

**The Bill Blackwood
Law Enforcement Management Institute of Texas**

Speed Enforcement in Lubbock, Texas

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ABSTRACT

Developing a strategy to change the driving habits and mindsets of drivers concerning speeding is relevant to contemporary law enforcement because speed enforcement is manpower and resource intensive. If the habits and mindsets of drivers can be changed, then the manpower and resources used to enforce speed limits can be reduced, and then resources and manpower can be reallocated for more vital assignments.

The purpose of this research is to examine the practices of the Lubbock Police Department concerning speed enforcement to determine if these practices have a lasting affect on driving habits and driver mindsets. The research question to be examined focuses on whether or not speed enforcement by the Lubbock Police Department changes the driving habits and mindsets of drivers concerning speeding in Lubbock, Texas.

The method of inquiry included a review of existing research, a review of the statistical data concerning speed enforcement by the Lubbock Police Department, and a review of the practices of the Lubbock Police Department concerning speed enforcement. Also, 89 college students were surveyed concerning their driving habits, and 73 Lubbock police officers assigned to the patrol division were surveyed concerning their speed enforcement practices. Lastly, there was the development of a large scale, long-range plan to attempt to change the driving habits in Lubbock, Texas.

Based on research, it appears that speed enforcement alone does not change the driving habits or mind-set of drivers. This seems to be true in Lubbock based on a survey given to some Lubbock college students, which revealed that only 5% (n = 89)

surveyed never speed. Drivers only slow down when speed enforcement is taking place or when there is a perception that speed enforcement is taking place. Again, this seems to be true in Lubbock based on the survey given to some college students, which revealed that only 8% (n = 89) surveyed are not affected by visible speed enforcement. Many drivers will drive as fast as they believe that they can drive without receiving a citation (i.e. driving within police tolerance). The best results have occurred when speed enforcement is combined with an aggressive education campaign designed to educate drivers to the potential consequences of speeding.

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INTRODUCTION

The Lubbock Police Department currently has 12 officers assigned to the motorcycle unit. These officers are broken up into two squads of five officers per squad, with one sergeant per squad. Both squads work eight-hour shifts, but one works Monday through Friday and one works Tuesday through Saturday. The primary duties of the motorcycle officers are traffic enforcement and escorting funeral processions. The motorcycle officers assist with calls to investigate traffic accidents when the calls for service are heavy and the normal patrol shift is not able to respond to the traffic accidents in a timely manner. The majority of the motorcycle officers' time is consumed with speed enforcement on major roads and on the controlled access highways. They use handheld laser and/or Doppler radar guns for stationary enforcement and motorcycle mounted moving radars for moving enforcement. Further, all marked Lubbock Police Department cars are equipped with moving radars so that all patrol officers may enforce speed violations during their shifts.

The problem or issue to be examined considers whether or not speed enforcement by the Lubbock Police Department changes the driving habits or mindsets of drivers in the City of Lubbock. The number of drivers exceeding the posted speed limits in Lubbock is a problem for the Lubbock Police Department as well as the community. It is a widely held belief by the command staff at the Lubbock Police Department and by the Lubbock City Council members that if an aggressive enforcement policy targeting speeders is used, then the number of drivers exceeding the posted speed limits will drop, thus making driving in Lubbock safer. That has not happened in Lubbock. It appears that speed enforcement alone does not change the

habits and mindsets of drivers and only slows them down when speed enforcement is taking place or when there is a perception that speed enforcement is taking place.

The relevance to law enforcement for changing the driving habits and mindsets of drivers concerning speeding is that speed enforcement is manpower and resource intensive. If the habits and mindsets of drivers can be changed, then the manpower and resources used to enforce speed limits can be reduced, and those resources and manpower can be reallocated for more vital assignments. Examining the practices of the Lubbock Police Department concerning speed enforcement to determine if these practices have a lasting affect on driving habits and driver mindsets is the purpose of this research. Does speed enforcement by the Lubbock Police Department change the driving habits and mindsets of drivers concerning speeding in Lubbock, Texas?

Answering this question is the focus of this research.

The intended method of inquiry includes a review of existing research, a review of the statistical data concerning speed enforcement by the Lubbock Police Department, and a review of the practices of the Lubbock Police Department concerning speed enforcement. A survey distributed to 89 college students and a survey distributed to 73 Lubbock police officers assigned to the patrol division are included in the review. Further, a large scale, long-range plan to attempt to change the driving habits in Lubbock, Texas will be developed.

