/A* Throughout year *N/A*

- Conducted on a regular basis: Yes *N/A* No *N/A*

Frequency conducted: *N/A*

Other law enforcement agencies in the State conducting sobriety checkpoints:

Clearwater P.D.; Miami P.D.; Tampa P.D.; Metro-Dade County P.D.; Broward County S.O.; Sarasota County
S.O.; Sarasota P.D.; Manatee County S.O.; Seminole County S.O. Region IV advises at least 10 other police
agencies are conducting sobriety checkpoints in addition to the above mentioned.

Georgia

Conducting sobriety checkpoints: Yes No

Georgia State Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: Unknown

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Daily statewide

* The Georgia State Patrol incorporates sobriety checks into a "road check" procedure that checks for licenses and motor vehicle safety equipment.

Other law enforcement agencies in the State conducting sobriety checkpoints: Macon P.D.; Cobb County P.D.; Columbus P.D.; Albany P.D.; Griffin P.D.

Hawaii

Conducting sobriety checkpoints: Yes No

Honolulu City and County Police Department: Yes No

- Department-wide: Yes No

- Number of sobriety checkpoints conducted within the last year: 672

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Daily

Other law enforcement agencies in the State conducting sobriety checkpoints:

Region IX reports police agencies in Hawaii conduct sobriety checkpoints on a frequent basis. Those agencies identified: Hawaii County P.D.; Maui County P.D.; Kauai County P.D.

Idaho

Conducting sobriety checkpoints: Yes No

Idaho State Police: Yes No

- Statewide: Yes N/A No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:

None

Court note: The Idaho supreme court has found sobriety checkpoints to be in violation of the State's constitution (State v. Henderson. 756 P.2d 1057).

Illinois

Conducting sobriety checkpoints: Yes No

Illinois State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 166

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Random (conducted monthly on a statewide average)

* The Illinois State Police conduct "roadside safety checks" that target DWI and license violations.

Other law enforcement agencies in the State conducting sobriety checkpoints:

Mundelein P.D.; Kendall County S.O.; Silvis P.D.; East Moline P.D.; Peoria County S.O.; South Jacksonville P.D.; Cahokia P.D.; Effingham P.D.; Mt. Vernon P.D.; Jefferson County S.O.; Canton P.D.; Ottawa P.D.; Staunton P.D.; Brighton P.D.; Quincy P.D.; Kankakee County S.O.; Massac County S.O.; Metropolis P.D.; Chicago P.D.; Cook County S.O.

Indiana

Conducting sobriety checkpoints: Yes No

Indiana State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 44

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly at local level

Other law enforcement agencies in the State conducting sobriety checkpoints:

Over 35 police agencies are conducting sobriety checkpoints in Indiana. The major agencies: Indianapolis P.D.; Marion County S.O.; Anderson P.D.; Tippecanoe County S.O.; Wayne County S.O.; Columbus P.D.; Johnson County S.O.; Indiana Department of Conservation; Indiana Department of State Excise; Elkhart P.D.; Hendricks County S.O.; Richmond P.D.

Iowa

Conducting sobriety checkpoints: Yes No

Iowa Department of Public Safety: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 12

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly

Other law enforcement agencies in the State conducting sobriety checkpoints: Davenport P.D.; Clinton P.D.; Sioux City P.D.; Council Bluffs P.D.

Kansas

Conducting sobriety checkpoints: Yes No

Kansas Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 40

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly at local level

Other law enforcement agencies in the State conducting sobriety checkpoints: Wichita P.D.; Wichita S.O.; Kansas City P.D.; Kansas City S.O.; Topeka P.D.

Kentucky

Conducting sobriety checkpoints: Yes No

Kentucky State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 768

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Weekly

* The Kentucky State Police conducts "traffic checkpoints" that target license and DWI violations.

Other law enforcement agencies in the State conducting sobriety checkpoints: Jefferson County P.D.

Louisiana

Conducting sobriety checkpoints: Yes No

Louisiana State Police: Yes No

- Statewide: Yes N/A No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:

None

Court note: The Louisiana supreme court has ruled sobriety checkpoints are unconstitutional under both the State and U.S. Constitution (Louisiana v. Church, 538 So.2d 993 and State v. Parms, 523 So.2d 1293)

Maine

Conducting sobriety checkpoints: Yes No

Maine State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: Unknown

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly

Other law enforcement agencies in the State conducting sobriety checkpoints:

Auburn P.D.; Lewiston P.D.; Lisbon P.D.; Ft. Kent P.D.; South Portland P.D.; Westbrook P.D.; Bar Harbor P.D.; Waterville P.D.; Bangor P.D.; Brewer P.D.; Hampden P.D.; Lincoln P.D.; Old Town P.D.; Orono P.D.; Penobscot S.O.; Skowhegan P.D.; Baileyville P.D.; Kittery P.D.; Old Orchard P.D.; Saco P.D.; South Berwick P.D.; York P.D.

Maryland

Conducting sobriety checkpoints: Yes No

Maryland State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 15

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly

Note: The Maryland State Police is considering increased usage of sobriety checkpoints.

Other law enforcement agencies in the State conducting sobriety checkpoints:

Baltimore County P.D.; Prince George's County Police; Harford County S.D.; Howard County P.D.; Kent County S.O.

Massachusetts

Conducting sobriety checkpoints: Yes No

Massachusetts State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 5

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Quarterly

Note: Because of the State's current fiscal condition, the Massachusetts State Police is currently conducting sobriety checkpoints during holiday periods only.

Other law enforcement agencies in the State conducting sobriety checkpoints:

Massachusetts Dept. of Public Safety, Registry Police; Massachusetts Dept. of Environment, Metropolitan District Commission Police

Second Note: Region I reports sobriety checkpoints are not actively used at local level.

Michigan

Conducting sobriety checkpoints: Yes No

Michigan State Police: Yes No

- Statewide: Yes N/A No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:
None

Court note: (Michigan Department of State Police v. Sitz, 496 U.S. ___, 110 S.Ct. 2481, 110 L.Ed.2d 412 (1990))
This case is under review by the Michigan supreme court for the purpose of determining the legality of sobriety checkpoints under the State's constitution. As of 1992 legislation was introduced to allow checkpoints, however, it was defeated and will be reintroduced in 1993.

Minnesota

Conducting sobriety checkpoints: Yes No

Minnesota State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 17

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Throughout year X

- Conducted on a regular basis: Yes No

Frequency conducted: Random

Other law enforcement agencies in the State conducting sobriety checkpoints:
Bloomington P.D.; Blaine P.D.; Coon Rapids P.D.; Fridley P.D.; Duluth P.D.; Moorehead P.D.; Virginia P.D.;
Willmare P.D.; New Ulm P.D.; Edina P.D.; Maplewood P.D.

Mississippi

Conducting sobriety checkpoints: Yes No

Mississippi Highway Safety Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: Unknown

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Throughout year X

- Conducted on a regular basis: Yes No X

Frequency conducted: Random

Other law enforcement agencies in the State conducting sobriety checkpoints:
Ridgeland P.D.; Jackson P.D.; Sparkville P.D.; Grenada P.D.; Vicksburg P.D.

Missouri

Conducting sobriety checkpoints: Yes No

Missouri State Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 40

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Presently every other month at local level

Other law enforcement agencies in the State conducting sobriety checkpoints:

Springfield P.D.; Rolla P.D.; Platte County S.O.; Kansas City P.D.; St. Charles County F.D.

Note: Central Missouri State University has developed a sobriety checkpoint training program.

Montana

Conducting sobriety checkpoints: Yes No

Montana Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 7

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Random

* Montana Highway Patrol conducts "safety spot checks" for license, equipment, and DWI violations.

Other law enforcement agencies in the State conducting sobriety checkpoints: Billings P.D.

Nebraska

Conducting sobriety checkpoints: Yes No

Nebraska State Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 12

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly

Other law enforcement agencies in the State conducting sobriety checkpoints: Lincoln P.D.; Omaha P.D.; Douglas County P.D.; Sarpy S.O.; Buffalo S.O.; Bellevue P.D.; Harlan S.O.; Lancaster S.O.; Dakota S.O.; South Sioux City S.O.; Offut Air Force Base; Scottsbluff S.O.; Grand Island P.D.

Note: Nebraska has programmed 12 sobriety checkpoints to begin mid-summer 1991. Nebraska Office of Highway Safety estimates 20 to 30 sobriety checkpoints will be conducted in fiscal year 1992.

Court note: The Nebraska high court ruled against the use of sobriety checkpoints. However, the court may allow sobriety checkpoints if the proper procedures are followed (State v. Crom. 383 N.W.2d 461 [1986]).

Nevada

Conducting sobriety checkpoints: Yes No

Nevada Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 12

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: The Nevada Highway Patrol requires each of it's three (3) regions to conduct one (1) sobriety checkpoint each quarter.

Other law enforcement agencies in the State conducting sobriety checkpoints: Carson City S.O.; Las Vegas Metropolitan Police, Reno P.D.

