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COMMITTEE ON DRUNK DRIVING
REPORT ON ROADBLOCKS

GOVERNMENT DOCUMENTS
COLLECTION

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As one of the major crime fighting initiatives of the Governor's Statewide Anti-Crime Council, the Drunk Driving Committee, through the aid of the State, Metropolitan, Registry, Revere, and Boston police began to utilize roadblocks the weekend of July 1, through July 4.

The intent of the roadblock was to alert the public of the drunk driving law and reinforce that if you choose to drink, you cannot drive without risk of arrest. The roadblocks were to serve as a deterrent to potential drinking drivers, as well as remove the drunk drivers from the roads, thus avoiding fatalities on the roadways.

The roadblocks were designed to meet the criterion as established by the State Supreme Court in Commonwealth vs. McGeoghegan 389 Mass. 137,143 (1983) which states:

Roadblock operations conducted by law enforcement personnel are constitutionally permissible so long as certain steps are taken to insure that the intrusion visited upon the motorist does not outweigh the public interest involved.

In order to comply with the Supreme Judicial Court ruling, the following plans were implemented for the roadblocks:

1. Selection of the vehicles stopped was not arbitrary but by a predetermined sequence. i.e. every car or every 5th or 10th car would be pulled over. The sequence was determined by the roadway traffic patterns. Every driver had the same likelihood of being stopped.

2. The safety of drivers, as well as police officers was assured through road signs, uniformed police officers, police vehicles with flashing lights, road flares, etc.

3. Motorist inconvenience was minimized. Drivers stopped were detained for less than 30 seconds unless there was obvious evidence to suspect the individual had been drinking, such as the smell of alcohol.

4. Assurance was given that the procedure is being conducted pursuant to a plan devised by law enforcement supervisory personnel. Only uniformed officers trained in roadblock tactics participated. A trained supervisor was also present.

If more than a set number of cars were being backed up by the roadblock (10 or less), those cars would be waived through and the sequence would begin again when there was less traffic.

In addition to the four criteria listed, the State Supreme Court noted that while not essential, advance notice to the public of the date of the roadblock and the presence of statutory or regulatory authority countenancing such procedures would enhance the roadblock procedure.

Thus, the following was also implemented:

5. Location was undertaken according to a written plan and was supervised.

6. Advanced public notice was given through the media and press to reduce surprise, fear, and inconvenience for the motorist.

The site selections for the roadblocks were determined by areas where there is a history of drunk driving accidents and fatalities. Further, individual site selection was based on selective enforcement identifiers as to time, place and cause of prior serious injury accidents.

Site selections adjacent to rest areas or parking lots, were utilized and allowed officers to pull vehicles out of the traffic stream without causing a significant intrusion to them or creating a safety hazard because of a traffic back-up.

Selected sites allowed for visibility of on-coming motorists, safety for stopped vehicles, as well as safety for the officers.

Alternative sites were pre-selected in anticipation of traffic congestion at primary site.

Finally, sufficient quantity and visibility of uniformed officers, supervisors, and cruisers were available to assure speedy compliance, minimize inconvenience and further reduce public fear and apprehension.

CONCLUSION

The first statewide roadblock held on the weekend of July 1 through July 4 was lauded as professional, highly publicized, causing minimal inconvenience to the public and resulted in fewer fatalities on the highway than during the same 78 hour period in the previous 20 years.*

The success of the roadblock can be credited to the very professional work and cooperation of State, MDC, Registry and local police units across the Commonwealth as well as the information transmitted by the media. Due to extensive media cooperation and coverage, the public was informed, supportive and receptive to the roadblocks.

There were clear indications that citizens throughout the Commonwealth were supportive of the roadblocks and changed their behaviors regarding drinking and driving. It was reported that more women were driving while their male companions who had been drinking were in the passenger seat. At one roadblock site situated

*Although there were fewer deaths in 1973 (2) and 1962 (1), it should be noted that the official period of recording in both instances was 30 hours.

opposite a restaurant, several patrons asked to make telephone calls for rides home after dinner and drinks. At another location frequented by youths who in previous years drank at the beach and drove home, reports were that they either stayed at the beach or with friends living on the beach rather than drive home drunk.