The intended outcome or anticipated findings of the research will show that speed enforcement in Lubbock, Texas does not change the driving habits and mindsets of drivers concerning speeding and that a long term strategy will have to be developed to curb speeding in Lubbock. The field of law enforcement will benefit from the research

or be influenced by the conclusions because manpower and resources that are normally spent on speed enforcement can be reallocated to more pressing law enforcement needs.

REVIEW OF LITERATURE

The Kansas City Preventative Patrol Experiment (Kelling, Pate, Dieckman, & Brown, 1974) concluded that experimentally manipulated variations in the dosage of police patrol across 15 patrol beats had virtually no statistically significant effects on street crime. Based on the results of this experiment, Joseph McNamara, who was the Kansas City Chief of Police at the time of the study, believed that officers routinely patrolling in marked patrol cars did little to prevent crime or give citizens a feeling of safety. Police officials based their patrol strategies on the findings of this experiment for many years. The Kansas City findings have convinced many scholars and police officials that police presence does not deter crime. Klockars (1983) concluded that “it makes about as much sense to have police patrol routinely in cars to fight crime as it does to have firemen patrol routinely in fire trucks to fight fire” (p. 130). Skolnick and Bayley (1986) wrote that “Random motor patrolling neither reduces crime nor improves chances of catching suspects” (p. 4). Gottfredson and Hirschi (1990) believed that “No evidence exists that augmentation of police forces or equipment, differential patrol strategies, or differential intensities of surveillance have an effect on crime rates” (p. 270).

Lawrence Sherman disagreed with the outcome of the Kansas City experiment because years of debate have revealed substantial statistical, measurement, and conceptual problems in its design. From December 1, 1988 to November 30, 1989,

Sherman and Weisburd (1995) conducted an experiment with the cooperation of the Minneapolis Police Department. The purpose of the experiment was to determine if increased police presence in high crime areas or “hot spots” resulted in the decrease of crime in the hot spots. The conclusions drawn from the study showed that there is a small, but clear, common crime prevention effect when there are large increases in police activity in a high crime area. Further, if urban police agencies decide to assign an even higher priority to having a high profile police presence in high crime areas, the amount of crime prevention can be increased. One problem with the conclusions is the amount of crime prevention in high crime areas may be lessened by the relocation of that crime to other areas. However, even if a police presence causes the crime to go elsewhere, crime has been deterred at the hot spot location where the police are patrolling.

By applying Sherman and Weisburd’s (1995) conclusions to speed enforcement, drivers will, theoretically, drive the posted speed limit in areas where there is a police presence engaged in speed enforcement. Drivers might be inclined to avoid the areas where officers are enforcing speed limits and drive above the posted speed limits in areas where no speed enforcement is taking place. Further, the more police resources an agency is willing to dedicate to speed enforcement, then the greater the reductions of speeders.

Former Police Chief Michael Scott of the Office of Community Oriented Policing Services, U.S. Department of Justice, explored the issue of speed enforcement on driver behavior. Chief Scott (2003) stated, “Long-term changes in drivers’ attitude toward speeding depends on drivers’ perceived risk of being stopped” (p.15). Drivers

must believe that there is a strong likelihood that they will receive a speeding citation or their attitude towards speeding will not change. Enforcement quickly loses its effect when the enforcement effort is not consistent and visible to drivers. Enforcement works primarily through the principle of deterrence and is based on the fundamental idea that credible threats of punishment deter unwanted behavior. The effectiveness of deterrence depends on perception of risk to a large segment of the target population.

A Federal Highway Administration document (1998) provided a review of safety research related to speed and speed management. First, research by Mustyn and Sheppard (1980) discovered that more than 75% of drivers admit that they base the speed they use on what the traffic and road conditions allow, no matter what the posted speed limit is. Although the drivers who were interviewed believed that speeding is one of the main causes of accidents, they did not think that driving 10 mph over the limit is really wrong. However, driving 20 mph over the posted speed limit was considered a serious offense to most of the drivers that were interviewed.

Secondly, Shinar and Stiebel (1986) found that there is a relationship between drivers's exceeding the speed limit and their perception of the risk of receiving a citation for speeding. The researchers found that drivers more readily complied with speed limits in the vicinity of police vehicles and that this compliance decreased the greater the distance from the police vehicles. The distance that drivers complied with the speed limit was greater in the presence of mobile police vehicles than with stationary police vehicles.

Finally, Armour (1986) researched the effect on drivers speeding when a marked police vehicle was parked along an urban street. When a marked police vehicle was

present, there was a 2/3 drop in the amount of vehicles exceeding the speed limit. This police presence also caused an increase in the community being aware of police activity in the adjacent area, and a quantifiable decrease in drivers speeding in the area of enforcement. Based on these findings, Armour (1986) suggested that the use of stationary police vehicles would be a good strategy to use to combat speeding problems in small areas.