New Hampshire

Conducting sobriety checkpoints: Yes No

New Hampshire State Police: Yes No

- Statewide: Yes *N/A* No *N/A*

- Number of sobriety checkpoints conducted within the last year: *N/A*

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions *N/A* Throughout year *N/A*

- Conducted on a regular basis: Yes *N/A* No *N/A*

Frequency conducted: *N/A*

Other law enforcement agencies in the State conducting sobriety checkpoints:
None

Court note: The New Hampshire supreme court has found sobriety checkpoints to be in violation the New Hampshire constitution (State v. Koppel, 499 A.2d 977 [1985]). Sobriety checkpoints may, however, be conducted if they conform to the guidelines developed by the New Hampshire Attorney General.

New Jersey

Conducting sobriety checkpoints: Yes No

New Jersey State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 108

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Each troop conducts approximately three (3) sobriety checkpoints per month.

Other law enforcement agencies in the State conducting sobriety checkpoints:
Municipalities within the counties of Middlesex, Bergen, and Monmouth.

New Mexico

Conducting sobriety checkpoints: Yes No

New Mexico State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 100

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly at local level

Other law enforcement agencies in the State conducting sobriety checkpoints:

Albuquerque P.D.; Bernalillo County S.O.; Rio Rancho P.D.; Las Cruces P.D.; Santa Fe P.D.

Note: The Albuquerque P.D. has an excellent DWI enforcement program and sobriety checkpoints are an integral part of their overall enforcement effort.

New York

Conducting sobriety checkpoints: Yes No

New York State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 125

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: The New York State Police requires each troop to conduct at least one (1) sobriety checkpoint each month.

Other law enforcement agencies in the State conducting sobriety checkpoints:

Binghamton P.D.; Cortland County P.D.; Dutchess County P.D.; Genesee County P.D.; Herkimer County P.D.; Onondago County P.D.; Albany County P.D. The New York City Police Department conducts sobriety checkpoints on a weekly basis at the local level.

North Carolina

Conducting sobriety checkpoints: Yes No

North Carolina State Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 20

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly statewide when possible

Other law enforcement agencies in the State conducting sobriety checkpoints:

Region IV advises approximately 40 police agencies are conducting sobriety checkpoints in North Carolina.

North Dakota

Conducting sobriety checkpoints: Yes No

North Dakota Highway Patrol: Yes No

- Statewide: Yes N/A No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:

None

Ohio

Conducting sobriety checkpoints: Yes No

Ohio State Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 4

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Quarterly

Other law enforcement agencies in the State conducting sobriety checkpoints:

Dayton P.D.; Sandusky P.D.; Union Township P.D.; Hamilton County S.O.; Port Clinton P.D.; Cleveland P.D.; Wood County S.O.

Oklahoma

Conducting sobriety checkpoints: Yes No

Oklahoma Department of Public Safety: Yes No

- Statewide: Yes N/A No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:

None.

Court note: (State v. Smith, 674 P.2d 562 (1984)) This case was decided prior to Michigan Department of State Police v. Sitz. The State high court held that sobriety checkpoints violated the U.S. Constitution. It is unknown if the court will address this matter with regard to the State constitution.

Oregon

Conducting sobriety checkpoints: Yes No X

Oregon State Police: Yes No X

- Statewide: Yes N/A No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:

None

Court note: The Oregon supreme court has held that the use of sobriety checkpoints does not violate the U.S. Constitution (*State v. Shankle*, 647 p.2d 959 [1982] and *Nelson v. Lane County*, 743 P.2d 692 [1987]). The court in the Lane County case indicated that the State could establish "administrative checkpoints" to control the intoxicated driver problem. The sanctions associated with apprehending a person at such a checkpoint must be administrative in nature and not criminal. The court further noted that such "administrative checkpoints" must be authorized by statute.

Pennsylvania

Conducting sobriety checkpoints: Yes X No

Pennsylvania State Police: Yes X No

- Statewide: Yes X No

- Number of sobriety checkpoints conducted within the last year: 180

- Used only for special occasions or throughout the year as part of an over-all DWI enforcement program:
Special occasions Throughout year X

- Conducted on a regular basis: Yes X No

Frequency conducted: Monthly at local level

Other law enforcement agencies in the State conducting sobriety checkpoints:

Allentown P.D.; Pittsburgh P.D. Counties in Pennsylvania in which sobriety checkpoints are being conducted: Chester; York; Dauphin; Delaware; Berks; Schuylkill; Cumberland; Erie; Luzerne; Lackawanna; Lehigh; Lycoming; Allegheny. Region III advises an additional 6 counties will be conducting sobriety checkpoints in fiscal year 1992: Northampton; Bucks; Montgomery; Westmoreland; Fayette; Lancaster.

Rhode Island

Conducting sobriety checkpoints: Yes No X

Rhode Island State Police: Yes No X

- Statewide: Yes N/A No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:

None

Court Note: Sobriety checkpoints have been found to be in violation of the Rhode Island constitution (*Primental v. Rhode Island*, 561 A.2d 1348 [1989]).

South Carolina

Conducting sobriety checkpoints: Yes No

South Carolina Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 550

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Weekly at local level

Other law enforcement agencies in the State conducting sobriety checkpoints:

Columbia P.D.; Anderson P.D.; Anderson S.O.; Charleston P.D.; Charleston S.O.; Florence P.D.;

Aiken P.D.; Spartanburg P.D.; Lexington County S.O.; Richland County S.O.; Spartanburg County S.O.;

Greenville County S.O.; York County S.O.; North Charleston P.D.; Irmo P.D.; Georgetown P.D.

South Dakota

Conducting sobriety checkpoints: Yes No

South Dakota Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 20

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Bi-monthly statewide

Note: The South Dakota Highway Patrol is increasing their involvement with sobriety checkpoints.

Other law enforcement agencies in the State conducting sobriety checkpoints: Sioux Falls P.D.

Tennessee

Conducting sobriety checkpoints: Yes No

Tennessee Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 1,210 (est.)

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Weekly at local level

* The Tennessee Highway Patrol conducts "road blocks" which target equipment and other safety violations.

Note: Sobriety checkpoint legislation has been introduced to the Tennessee legislature (House Bill 582 and Senate Bill 525). If enacted, the title of the legislation will be the "Tennessee Highway Checkpoint Act of 1991". Sobriety checkpoints will be allowed under this legislation with guidelines established as to how they will be conducted. These guidelines resemble those found in "The Use of Sobriety Checkpoints for Impaired Driving Enforcement".

Other law enforcement agencies in the State conducting sobriety checkpoints: Unknown if other agencies are conducting sobriety checkpoints.

Texas

Conducting sobriety checkpoints: Yes No

Texas Department of Public Safety: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year:

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted:

Other law enforcement agencies in the State conducting sobriety checkpoints:

Houston P.D. conducts sobriety checkpoints with other local police agencies. Those other agencies are not identified at this time.

Court note: Upon the finding of Michigan Department of State Police v. Sitz, Texas reviewed whether sobriety checkpoints are a violation of the U.S. Constitution (Higbie v. State, 780 S.W.2d 223 [1989]). At this time legislative authority needs to be granted to conduct checkpoints.

Utah

Conducting sobriety checkpoints: Yes No

Utah Department of Public Safety: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year:

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted:

Other law enforcement agencies in the State conducting sobriety checkpoints:

As of July 1, 1992 legislation becomes effective allowing checkpoints in Utah and enforcement activity is being planned to begin at that time.

Vermont

Conducting sobriety checkpoints: Yes No

Vermont State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 12

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Monthly

Other law enforcement agencies in the State conducting sobriety checkpoints:

Several police agencies in Chitterden County participated in a sobriety checkpoint in 1990, as well as all eight CRASH program agencies.

Virginia

Conducting sobriety checkpoints: Yes No

Virginia Department of State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 27 -

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Weekly

- The Virginia State Police conducted 27 checkpoints using their Batmobile last year and an undetermined number of sobriety checkpoints based out of the district or "barracks" level

Other law enforcement agencies in the State conducting sobriety checkpoints: Henrico P.D.; Hanover County S.O.; Richmond P.D.; Chesterfield County P.D.; Virginia Beach P.D.; Norfolk P.D.; Chesapeake P.D.; Prince William County P.D.; Charlottesville P.D.

Washington

Conducting sobriety checkpoints: Yes No

Washington State Patrol: Yes No

- Statewide: Yes N/A No N/A

Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:

None

Court note: Sobriety checkpoints have been found to be in violation of the Washington constitution by State court (City of Seattle v. Mesiani, 755 P.2d 775 [1988]). In an earlier case, a checkpoint for the purpose of checking driver's licenses, vehicle registrations and equipment was held to be an invalid seizure by the State supreme court (State v. Marchand, 706 P.2d 285 [1985]). Legislation was defeated in 1992 to allow checkpoints, however, legislation will be reintroduced in 1993.

West Virginia

Conducting sobriety checkpoints: Yes No

West Virginia State Police: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: 37

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:

Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: Presently every month at the local level

Other law enforcement agencies in the State conducting sobriety checkpoints: Cabell County S.O.; Beckley P.D.; St. Albans P.D.; Huntington P.D.; Harrison County Task Force; Taylor County S.O.; Fairmont P.D.