Although the roadblocks, which stopped 8339 vehicles, led to 33 arrests, 27 for driving under the influence of alcohol, this was not the sole intent of the roadblock. Rather, keeping the drunk driver off the road and reducing fatalities was the intent and statistics indicate this was in fact accomplished.

Roadblocks will continue to be held throughout the state, particularly around holidays, when festivities may lead to heavy consumption of alcoholic beverages. The roadblocks will be incorporated into ongoing programs of the Governor's Highway Safety Bureau to enforce the law and continue public awareness and education that drinking and driving is not acceptable and violatiors will be arrested.

GOVERNOR'S ANTI-CRIME COUNCIL
 DRUNK DRIVING COMMITTEE UPDATE
 SECRETARY CHARLES V. BARRY

There are many issues that must be addressed now and in the future to change the attitude of people on drinking and driving. In the past six months we have been approaching the problem from a number of directions, most of which will go a long way towards convincing people not to get behind the wheel when they are drinking. Some of those initiatives and the results are:

Setting Drunk Driving Enforcement as a priority among the Public Safety agencies within my Secretariat. State Police operating under the influence arrests have never been higher for any six month period in its history.

January to June

<u>1981</u>	<u>1982</u>	<u>1983</u>
1,455	1,821 +25%	1,938 +5%

Statewide arrests as of the end of May also recorded all time highs.

<u>1981</u>	<u>1982</u>	<u>1983</u>
11,842	13,377 +12.9%	13,740 +2.7%

We have also seen a tremendous increase in commitments to the Houses of Correction throughout the state.

January to March

<u>1981</u>	<u>1982</u>	<u>1983</u>
73	360	615

The second offender program at Rutland Heights Hospital is now operating at near capacity for the two floors that have been certified. In the early part of August a third floor is expected to be certified by the Division of Alcoholism expanding the capacity of the program by a third. This expansion increases annual referrals from 2,200 to 3,400, a number very close to handling the entire second offender population.

Since the letter of explanation and endorsement was sent out from the Governor and the Anti-Crime Council on this program in May, referrals have increased by 32%. Rutland is a viable alternative to jail, offering incarceration and the initial steps towards rehabilitation. During the month of June 230 people entered this program.

<u>June</u>	<u>Total Referrals</u>
230	928

Judge Zoll has directed the District Court Judges who sit on operating under cases to visit Rutland Hospital and to attend a briefing on the operation of the program. To date, 30 judges have spent an average of three hours at the site.

Of those who enter the Rutland Program, 99% finish the two week session and 98% of those are presently enrolled in after care rehabilitation programs. 80% of the people who have been processed through the program have paid the \$370.02 fee.

Motor Vehicle Fatalities have been running very near the record setting year of 1982, a twenty-one year low. As of June 30th, Massachusetts had shown an increase of 13 fatalities or an increase of 4.5% but still far below the 1981 totals.

As of July 14, 1983, we saw an even greater reduction from the end of June now recording only .6% over 1982, or a difference of 2 deaths. A number of reasons may account for this, but never has one issue been so well covered by all the news media as was seen over the Fourth of July weekend and the Road Block Program.

The primary goal of a public information campaign is to convince people to do something that will make the highways a safer place to travel upon. This was accomplished by the Road Block Program. The public perception was one of awareness of an enforcement strategy that would remove the drinking driver. That four day weekend there were four fatal accidents, a ten year low. Very briefly the results of the Fourth of July Road Block Operation were:

Cars stopped	8,339
OUI Arrests	27
Traffic Citations	57
Other Arrests	6

MASSACHUSETTS STATE POLICE

OPERATING UNDER ARRESTS

	<u>1981</u>	<u>1982</u>	<u>1983</u>
JAN	241	307	279
FEB	241	279	274
MAR	270	329	370
APR	251	283	321
MAY	267	343	379
JUN	185	280	315
	<u>1,455</u>	<u>1,821</u> +25%	<u>1,938</u> +6%