The U.S. Department of Transportation-Speed Management Strategic Initiative (2005) concluded the main reason for enforcing drivers' speed choices is the considerable risks speeders can cause to others. Another ground for enforcing speed limits is that some drivers do not know how to properly judge the performance of their vehicles or how to properly judge road conditions so as to make an informed decision about speed. Further, some drivers do not understand the effects that speed can have on the probability of having a crash or on how speed affects the severity of crashes. Peden (2004) recognized that sustained and visible speed enforcement of speed limits is necessary to reduce the speed of drivers. The Department of Transportation (2005) study further concluded that enforcement is necessary to get drivers to comply with speed limits. Speed enforcement is still needed even if the majority of the drivers think that the posted speed limits are fitting and sensible. It is needed because many drivers will only obey the speed limits if they believe that there is risk of being apprehended and punished for speeding. Effective speed enforcement works mainly through the standard of common deterrence. The primary notion is that a probable likelihood of being stopped and punished curtails undesirable driving behaviors.

Austroroads Incorporated (2001) concludes that driver behavior is influenced by two types of deterrence. Drivers who have previously been detained for speeding are motivated not to speed by specific deterrence. There is a general deterrence when drivers believe that there is a risk of speed enforcement whether or not they have previously been detained for speeding. The existence of clandestine speed enforcement along with the knowledge of its existence by the majority of drivers through media exposure creates the primary source of the general deterrence effect of speed enforcement. Visible speed enforcement has a general deterrence effect for the amount of time that it reminds drivers that there is covert enforcement of speed limits. Covert operations must be well publicized for it to have a vital role in helping to produce a general deterrence effect. Covert speed enforcement also has a specific deterrence effect on those drivers who are caught speeding even though those drivers are not affected by general deterrence. The most effective plan for speed enforcement uses a sensible balance of visible and covert speed enforcement.

Zaidel (2002) studied the impact of enforcement on accidents in European countries. A section of the study looked at research data from an automated photo enforcement program in British Columbia targeting speeders. The program has had clear influence on speeding behavior in British Columbia. The number of drivers speeding decreased from 66% in May 1996 to 33% by the end of 1996. At the sites of deployment, then amount of speeding vehicles is below 40%. The percentage of drivers driving 16 km/h or more over the posted speed limit was reduced from 10.5% in May 1996 to 2.6% by the end of 1996.

In their study, Povey, Frith, and Keall (2003) found that speed enforcement is intended to have a deterrent effect on drivers and thus have an affect speeds. Drivers are deterred from driving over the speed limits if they recognize a risk of getting caught, if they fear being caught, or if they fear the punishment if caught speeding over the limit. Povey, et al. (2003) concluded that the apparent possibility of being caught plays a major role in drivers making a speed choice.

Raymond (2002) wrote an article on penumbral crime that gives insight into the mentality of drivers that speed. Raymond (2002) stated that, "A penumbral crime is a criminal act defined by a high level of noncompliance with the stated legal standard, an absence of stigma associated with violation of the stated standard, and a low level of law enforcement or public sanction" (para. 4). Raymond's (2002) review of existing research found that when surveyed, most drivers admit that they drive faster than the posted speed limits. Raymond (2002) found that, "About two-thirds of all drivers reported that they at least occasionally exceed the maximum speed limit on the roads they regularly drive, while 30% of drivers report that they regularly tend to drive faster than other motorists on the road" (para. 10). Her review of research indicated that even more drivers exceed the posted speed limits than what is self reported. In one study Raymond (2002) reviewed, 70% of vehicles were going faster than the posted speed limits. Subjective evidence estimated that the level of vehicles exceeding the speed limit could be even higher. Drivers have to drive over the posted speed limits to keep up with the flow of traffic since most drivers are not complying with the speed limit. Many drivers, who otherwise obey the law, drive at speeds over the posted speed limits. These drivers that speed consider themselves to be people who obey the law even

though they routinely speed. Often, when a law is under-enforced, there is a tendency for people to violate it more frequently because they assume that there is little risk of being caught (Raymond, 2002).