Wisconsin

Conducting sobriety checkpoints: Yes No

Wisconsin State Patrol: Yes No

- Statewide: Yes N/A No N/A

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions N/A Throughout year N/A

- Conducted on a regular basis: Yes N/A No N/A

Frequency conducted: N/A

Other law enforcement agencies in the State conducting sobriety checkpoints:

* The Walworth County S.O. conducted a series of sobriety checkpoints starting on Labor Day 1991. All police agencies in Walworth County participated in the sobriety checkpoints, with several other agencies from around the State participating in the planning process.

Note: Sobriety checkpoints are receiving strong opposition from the Wisconsin Tavern League. While support for sobriety checkpoints by law enforcement has been strong, it has not been sufficient to overcome the lobbying efforts of the League.

Wyoming

Conducting sobriety checkpoints: Yes No

Wyoming Highway Patrol: Yes No

- Statewide: Yes No

- Number of sobriety checkpoints conducted within the last year: N/A

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Throughout year

- Conducted on a regular basis: Yes No

Frequency conducted: N/A

Note: Department policy restricts the use of sobriety checkpoints to daylight hours only.

* The Wyoming Highway Patrol use "roadside safety checkpoints" that target safety and DWI violations.

** Department policy restricts the use of sobriety checkpoints to daylight hours only.

Other law enforcement agencies in the State conducting sobriety checkpoints:

None

American Samoa

Conducting sobriety checkpoints: Yes Unknown No Unknown

- Territory-wide: Yes Unknown No Unknown

- Number of sobriety checkpoints conducted within the last year: Unknown

- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Unknown Throughout year Unknown

- Conducted on a regular basis: Yes Unknown No Unknown

Frequency conducted: Unknown

Guam

Conducting sobriety checkpoints: Yes No

- Territory-wide: Yes N/A No N/A
- Number of sobriety checkpoints conducted within the last year: N/A
- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions N/A Throughout year N/A
- Conducted on a regular basis: Yes N/A No N/A
- Frequency conducted: N/A

Puerto Rico

Conducting sobriety checkpoints: Yes No

- Territory-wide: Yes No
- Number of sobriety checkpoints conducted within the last year: 350
- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Throughout year
- Conducted on a regular basis: Yes No
- Frequency conducted: Bi-monthly

Virgin Islands

Conducting sobriety checkpoints: Yes No

- Territory-wide: Yes No
- Number of sobriety checkpoints conducted within the last year: 14
- Used only for special occasions or throughout the year as part of an overall DWI enforcement program:
Special occasions Throughout year
- Conducted on a regular basis: Yes No
- Frequency conducted: Weekly

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Revised: 04/10/91
Revised: 04/23/91
Revised: 08/21/91
JPM: 06/15/92

States	Conducting Sobriety Checkpoints	State Police/Highway Patrol						Number of Other Agencies in State Using Checkpoints
		Using Check-points	Used More than Holidays	State-Wide	Regular Basis	# of Check-points in Last Year	Frequency	
Ohio *	Yes	Yes	Yes	Yes	Yes	4	Quarterly	7
Oklahoma	No	No	N/A	N/A	N/A	N/A	N/A	None
Oregon	No	No	N/A	N/A	N/A	N/A	N/A	None
Pennsylvania *	Yes	Yes	Yes	Yes	Yes	180	Monthly	19
Rhode Island	No	No	N/A	N/A	N/A	N/A	N/A	None
South Carolina *	Yes	Yes	Yes	Yes	Yes	550	Weekly	16
South Dakota *	Yes	Yes	Yes	Yes	Yes	20	Bi-monthly	1
Tennessee *	Yes	Yes	Yes	Yes	Yes	1,210	Weekly	Unknown
Texas	Yes	No	N/A	N/A	N/A	N/A	N/A	1
Utah	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Vermont *	Yes	Yes	Yes	Yes	Yes	12	Monthly	1+
Virginia *	Yes	Yes	Yes	Yes	Yes	27+	Weekly	9
Washington	No	No	N/A	N/A	N/A	N/A	N/A	None
West Virginia *	Yes	Yes	Yes	Yes	Yes	37	Monthly	7
Wisconsin	Yes	No	N/A	N/A	N/A	N/A	N/A	1+
Wyoming	No	No	No	No	No	N/A	N/A	None

Territories and District	Conducting Sobriety Checkpoints	Territory-wide or District-wide	# of Check-points in Last Year	Used More Than Holidays	Regular Basis	Frequency
American Samoa	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Guam	No	N/A	N/A	N/A	N/A	None
Puerto Rico	Yes	Yes	350	Yes	Yes	Bi-monthly
Virgin Islands	Yes	Yes	14	Yes	Yes	Weekly
Washington D.C.	Yes	Yes	9	Yes	Yes	Monthly

* Indicates those States where the State Police/Highway Patrol agencies conduct sobriety checkpoints statewide at least once a month. These State agencies also coordinate and combine their checkpoints with local agencies. There are presently 30 States meeting this criteria (Hawaii is included in this figure due to the widespread use of sobriety checkpoints in that State).

Although they do not specifically meet the above criteria, an additional 9 States are conducting sobriety checkpoints on a limited basis.

10 States are not conducting sobriety checkpoints. Of these States, State supreme courts have found sobriety checkpoints to be in violation of State constitutions in Wyoming, Idaho, Louisiana, Rhode Island, and Washington. Five States have legal or administrative impediments precluding the use of sobriety checkpoints: Michigan, New Hampshire, Oklahoma, and Oregon. One State has made the decision not to do sobriety checkpoints: North Dakota.

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STATE AND FEDERAL APPELLATE COURT DECISIONS
 CONCERNING ROADSIDE SOBRIETY CHECKPOINTS
 (January 22, 1993)

State	Yes/No*	Case Name and Citation
Alabama	Yes	Smith v. State, 515 So.2d 149 (Ala. Cr. App. 1987) ^{4c}
Alaska		
Arizona	Yes	State v. Superior Court, 591 P.2d 1073 (1984) ^{4j}
Arkansas	Note:	See Footnote No. 12.
California	Yes	Ingersoll v. Palmer, 743 P.2d 1299 (Cal. 1987) ^{4b}
Colorado	Yes	People v. Rister, 803 P.2d 483 (Colo. 1990) ⁴¹
Connecticut		
Delaware	Note:	See Delaware v. Prouse, 440 U.S. 648 (1979) ¹⁷
Dist. of Columbia	Note:	Galberth v. U.S., 590 A.2d 990 (D.C. App. 1991) ⁵
Florida	Yes ³	State v. Jones, 483 So.2d 433 (1986) ^{4a}
Georgia	Yes	State v. Golden, 318 S.E.2d 693 (Ga. App. 1984) ^{3c}
Hawaii	Yes	Hawaii v. Nagamine (No. 8-91009) (1985) ¹⁹
Idaho	No ⁰	State v. Henderson, 756 P.2d 1057 (Idaho 1988)
Illinois	Yes	People v. Bartlev, 486 N.W.2d 880 (Ill. 1985) ^{4c}
Indiana	Yes	State v. Garcia, 500 N.E.2d 158 (Ind. 1986) ⁹
Iowa	Yes	State v. Riley, 377 N.W.2d 242 (IA 1985) ^{4s, 18}
Kansas	Yes	State v. Deskins, 673 P.2d 1174 (Kansas 1983)
Kentucky	Yes	Kinslow v. Com., 660 S.W.2d 677 (Ky. 1984) ⁴
Louisiana	No ⁰	State v. Parms, 523 So.2d 1293 (La. 1988) ⁴⁹
Maine	Yes	State v. Leighton, 551 A.2s 116 (Me. 1988) ^{3d}
Maryland	Yes	Little v. State, 479 A.2d 903 (Md. 1984)
Massachusetts	Yes	Com. v. Shields, 521 N. .2d 987 (Mass. 1988) ³⁵
Michigan	No	See Footnote No. 21.
Minnesota	Yes	Chock v. Comm. of Pub. Safety, 448 N.W.2d 592 ¹¹
Mississippi	Note:	See Miller v. State, 373 So.2d 1004 (Miss. 1979) ⁴⁰
Missouri	Yes	State v. Welch, 755 S.W.2d 624 (Mo. App. 1988) ⁴⁵
Montana	Note:	Checkpoints Authorized via Safety Spot Checks ⁴⁰
Nebraska	No ¹⁰	State v. Crom, 383 N.W.2d 461 (Nebr. 1986)
Nevada		See Footnote No. 33.
New Hampshire	No ⁰	State v. Koppel, 499 A.2d 977 (N.H. 1985) ⁻³
New Jersey	Yes	State v. Mazurek, 567 A.2d 277 (NJ Super AD 1989)
New Mexico	Ye	City of Law Cruces v. Betancourt, 735 P.2d 1161 ¹⁵
New York	Yes	People v. Scott, 473 N.E.2d 1 (N.Y. 1984) ⁴³
North Carolina	Note:	See Footnote No. 30.
North Dakota	Note:	State v. Wetzel, 456 N.W.2d 115 (N.D. 1990) ³⁸
Ohio	Note:	See State v. Goines, 474 N.E.2d 1219 (CA 1984) ¹³
Oklahoma	No	State v. Smith, 674 P.2d 562 (Okla. Cr. 1984) ⁴⁷
Oregon	No ⁰	State v. Bovanovsky, 743 P.2d 711 (Or. 1987) ⁴⁰
Pennsylvania	Yes	Com. v. Tarbert, 535 A.2d 1035 (Pa. 1987) ³⁰
Puerto Rico		
Rhode Island	No ⁵	Primental v. Rhode Island 561 A.2d 1348 (RI 1988)
South Carolina		
South Dakota	Note:	See State v. Halverson, 277 N.W.2d 723 ⁰
Tennessee		
Texas	No	King v. State, 816 S.W.2d 447 ³⁷
Utah	Note:	Authorized by Ut. Code Anno. 6 77-23-101 et seq. ³³