TABLE 3

QUARTERLY COMMITMENTS TO HOUSES OF CORRECTION FOR OUI: 1981 vs. 1982

Quarter	1981	1982	Difference
First	73	360	+287 (393%)
Second	57	271	+214 (375%)
Third	81	312	+231 (285%)
Fourth	<u>84</u>	<u>345</u>	<u>+261 (311%)</u>
TOTAL:	295	1,288	+993 (337%)

TABLE 2

COMMITMENTS TO HOUSE OF CORRECTION FOR OUI: 1981 vs. 1982

Institution	1981	1982	Difference
Billerica	62	264	+262 (423%)
Deer Island	4	34	+30 (750%)
Charles Street	1	2	+1 (100%)
Worcester	30	199	+169 (563%)
Springfield	26	93	+67 (257%)
Salem	15	133	+118 (787%)
Lawrence	19	186	+167 (879%)
New Bedford	9	40	+31 (344%)
Plymouth	21	63	+42 (200%)
Pittsfield	5	42	+37 (740%)
Dedham	67	131	+64 (96%)
Greenfield	6	19	+13 (217%)
Northampton	20	31	+11 (55%)
Barnstable	10	50	+40 (400%)
Edgartown	<u>0</u>	<u>1</u>	<u>+1 (---)</u>
TOTAL:	295	1,288	+993 (337%)

DRUG PROGRAM

COURT REFERRAL REPORT RUTLAND HEIGHTS HOSPITAL

JUNE, 1983

<u>COURT</u>	<u>JUNE REFERRALS</u>	<u>TOTAL REFERRALS</u>	<u>COURT</u>	<u>JUNE REFERRALS</u>	<u>TOTAL REFERRALS</u>
Amesbury	1	4	Millford	5	17
Attleboro	5	16	Nantucket	0	0
Ayer	1	3	Natick	0	1
Barnstable	4	16	New Bedford	3	14
Brighton	2	13	Newburyport	0	5
Brockton	9	25	Newton	3	23
Brookline	5	8	North Adams	0	1
Cambridge	9	33	Northampton	7	20
Charlestown	0	1	Orange	1	5
Chelsea	7	17	Orleans	2	8
Chicopee	1	8	Palmer	7	13
Clinton	1	7	Peabody	4	8
Concord	3	10	Pittsfield	1	2
Dedham	10	47	Plymouth	1	3
Dorchester	2	4	Quincy	3	23
Dudley	0	8	Roxbury	2	3
East Boston	1	3	Salem	13	32
Fairhaven	1	2	Somerville	2	13
Fall River	3	14	South Boston	2	4
Fitchburg	0	1	Spencer	4	26
Frammingham	2	23	Springfield	9	23
Andover	1	5	Stoughton	5	22
Glocester	2	6	Taunton	7	23
Great Barrington	1	4	Uxbridge	0	14
Greenfield	4	14	Waltham	1	12
Haverhill	6	23	Ware	0	6
Hingham	7	42	Wareham	3	13
Holyoke	1	9	Westboro	5	20
Ipswich	0	2	Westfield	0	8
Lawrence	4	19	West Roxbury	0	5
Lee	2	2	Winchendon	0	1
Leominster	1	5	Woburn	3	3
Lowell	11	25	Worcester	21	87
Lynn	3	17	Wrentham	0	5
Marlboro	0	7	**Boston	3	5
Milden	3	22	TOTAL	230	928

**Municipal Court

MASSACHUSETTS
MOTOR VEHICLE FATALITIES

	<u>1981</u>	<u>1982</u>	<u>1983</u>
JAN	52	48	38
FEB	63	49	40
MAR	70	45	51
APR	81	44	51
MAY	63	49	56
JUN	<u>59</u>	<u>50</u>	<u>62</u>
	388	285	298
As of July 14th			
	429	314	316
			(over 1982) +.6%
			(over 1981) -26%