APPELLATE DECISIONS-SOBRIETY CHECKPOINTS

State	Yes/No*	Case Name and Citation
Vermont	Yes	State v. Martin, 496 A.2d 442 (1985) ^{2a}
Virginia	Yes	Lowe v. Commonwealth, 337 S.E.2d 273 (1985) ^{10&25}
Washington	No ^b	City of Seattle v. Mesiani, 755 P.2d 775 (1988) ¹⁴
West Virginia	Note:	See State v. Frisbv, 245 S.E.2d 622 (W.Va. 1978) ³¹
Wisconsin	Note:	Checkpoints Prohibited by Law § 349.02(2)(a)
Wyoming		
TOTALS	Yes=23 No=10	

*Yes=A favorable decision on the use of sobriety checkpoints (e.g., constitutional).

No=An unfavorable decision on the use of sobriety checkpoints (e.g., unconstitutional).

References: See 37 ALR4th 10 and, under "Automobile" in West's Digests, "Key Number" 349(9).

FOOTNOTES:

¹Sobriety checkpoints held unconstitutional as applied/administered by law enforcement personnel.

²See also State v. Hillesheim, 291 N.W.2d 314 (Iowa 1980), where the State supreme court indirectly decided that properly conducted checkpoints would not violate the U.S. Constitution (Fourth Amendment).

³The court held that sobriety checkpoints are generally constitutional if the correct procedures are followed. However, as such procedures were not followed in this case, the checkpoint was unconstitutional as applied.

⁴Cert. den. by the U.S. Supreme Court, 465 U.S. 1105 (1984).

⁵Certain types of checkpoints (e.g., sobriety checkpoints) were indirectly approved. See also U.S. v. McFayden, 865 F.2d 1306 (D.C.Cir. 1989), where the U.S. Court of Appeals for the District of Columbia Circuit upheld the use of a roadblock (checkpoint) for the purpose of checking the validity of drivers' licenses and vehicle registrations.

⁶Sobriety checkpoints found to be in violation of the State's constitution. See State v. DeCamera, 568 A.2d 86 (N.J.Super.A.D. 1989). See also, State v. Moskal, 86 A.2d 845 (N.J.Super.A.D. 1991), and State v. Kirk, 493 A.2d 127 (N.J.Super.A.D. 1985). For a case involving an unreasonable roadblock that interfered with individual liberties and interstate commerce, see State v. Barcia, 549 A.2d 491 (N.J.SuperL. 1988).

APPELLATE DECISIONS--SOBRIETY CHECKPOINTS

FOOTNOTES: (continued)

⁸(S.D. 1979) In the Halverson case, a person was charged with driving with a revoked license following a stop at temporary checkpoint to determine violations of the State's wild game laws. However, in an earlier case, *State v. Olgaard*, 248 N.W.2d 392 (S.D. 1976), a DWI checkpoint was found to be unconstitutional; the court felt that a "prior judicial warrant" was needed before a DWI checkpoint could be conducted. Note: These cases were decided prior to *Delaware v. Prouse*, 440 U.S. 648 (1979). In a recent case, the South Dakota Supreme Court held that the police had probable cause to stop a driver for a criminal traffic offense when the driver tried to avoid a checkpoint. See *State v. Thill*, 474 N.W.2d 86 (S.D. 1991).

⁹Cert. den. by the U.S. Supreme Court, 481 U.S. 1014 (1987). See also *Snyder v. State*, 538 N.E.2d 961 (Ind.App. 4 Dist. 1989).

¹⁰Cert. den. by the U.S. Supreme Court, 475 U.S. 1084 (1986).

¹¹(Minn.App. 1990). In an earlier case, this court held against sobriety checkpoints, in part, because there was a lack of evidence showing the "need" for them. See *State v. Muzik*, 379 N.W.2d 599 (Minn.App. 1985). However, if proper procedures are not followed, the court will invalidate a checkpoint. See *State v. Larson*, 485 N.W.2d 571 (Minn.App. 1992). Note: A voluntary roadside "drunk driver survey" was held constitutional by a Federal District Court; see *Stark v. Perpich*, 590 F.Supp. 1057 (1984).

¹²In several cases involving DWI arrests associated with roadblocks established to check the validity of driver's licenses/vehicle registrations, the Arkansas Court of Appeals has held that the roadblocks used were constitutional; see *Coffman v. State*, 759 S.W.2d 573 (Ark.App. 1988), *Tims v. State*, 760 S.W.2d 78 (Ark.App. 1988) and *Camp v. State*, 764 S.W.2d 463 (Ark. App. 1989). See also *Stobaugh v. State*, 769 S.W.2d 25 (Ark. 1989). Note: In *Garrett v. Goodwin*, 569 F.Supp. 106 (1982), a Federal district court issued a consent decree requiring the State to issue written procedures on how license and registration check roadblocks are to be conducted.

¹³Motor vehicle safety inspection "checkpoints" were upheld as conducted in this case. Language in this case, however, gives no indication as to whether the court would uphold sobriety checkpoints.

¹⁴Sobriety checkpoints found to be in violation of the State's constitution. Note: In an earlier case, *State v. Marchand*, 706 P.2d 285 (1985), a checkpoint for the purpose of checking driver's licenses, vehicle registrations and equipment was held to be an invalid seizure by the State supreme court; language in this case indicated that this court would be opposed to any type of checkpoint.

¹⁵(CA 1987). Note: See *United States v. Prichard*, 645 F.2d 854 (1981) (Cert. den. by the U.S. Supreme Court, 454 U.S. 832) where a routine driver's license and vehicle registration check by the New Mexico State Police was held valid. For another case, which also upheld this type of checkpoint, see *United States v. Diaz-Albertini*, 772 F.2d 654 (1985).

¹⁶The court may allow sobriety checkpoints if the proper procedures are followed. The court, however, was not clear on this point.

APPELLATE DECISIONS--SOBRIETY CHECKPOINTS

FOOTNOTES: (continued)

¹⁷The U.S. Supreme Court case that, prior to *Michigan Dept. of State Police v. Sitz*, 496 U.S. 444, 110 S.Ct. 2481, 110 L.Ed.2d 412 (1990), appears to have established, via dicta, the constitutionality of certain types of checkpoints (sobriety and otherwise). See also *Brower v. County of Inyo*, 489 U.S. 593 (1989), 109 S.Ct. 1378, 103 L.Ed.2d 628.

¹⁸Under § 321K.1, routine drunk driver roadblocks may be prohibited.

¹⁹This is an unpublished opinion. Note: Hawaii Revised Statutes § 286-162.6 and Notice 86-10 (an internal police regulation) provide for the minimum standards that law enforcement officers must use when conducting sobriety checkpoints. For a cases decided with reference to these standards, see *State v. Aguinaldo*, 782 P.2d 1225 (Hawaii 1989), and *State v. Fedak*, 825 P.2d 1068 (HawaiiApp. 1992).

²⁰However, a DWI arrest following an officer's observation of a violation while stopping and directing traffic around an accident was approved: see *State v. Holmes*, 813 P.2d 28 (Ore. 1991). See also, *State v. Gerrish*, 815 P.2d 1244 (Or. 1991), *State v. Anderson*, 743 P.2d 715 (Or. 1987), and *Nelson v. Lane County*, 743 P.2d 692 (Or. 1987). Both in the Lane County case and in *State v. Shankle*, 647 P.2d 959 (Or. 1982), the Oregon Supreme Court held that the use of sobriety checkpoints did not violate the Fourth Amendment to the U.S. Constitution. Note: The court in the Lane County case indicated that the State could establish "administrative checkpoints" to control the drunk driver problem. The sanctions associated with apprehending a person at such a checkpoint must be administrative in nature (e.g., driver's license suspension or revocation) not criminal (as in the *Boyanovsky* and *Anderson* cases). The court further noted that such "administrative checkpoints" must be authorized by statute. 743 P. 692, 679 (See especially Footnote No. 9 on p. 697.)

²¹In *Mich. Dept. of State Police v. Sitz*, 496 U.S.444, 110 S.Ct. 2481, 110 L.Ed.2d 412 (1990) the U.S. Supreme Court held that sobriety checkpoints do not on their face violate the U.S. Constitution's protections against unreasonable searches and seizures under the Fourth Amendment. However, on remand from the U.S. Supreme Court, the Michigan Court of Appeals held that sobriety checkpoints violated Michigan's Constitution. See *Sitz v. Mich. Dept. of State Police*, 485 N.W.2d 135 (Mich.App. 1992). (Note: The Michigan Supreme Court had declined to review the first court of appeals decision on this issue (432 Mich. 872). This cleared the way for the U.S. Supreme Court to review the case.) The decision in the remanded case has been appealed to the Michigan Supreme Court for the purpose of determining the legality of sobriety checkpoints under the State constitution's search and seizure provision (Const. 1963, art. 1, §11). Comment: In a recent case, the Michigan Supreme Court appears to have indicated that it will interpret the State constitution's provision on search and seizure the same way as the U.S. Supreme Court interprets the Fourth Amendment of the U.S. Constitution. See *People v. Mamon*, 457 N.W.2d 623 (Mich. 1990).

²²Cert. den. by the U.S. Supreme Court, 475 U.S. 1068 (1986).

APPELLATE DECISIONS--SOBRIETY CHECKPOINTS

FOOTNOTES: (continued)

²³See Opinion of the Justices, 509 A.2d 744 (N.H. 1986), where judicially authorized sobriety checkpoints via legislation may be allowed.

²⁴See also State v. Record, 548 A.2d 422 (Vt. 1988), that upheld the use of sobriety checkpoints under the State's constitution.

²⁵See Crandol v. City of Newport News, 386 S.E.2d 113 (Va. 1989), and Simmons v. Commonwealth, 380 S.E.2d 656 (Va. 1989), and Hall v. Com., 406 S.E.2d 674 (Va.App. 1991). In the Simmons and Hall cases, the courts held the sobriety checkpoints invalid because they did not follow the standards for such roadblocks as detailed in the Lowe case. In Com. v. Eaves, 408 S.E.2d 925 (Va.App. 1991), the court held that the police had probable cause to stop a driver for a criminal offense if they made a U-turn just in front of a checkpoint.

²⁶Note: In a separate sobriety checkpoint case, the California Supreme Court, based on the Ingersoll decision, vacated an opinion of a lower State appellate court that had held that the use of such checkpoints was unconstitutional. The defendant in this vacated case filed a petition with the U.S. Supreme Court for a writ of certiorari; the Court, however, denied the writ. See People v. In Re Richard T., 750 P.2d 297 (Calif. 1988) (No. 88-318), cert. den., 488 U.S. 986 (1988), 109 S.Ct. 542, 102 L.Ed.2d 572. The California Court of Appeals has held that advanced publicity is a necessary part of any checkpoint. Failure to have such publicity renders a checkpoint unconstitutional. The court based its decision on the fact that the checkpoint that was approved by the U.S. Supreme Court in the Sitz case had advanced public notice. See People v. Banks, 13 Cal.Rptr.2d 920 (Cal.App. 4th Dist. 1992).

²⁷This case was decided prior to Michigan Dept. of State Police v. Sitz, 496 U.S. 444, 110 S.Ct. 2481, 110 L.Ed.2d 412 (1990). The court held that a temporary sobriety checkpoint violated the Fourth Amendment to the U.S. Constitution. Note: Oklahoma has a statute (21 § 540B) authorizing the use of roadblocks for the purpose of apprehending persons who (1) have eluded the police, (2) have escaped custody or (3) have committed a felony. The Oklahoma courts have not determined whether either this statute or type of roadblock violates either the U.S. or State constitutions.

²⁸For another case upholding the use of sobriety checkpoints, see State v. Payne, 759 S.W.2d 252 (Mo.App. 1988). However, the court of appeals did hold a sobriety checkpoint illegal where there were no written procedures on how the checkpoint was to be conducted; see State v. Canton, 775 S.W.2d 352 (Mo.App. 1989).

²⁹See also Louisiana v. Church, 538 So.2d 993 (La. 1989). In these cases, the court also found sobriety checkpoints in violation of the U.S. Constitution as well as the State constitution.

³⁰North Carolina law establishes the minimum procedures needed to operate a sobriety checkpoint: see § 20-16.3A.

APPELLATE DECISIONS--SOBRIETY CHECKPOINTS

FOOTNOTES: (continued)

³¹Cert. den., 439 U.S. 1127 (1979). In this case, the West Virginia Supreme Court of Appeals held that checkpoints, established for the purpose of examining licenses and vehicle registrations, were constitutional if such were conducted according to a preconceived plan that used nondiscriminatory procedures. In a published opinion, the West Virginia Attorney General has determined that sobriety checkpoints, if properly conducted, would be constitutional under both the Federal and State constitutions; see Op. Attn. Gen., Dec. 27, 1984, No. 3.

³²and *Evans v. State*, 380 S.E.2d 332 (Ga.App. 1989). For other cases upholding the use of some form of checkpoint, see *Sapp v. State*, 374 S.E.2d 114 (Ga.App. 1988), *Mims v. State*, 410 S.E.2d 824 (Ga.App. 1991), *Brimer v. State*, 411 S.E.2d 128 (Ga.App. 1991) and *Christopher v. State*, 413 S.E.2d 236 (Ga.App. 1991).

³³Nevada law establishes minimum standards for conducting either administrative or temporary emergency roadblocks; see §§ 484.359 and 484.3591.

³⁴See also *State v. McMahon*, 557 A.2d 1324 (Me. 1989), and *State v. Babcock*, 559 A.2d 337 (Me. 1989). Note: In *State v. D'Angelo*, 605 A.2d 68 (Me. 1992), the court held that there was "reasonable and articulable suspicion" for a law enforcement officer to stop and question occupants of a vehicle where the vehicle was observed to have turned into a residential driveway just before a checkpoint, the vehicle's lights and engine were turned off and it appeared to the officer that the occupants did not live in the residence.

³⁵See also *Com. v. Cameron*, 545 N.E.2d 619 (Mass.App.Ct. 1989). In another appellate case, however, the State supreme court held that a sobriety checkpoint was illegal because it did not comply with written guidelines; see *Com. v. Anderson*, 547 N.E.2d 1134 (Mass. 1989).

³⁶See also *Com. v. Myrtetus*, 580 A.2d 42 (Pa.Super. 1990). Also, in *Com. v. Blouse*, 611 A.2d 1177 (Pa. 1992), the court held that systematic, non-discriminatory and non-arbitrary checkpoints established for the purpose of enforcing vehicle registration and equipment laws and driver licensing laws did not violate the Pennsylvania Constitution (Article I, § 8).

³⁷(*Tex.App. - Dallas 1991*), and *State v. Wagner*, 821 S.W.2d 288 (Tex.App. - Dallas 1991). These cases were decided on remand from the Texas Court of Criminal Appeals (see below); the court held that sobriety checkpoints were unconstitutional because there was no "legislatively developed administrative scheme (i.e., no legislative authorization to conduct such checkpoints). The cases decided by the Texas Court of Criminal Appeals, which appear to generally uphold the use of sobriety checkpoints, were *King v. State*, 800 S.W.2d 528 (TexCrApp 1990) and *State v. Wagner*, 810 S.W.2d 207 (Tex.Cr.App. 1991); these cases were decided after *Michigan Dept of State Police v. Sitz*, 496 U.S. 444, 110 S.Ct. 2481, 110 L.Ed.2d 412 (1990). (Note: The *King* case overturned a previous decision on this same subject by this same court; see *Higbie v. State*, 780 S.W.2d 228 (TexCrApp 1989).) However, the court remanded these cases for consideration of other issues. Note: An intermediate appellate court held against the use of sobriety checkpoints on "efficiency" grounds; see *State v. Van Natta*, 805 S.W.2d 40 (Tex.App. - Fort Worth 1991).

APPELLATE DECISIONS--SOBRIETY CHECKPOINTS

FOOTNOTES: (continued)

³⁸In this case, the State supreme court upheld the validity of a vehicle safety inspection checkpoint. Also, in *State v. Everson*, 474 N.W.2d 695 (N.D. 1991), the State supreme court upheld the validity of a checkpoint that was conducted to apprehend drug traffickers.

³⁹Under this law, the "Administrative Traffic Checkpoint Act," law enforcement officers are authorized to conduct sobriety and other checkpoints after approval of a plan by a magistrate. This statute was necessary because an appellate court had held that the State's constitution prohibited "suspicionless investigation roadblocks" unless they have been authorized via legislation. See *State v. Sims*, 808 P.2d 141 (UtahApp. 1991). The roadblock (checkpoint) that was found by the court to be operating illegally was being used "to detect driver's license, registration, and equipment violations as well as liquor and drug violations." The defendant was convicted of a drug offense as a consequence of the stop at the roadblock. The Utah Supreme Court has also held that roadblocks (or checkpoints) must be authorized by specific legislation. The court felt that legislation that granted the police general powers to enforce the laws were not sufficient to authorize the use of roadblocks where there was a lack of evidence to warrant a stop. See *Sims v. Tax Commission*, 841 P.2d 6 (Utah 1992). See also *State v. Park*, 810 P.2d 456 (UtahApp. 1991), and *State v. Small*, 829 P.2d 129 (UtahApp. 1992). In addition, in all three of the above cases, the court held that, since the roadblocks in question were not being conducted according to "established guidelines," they violated the Federal Constitution.

⁴⁰This case concerned a "roadblock" to check for the validity of drivers' licenses. The court held that the stop and the procedures used at this "roadblock" did not violate a person's rights under the federal constitution.

⁴¹*Orr v. People*, 803 P.2d 509 (Colo. 1990)

⁴²See also *Cains v. State*, 555 So.2d 290 (Ala.Cr.App. 1989), and *Brunson v. State*, 580 So.2d 62 (Ala.Cr.App. 1991)

⁴³See also *State v. Tykwinski*, 824 P.2d 761 (Ariz.App. 1991). In this case, defendants were convicted of offenses based upon evidence obtained at a checkpoint. However, the checkpoint was not being conducted for the purpose of obtaining evidence of such offenses. Nevertheless, the court held that the evidence obtained and the convictions were legal since the checkpoint was itself legal.

⁴⁴A three to four minute delay at a sobriety checkpoint before the defendant was asked to step out of their vehicle was found to be constitutional. *Cahill v. State*, 595 So.2d 258 (Fla.App. 4 Dist. 1992)

⁴⁵An intermediate appellate court has held that the police are entitled to stop a vehicle where the driver thereof attempts to evade a sobriety checkpoint (e.g., turning into a parking lot prior to the checkpoint). The court felt that the purpose of the checkpoint to deter and apprehend drunk drivers would be voided if evasion were possible. See *People v. Chaffee*, ___ N.Y.S.2d ___ (App.Div. 1992). Note: For a case concerning the legality of a checkpoint to deter prostitution, see *People v. Evans*, 579 N.Y.S.2d 853 (N.Y.CityCrim.Ct. 1992). The court found that this checkpoint was unconstitutional based largely on the determination that there was no rational for the location of the checkpoint.

⁴⁶See § 46-5-501 et seq.

APPELLATE DECISIONS--SOBRIETY CHECKPOINTS

The following attorneys for the Justice Department handled the U.S. v. McFayden, 865 F.2d 1306 (D.C.Cir. 1989), case for the Government.

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APPELLATE DECISIONS-SOBRIETY CHECKPOINTS

ALCOHOL3 #1699



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

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The Use of Sobriety Checkpoints for Impaired Driving Enforcement

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<p>16. Abstract</p> <p>Sobriety checkpoints have been a valuable tool for law enforcement's continuing fight to remove impaired drivers from the road. The purpose of the checkpoint is twofold; to apprehend impaired drivers at the physical location of the checkpoint; and secondly, to increase the "risk of apprehension" in those who might decide to drive while impaired.</p> <p>The legality of checkpoints has been questioned on numerous occasions in the courts. The rulings indicate that certain standards must be upheld when operating checkpoints. This report has compiled the court ruled requirements and put them together in the form of guidelines. The guidelines can be used by police agencies to formulate individual policies governing the use of sobriety checkpoints. This will put a degree of uniformity in the operation of sobriety checkpoints and give departments much needed information on the requirements and procedures they should use. This report comes at a time when many agencies are reinstating sobriety checkpoints.</p> <p>The report contains guidelines to govern the establishment of departmental policy and procedure; a briefing guide that can be used for personnel staffing the checkpoints; a set of questions that can be utilized on questionnaires for public comment and feedback; and, a model policy which can be adopted by individual departments.</p>			
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THIS DOCUMENT SUPERSEDES SECTION II OF "THE USE OF SAFETY CHECKPOINTS FOR DWI ENFORCEMENT," DOT HS 806-476, PUBLISHED SEPTEMBER 1983

PREFACE

Impaired driving and impaired-related crashes constitute one of the nation's leading health problems. These events result in more deaths each year than do total homicides. The impact is particularly severe among young people, age 15-24, where impaired driving is the leading cause of death. Clearly, impaired driving and impaired related crashes constitute a major threat to the safety and well-being of the public. The costs resulting from alcohol-related crashes should be recognized and weighed against the costs and inconveniences associated with efforts to reduce them.

These guidelines have been designed to provide law enforcement agencies with a uniform and successful method to plan, operate and evaluate sobriety checkpoints. When implemented in conjunction with departmental policy and any constraints imposed by state or local courts, sobriety checkpoints provide an effective enforcement tool to combat the impaired driving problem.

Any agency considering the use of sobriety checkpoints should integrate them with a continuing, systematic and aggressive program, including vigorous enforcement, public information and education. The purpose of the program is to maximize the deterrent effect and increase the perception of "risk of apprehension" of motorists who would operate a vehicle while impaired by alcohol or drugs. There is convincing evidence that the use of checkpoints has a marked, dramatic effect on reducing alcohol-related crashes in a community.¹

The National Highway Traffic Safety Administration wishes to express its appreciation to Sergeant Barbara Bent, Dayton Police Department, Dayton, Ohio; Sheriff Earl Smith, Franklin County Sheriff's Department, Columbus, Ohio; 1st Sergeant Larry Larkin, Indiana State Police; Maryland State Police; Lieutenant Nancy Brunzos, Sergeant David Kochubka and Technician Floyd Wing, Metropolitan Police Department, Washington, D.C.; 1st Lieutenant Al Slaughter, Michigan State Police; Major Raymond Dutcher, New York State Police; Deputy Charles Fortunato, Palm Beach County Sheriff's Department, West Palm Beach, Florida; Sergeant Keith Adams, Redding Police Department, Redding, California. We are grateful for the effort and contribution from each of these individuals.

We also wish to acknowledge the International Association of Chiefs of Police (IACP) and the National Sheriffs' Association for their recommendations and participation. Mr. Charles Peltier (IACP) provided valuable technical assistance.

¹ "Sobriety Checkpoints for DWI Checkpoints - A Review of Current Research," National Highway Traffic Safety Administration, 1987

GUIDELINES FOR SOBRIETY CHECKPOINTS

These guidelines suggest and describe operational procedures that police administrators may want to consider in order to ensure that sobriety checkpoints are used legally, effectively and safely. These points are consistent with those specified in recent court decisions, including the United States Supreme Court ruling in Michigan Department of State Police v. Sitz, upholding the constitutionality of sobriety checkpoints. An effective sobriety checkpoint program consists of the following components:

- Ongoing Program to Deter Impaired Driving
- Judicial Support
- Existing Departmental Policy
- Site Selection
- Special Warning Devices
- Visible Police Authority
- Chemical Testing Logistics
- Contingency Planning
- Detection and Investigation Techniques
- Operational Briefings
- Comprehensive Public Information and Education Programs
- Data Collection and Evaluation

Ongoing Program to Deter Impaired Driving - Agencies considering implementing sobriety checkpoints should integrate them with a continuing, systematic and aggressive enforcement program. Vigorous enforcement, public information and education need to be part of this program. The purpose of the checkpoint is to maximize the deterrent effect and increase the perception of "risk of apprehension" to motorists who would operate a vehicle while impaired by alcohol or other drugs. The use of checkpoints alone will not maintain the perception of risk essential to an effective general deterrence program.

Judicial Support - When officials decide to use sobriety checkpoints, they should involve their prosecuting attorney (district attorney, attorney general, etc.) in the planning process to determine legally acceptable procedures. This person can assist in identifying any legally mandated requirements and the types of evidential information that will be needed to prosecute cases emanating from checkpoint apprehension.

The jurisdiction's presiding judge should be informed of the proposed checkpoints and procedures, an essential step if the judiciary is to accept their use. The judge can provide insight on what activities would be required to successfully adjudicate such cases.

Prosecutors, judges, and other involved members of the criminal justice system can be invited to observe the actual operation of the checkpoint.

Existing Policy/Guidelines - Before using sobriety checkpoints, the agency must have specifically established procedures outlining how the checkpoints are to be conducted. The courts have been very clear in requiring the advance planning of sobriety checkpoints. Failure to do so has been used as evidence that the checkpoint techniques involved unfettered discretion. The policy should also assure that the checkpoints are conducted with a minimal amount of intrusion or motorist inconvenience.

Site Selection - Planning should assure the safety of the general public and law enforcement officers when selecting an operational site. Sobriety checkpoints must not create more of a traffic hazard than the results of the driving behavior they are trying to modify.

Planners should remember to select a site that allows officers to pull vehicles out of the traffic stream without causing significant subjective intrusion (fright) to the drivers (United States v. Ortiz 422 U.S. 891 (1975)) and/or creating a safety hazard, e.g., by creating a traffic backup. Furthermore, officers' safety must be taken into account when deciding where to locate the checkpoint.

The department should objectively outline criteria used in the site selection process, e.g., an unusual incidence of alcohol/drug involved crashes or driving violations, unusual number of nighttime single vehicle crashes or other documented alcohol/drug related vehicular incidents.

The site should permit the safe flow of traffic through the checkpoint. Consideration should be given to the posted speed limits, traffic volume and visibility. Most jurisdictions have the capability to review the Average Traffic Volume (ATV) during the surveillance period for major roadways in their area. Once a jurisdiction has decided on possible locations for the sobriety checkpoints, the effect on traffic flow can be determined by ascertaining how long each interview takes, then, multiplying that time by the number of available officers, and finally, dividing that figure into the average number of vehicles which can be expected at that location. This will suggest whether all vehicles can be examined without causing a traffic build-up.

If the traffic volume precludes stopping every vehicle, a nondiscretionary scheme should be adopted, in advance, for stopping some subset of vehicles. In Delaware v. Prouse, 440 U.S. 648 (1979) the United States Supreme Court indicates that stopping all cars would be an acceptable method of conducting spot checks. In a concurring opinion, Justice Blackmun (joined by Justice Powell) suggests that other methods would also be acceptable, such as stopping every tenth car that passes a given point. If every vehicle is not stopped, the method used to determine which ones will be stopped must appear in the administrative order authorizing the use of the sobriety checkpoint.

The site should have maximum visibility from each direction and sufficient illumination for the safety of both the motorists and officers. If permanent lighting is unavailable, ensure that adequate portable lighting is provided. Planners should also ensure that sufficient adjoining space is available to pull vehicles off the traveled portion of the roadway. Any other conditions that may pose a hazard should be taken into consideration.

Warning Devices - Special care should be taken to warn approaching motorists of the sobriety checkpoint. Such notice can be accomplished using warning signs indicating the upcoming checkpoint; flare or fusees (if weather permits); and safety cones or similar devices for marking and/or closing lanes on the roadway; permanent or portable lighting to illuminate the checkpoint area; and, marked patrol vehicles with warning lights flashing.

A sign or device should be placed to provide advance warning stating why motorists are stopped. The U.S. Supreme Court has found that visible signs of the officers' authority generate less concern and fright on the part of lawful travelers, and is therefore less of a subjective intrusion (United States v. Martinez-Fuerte, 428 U.S. 643 (1976)).

The placement and types of traffic control devices used should comply with federal, state or local transportation codes. Planners should check with appropriate agencies administering the location and placement of signing devices.

Visible Police Authority - The visibility of uniformed officers and their marked vehicles makes the police presence obvious. It also serves to reassure motorists of the legitimate nature of the activity. This is an important aspect of the sobriety checkpoint and part of the effort to reduce the intrusion to the passing motorists affected by the checkpoint.

A sworn, uniformed officer should be assigned to provide on-site supervision of the checkpoint operation. This officer should be responsible for the overall operation and should be well versed in contingency planning for the checkpoint. The checkpoint should be staffed by a sufficient number of uniformed personnel to assure a safe and efficient operation, based on traffic volume, roadway size, type of location, etc.

Chemical Testing Logistics - Since impaired driving arrests are anticipated at the selected location, the logistics of chemical testing must also be included. If possible, a mobile breath testing unit with a qualified operator could be physically located at the checkpoint. If one is not available, a system for expeditiously transporting suspected violators to chemical test sites should be established. In applicable locations, a Drug Recognition Technician (DRT) should be available, at a suitable location, to examine subjects who may be impaired by drugs other than or in combination with alcohol.

Contingency Planning - Any deviation from the predetermined plan for stopping vehicles should be thoroughly documented and the reason for the deviation given (e.g., traffic backing up, intermittent inclement weather). Courts have allowed this as long as documentation of the reason requiring the deviation from the interview sequence is kept (United States v. Prichard, 645 F2d 854). If such an event occurs, jurisdictions should have prepared an alternative plan, in advance, to handle the checkpoint.

Detection and Investigation Techniques - An agency considering the use of sobriety checkpoints should ensure that the participating officers are properly trained in detecting impaired drivers. The use of sobriety checkpoints which allow impaired drivers to pass through undetected will not achieve the desired deterrence effect. Officers should look for the following indicators of impairment during initial contact with a driver at a checkpoint: odor of alcoholic beverages or other drugs (marijuana, hashish, some inhalants); bloodshot eyes; alcohol containers or drug paraphernalia; fumbling fingers; slurred speech; admission of drinking or drug use; inconsistent responses; detection of alcohol by a passive alcohol sensor; etc. It is highly desirable that officers assigned to conduct the sobriety checkpoint receive the DWI Detection and Standardized Field Sobriety Testing (SFST) training. Police are using these techniques taught in the SFST course to quickly detect whether a driver is impaired.

Once an officer's suspicion is raised, further investigation can take place out of the traffic lane without impeding the flow of traffic. If an officer believes it is necessary to move a suspect's car after he or she has reasonable suspicion of impairment, it should be moved by someone other than the suspect.

The officer should then continue the investigation using non-incriminating divided attention questions (e.g., by the officer simultaneously asking for driver's license and vehicle registration, requiring the subject to do two things at once) and the administration of the SFST battery, which includes the Walk and Turn test, One-Leg Stand test, and Horizontal Gaze Nystagmus. After the completion of the SFST, the officer may use a portable breath testing device (PBT), if permissible in that jurisdiction. An evidential test to determine the blood alcohol concentration (BAC) should then be administered.

If the officer determines the subject is impaired and obtains a low BAC, a DRT should be utilized for further investigation. If a DRT is not available, normal departmental procedures regarding drug impaired drivers should be followed.

Operational Briefings - The success of a sobriety checkpoint depends greatly upon smooth and efficient operations. The persons selected as supervisors of the operation should be briefed thoroughly on all procedures. This includes maintaining as little delay to the motoring public as possible and keeping records of any deviation from the original operational plan.

Persons selected to staff the checkpoint should be briefed on both its purpose and operation. They should understand the necessity for standard and uniform questions asked of drivers to avoid subjectivity. The use of an operational briefing is one way to accomplish this.

Public Information and Education - To obtain maximum benefit in terms of its general deterrent effect, sobriety checkpoints should be publicized aggressively. Most drivers will probably never encounter a sobriety checkpoint, but will only learn of it through media reports or by word of mouth. These two valuable forms of public communication will greatly enhance any such program and should be employed consistently.

Checkpoints are an ideal opportunity to give educational materials regarding impaired driving, speeding, child restraint and seat belt usage, as well as seasonal reminders such as schools opening, to persons stopped at the checkpoint.

Data Collection and Evaluation - A systematic method of data collection and evaluation should be used to monitor and ensure standardization and consistency of sobriety checkpoints. This may be done by measuring the reaction of the public to the checkpoint and administrative evaluation of collected data.

Public reaction - This can be measured by immediate feedback received by officers at the site of the sobriety checkpoint. Also, a short questionnaire which includes an explanation of why the checkpoint is conducted, given to drivers stopped at the checkpoint, can provide data. It may ask of the driver such questions as; Does the driver believe the checkpoint is fair? Did the driver mind being stopped briefly? Did the driver feel checkpoints help deter driving while impaired? The response can be completed later and mailed back to the agency. If the jurisdiction has the resources, a stamped, self-addressed postcard can be used as the questionnaire.

Evaluation - This concerns the extent to which the program's implementation, operation and efficiency meets targets set for the program. The following items may be addressed:

- Number of vehicles passing through the checkpoint
- Average time delay to motorists
- Number of motorists detained for field sobriety testing
- Number and types of arrests
- Identification of unusual incidents such as safety problems or other concerns

- Reaction of police officers participating in the sobriety checkpoint, including degree of support and effect on morale
- Perception of the quality of checkpoint cases brought before prosecutors and judges, including special problems
- Change in number of impaired driving arrests
- Change in number of impaired driving related nighttime crashes
- Other information deemed necessary by individual agencies

The National Highway Traffic Safety Administration strongly supports the regular use of sobriety checkpoints. They should be integrated into an overall drunk and drugged driving program, along with vigorous selective enforcement, public information and education. Effective enforcement of drunk driving laws, combined with swift and sure license removal, provides the most important element for reducing alcohol-related fatal and serious injury crashes. Roadside sobriety checkpoints have provided among the most effective results of any enforcement procedure. Checkpoints are an important part of a comprehensive enforcement program designed to raise the perceived probability among potential impaired drivers that they will be stopped and arrested for DWI.

APPENDIX A

SOBRIETY CHECKPOINTS BRIEFING GUIDE

Prior to conducting the sobriety checkpoint, the following items should be discussed and thoroughly explained to all officers and supervisors participating in the detail. Routine information, such as location, times, and personnel assignments, including chemical test operators, should be included at each briefing.

- Explain the goal(s) of the roadside sobriety checkpoint.
- Discuss the sobriety checkpoint location and the statistical data supporting the chosen checkpoint site.
- Stress the need for safety for both the officers and motorists
- Assign the sobriety checkpoint operational supervisor. The supervisor shall remain at the checkpoint location to oversee all on-site enforcement activities.
- Discuss the placement of personnel and traffic control devices in conformance with established roadside sobriety checkpoint guidelines and federal, state and/or municipal signing regulations.
- Develop and establish a systematic approach to stopping the vehicles as they enter the checkpoint location. For example, all vehicles or every fifth vehicle will be stopped. At no time will a random stop be utilized. If a problem such as traffic congestion occurs and requires a change in the pattern of stopping vehicles, the on-scene supervisor will determine if there will be a change from the systematic vehicles stopping sequence. All changes, no matter how slight, shall be documented including the time of change with an appropriate explanation of the reason for the change.
- Instruct all participating officers to explain the purpose of the checkpoint to the motorist as they approach a vehicle. A uniform statement/question to the driver should be used, for example:
 - "Good Evening. You have been stopped at a Department Name sobriety checkpoint. We use checkpoints in an effort to detect and deter the impaired driver. Have you consumed any alcohol or controlled substance today?"
 - If the driver's answer is no and there is no other compelling reason to detain the vehicle, the officer should permit the motorist to proceed.

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- If the driver's answer is yes, ask how much and when. Depending on the answers and other circumstances, the officer should decide if further investigation is warranted. If so, direct the driver to safely exit the vehicle and escort him or her to the designated area for further investigation. If not, permit the motorist to proceed.
- Sobriety checkpoint pamphlets, questionnaires and occupant protection booklets should be given to each motorist stopped during the detection phase.
- Also during the detection phase, the officer should see if the occupants of the stopped vehicle are properly using required safety restraints (including child safety seats). If a violation exists a verbal reminder may be given.
- Instruct officers to inspect the driver for the smell of alcoholic beverages or other drugs, bloodshot eyes, fumbling fingers, slurred speech, admission of drinking or drug use, abusive language, inconsistent responses, etc. Be observant of the interior of the vehicle for alcoholic beverage containers, drug paraphernalia or other contraband, such as weapons, that are in plain view.
- The motorist should be permitted to proceed on his/her way unless the officer observes evidence of intoxication, or there is evidence of another serious violation requiring immediate action.
- Those persons suspected of impairment should be subjected to the battery of Standardized Field Sobriety Tests. If impairment is obvious and the blood alcohol level (BAC) is low, a Drug Recognition Technician (DRT) should evaluate the subject. If a DRT is not available, normal departmental policy for handling impaired drivers should be followed.
- Searches of a motor vehicle, the driver, or passengers, shall be conducted only when consistent with departmental policies or when legally permissible.
- A motorist who wishes to avoid the checkpoint by legally turning before entering the checkpoint area should be allowed to do so unless a traffic violation(s) is observed or probable cause exists to take other action. The act of avoiding a sobriety checkpoint does not constitute grounds for a stop.

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Page Three

An accurate and complete written evaluation report shall be prepared for each sobriety checkpoint operation. Items in the report should include but are not limited to:

- number of vehicles passing through the checkpoints
- number of motorists detained for Standardized Field Sobriety Testing
- average time delay for motorists
- number and types of arrests
- identification of unusual incidents such as safety problems or other concerns
- reaction of police officers participating in the sobriety checkpoint, including the effect on morale and degree of officer support
- reaction of the motoring public to the sobriety checkpoint

APPENDIX B

Motorist Survey - Sobriety Checkpoints

- Question 1 Did the sobriety checkpoint cause a significant delay to your journey?
- Question 2 Do you believe sobriety checkpoints will deter some people from driving while impaired by alcohol or other drugs?
- Question 3 Do you believe that sobriety checkpoints will increase an impaired driver's risk of being detected and arrested?
- Question 4 Do you approve of sobriety checkpoints as a Name of Department enforcement measure to detect and remove drunk and drugged drivers from the highway?
- Question 5 Do you have any comments about sobriety checkpoints?
- Question 6 What is your age?
- Question 7 What is your sex?

These questions, with appropriate spaces for answers, can be utilized in questionnaires given to motorists going through sobriety checkpoints. They can be filled out and later mailed back to the agency.

(Prepared by Maryland State Police Traffic Program Planning Unit and Washington, D.C. Metropolitan Police)

MODEL POLICY

SOBRIETY CHECKPOINT GUIDELINES

I. PURPOSE

The purpose of this policy is to provide guidelines for the physical construction and operation of a sobriety checkpoint in order to maximize the deterrent effect and increase the perception of "risk of apprehension" of motorists who would operate a vehicle while impaired by alcohol or other drugs.

II. POLICY

It shall be the policy of this law enforcement agency to implement a sobriety checkpoint program. This will be done as part of a comprehensive enforcement program. To ensure standardization of this program a clear and concise set of written guidelines has been developed governing procedures on how checkpoints will be operated within this jurisdiction.

To implement this policy this agency must:

- Satisfy federal, state and local legal requirements.
- Conduct checkpoints with a minimal amount of intrusion or motorist inconvenience.
- Assure the safety of the general public as well as law enforcement officers involved.
- Provide for an objective site selection process based on relevant data.
- Provide for public information and education to maximize the deterrent effect and heighten awareness of the impaired driving problem.
- Provide for a systematic procedure for data collection and after impact analysis report to monitor and ensure standardization and consistency of the sobriety checkpoint program.
- Officer selection should be based on experience and training. Operational procedures will be covered during a briefing period prior to each checkpoint.

III. DEPARTMENTAL GUIDELINES

Written guidelines, consistent with existing agency policies, prepared in advance of the checkpoint program must:

- A. Be approved by the agency's chief law enforcement official or designee prior to commencement of the checkpoint.
- B. Specify signing, safety equipment, warning devices, barriers, etc. that will be used, their placement and proper use at the scene. This specification will be consistent with applicable standards and regulations. (See the relevant state or local manuals on traffic control devices, etc.)
- C. Specify the method for selecting motorists to be contacted, e.g., "every vehicle, every fifth vehicle," etc. to ensure objectivity.
- D. Provide for an operational briefing of personnel prior to each checkpoint. At this time designate assignments and respective duties.
- E. Specify dialogue and educational material to be used by checkpoint personnel.
- F. Provide for the removal of vehicles to the predetermined area when further investigation is required.
- G. Public reaction to the use of sobriety checkpoints can be obtained by several different methods. Recommended procedures for obtaining feedback are:
 1. Mail in surveys.
 2. Verbal feedback from motorists at checkpoint site.
 3. Periodic public opinion polls.

IV. PROCEDURES

A. Site Selection

This department must be able to objectively outline criteria utilized in the site selection process:

1. Alcohol/Drug related traffic experiences.
 - a. Unusual incidence of alcohol/drug related crashes.
 - b. Alcohol/drug impaired driving violations.
 - c. Unusual number of nighttime single vehicle crashes.
 - d. Any other documented alcohol/drug related vehicular incidents.
2. Select locations which permit the safe flow of traffic through the checkpoint.

- a. Consideration should be given to posted speed limits, traffic volume and visibility.
 - b. Ensure sufficient adjoining space is available to pull vehicles off the traveled portion of the roadway.
 - c. Consider other conditions that may pose a hazard.
3. The site should have maximum visibility from each direction and sufficient illumination. If permanent lighting is unavailable ensure that portable lighting is provided.

B. PERSONNEL

1. A sworn, uniformed officer will be assigned to provide on-scene supervision of the checkpoint.
2. The checkpoint will be staffed by a sufficient number of uniformed personnel to assure a safe and efficient operation.

C. ADVANCE NOTIFICATION

1. For the purpose of public information and education, this agency will announce to the media that checkpoints will be conducted.
2. This agency will encourage media interest in the sobriety checkpoint program to enhance public perception of aggressive enforcement, to heighten the deterrent effect and to assure protection of constitutional rights.
3. This agency will provide advance notification of the checkpoint to public safety agencies expected to be impacted.

D. MOTORISTS WARNINGS / SAFETY METHODS

1. Special care is required to warn approaching motorists of the sobriety checkpoint.
2. Basic equipment will include, but is not limited to:
 - a. Warning signs placed in advance of the checkpoint
 - b. Flares, fusees, or similar devices
 - c. Safety cones or similar devices
 - d. Permanent/portable lighting
 - e. Marked patrol vehicles
3. The use, placement and types of traffic control devices must comply with federal, state, or local transportation codes.

E. CONTINGENCY PLANNING

Any deviation from the predetermined guidelines must thoroughly document the reason for the deviation. (i.e. traffic backing up, intermittent inclement weather.)

F. DATA COLLECTION AND EVALUATION

To monitor and ensure standardization and consistency of the sobriety checkpoint program a systematic method of data collection will be incorporated.

1. After action report may include, but is not limited to:
 - a. Time, date, and location of checkpoint.
 - b. Weather conditions.
 - c. Number of vehicles passing through checkpoint.
 - d. Average time delay to motorists.
 - e. Predetermined order of selecting motorists.
 - f. Number and types of arrests.
 - g. Number of motorists detained for field sobriety testing.
 - h. Identification of unusual incidents such as safety problems/other concerns.

2. To assist in determining the effectiveness of a checkpoint operation, a periodic impact analysis will include the following types of information.
 - a. Crash rate reduction.
 - b. Impaired driving offenses.
 - c. Impaired driving convictions
 - d. Public opinion survey to determine increased perception of detection and apprehension of impaired drivers.