Speeding is a crime that is socially acceptable and carries no harmful effects in a social setting. Well known public officials have admitted to speeding without negative consequences since speeding is a socially acceptable occurrence. When persons openly admit to speeding violations, this shows that they do not consider speeding to be wrong. When surveyed, most drivers do not believe that driving over the speed limit by 10 miles per hour is wrong (Boyle, 1998). When it comes to speeding, it is more common for drivers to violate the speed limits than to drive the speed limits. Drivers do not believe that they will suffer any social repercussions for speeding, and they believe that they will rarely suffer any sanction for it. Many drivers do not think that they will receive a citation for speeding, especially if they do not exceed the speed limit by very much. Drivers expect to be able to exceed the speed limits without receiving a citation as long as they drive within the tolerance allowed by the police. They are often correct in this expectation. Minor violations of the speeding laws are rarely sanctioned often due to officer tolerance and discretion. Many officers have ten miles per hour tolerance, so drivers have to be exceeding the ten miles per hour tolerance before they are ticketed. When drivers drive faster than the tolerance given by officers, then both they and the police believe that drivers should be sanctioned if they are caught and that these sanctions are justified. Even though drivers believe that it is proper to enforce speeding greater than the allowed tolerance, it does not mean that they will drive within the tolerance. Some drivers are willing to drive outside of the tolerance and risk

receiving a speeding citation. It is presumed that they would be less opposed to enforcement of the law at that level (Boyle, 1998).

Another area to be considered in reference to speed enforcement is what affects speed enforcement has on speed related accident rates. Research conducted by Delaney, Diamantopoulou, and Cameron (2003) seemed to indicate that all types of speed enforcement have resulted in some positive impact on accident frequency and accident severity. Mobile radars have shown to be effective in reducing accident rates on rural roadways, and handheld laser radars have shown to be effective in reducing accident rates in metropolitan areas. The use of handheld laser radars has been found to result in a significant decrease in accidents involving injuries as these radars are operated in an overt manner (Delaney, Diamantopoulou, & Cameron, 2003)

The use of publicity to bring a high rate of public awareness to traffic safety and speed enforcement produced the greatest results in lowering accident rates. A public education campaign that accompanies speed enforcement is more effective at reducing accidents than publicity that generally relates to speeding. These public education campaigns should reach a broad section of the drivers but should especially target younger drivers. A high saturation of public education concerning speed education can be very effective in reducing crashes even when enforcement levels are low. However, the best program to reduce accidents will involve public education campaigns and overt speed enforcement (Delaney et al., 2003).

General traffic enforcement and speed enforcement help to improve driver safety by general deterrence and by specific deterrence. The general deterrence effect works when potential traffic offenders have a fear of being caught and when they are aware of

the consequences of being caught. Some of the consequences of being issued a citation that drivers should be aware of are a fine; points assessed against driver's license, and increased insurance rates. The actual chances of being issued a citation are often much lower than the perceived risk of being issued a citation.

Specific deterrence occurs when a driver is actually stopped and issued a traffic citation. They have to experience the consequences of being caught. The consequences involve the actual event of being stopped, which is not usually a pleasant experience, even when the police officer is courteous and professional. The offender has to make some type of appearance at the appropriate court, either in person or via an attorney. The offender might choose to take a driver education type program to lessen the effects of the traffic citation. The offender might choose to exercise their rights to a trial or they may just pay their fine. All of these consequences involve time, money, or the possibility of driving privileges being removed. All of these consequences can play a role in encouraging the driver to not re-offend.

Research by Delaney et al. (2003) indicated that accidents were reduced at a marginally statistically significant rate in the area of speed enforcement on the same day that speed enforcement was being conducted. This same rate of accident reduction was still present up to four days in the area where speed enforcement had been conducted. The most reduction in accidents came on the day when a mixture of overt and covert speed enforcement was in operation. Marked police cars conducted visible speed enforcement and unmarked police cars conducted covert speed enforcement (Delaney et al., 2003).

When drivers are speeding, it reduces the time that they have to avoid accidents. Speeding increases the chances of being involved in an accident, and it also increases the severity of the damages and injuries caused by the accident. Therefore, it seems to follow that increased speed enforcement will reduce the number of crashes and the severity of the crashes.

The research showed some common themes concerning speeding and speed enforcement (Armour, 1986; Boyle 1998; Delaney et al., 2003; Povey et al., 2003). Speed enforcement programs are the most successful when they combine aggressive visible speed enforcement with an aggressive media campaign. Visible speed enforcement slows drivers down close to the area of the enforcement. However, the distance halo is not very large, meaning that the drivers speed up when they perceive that they are no longer in danger of being stopped for speeding by the police unit that was involved in speed enforcement. Aggressive speed enforcement programs have a relative short time halo, meaning that the drivers start exceeding the speed limits as soon as they perceive that there is no longer aggressive speed enforcement being conducted.

Photo speed enforcement has had good success in slowing drivers to the speed limits in British Columbia, England, Australia, New Zealand, and some European countries. The success is attributed to the constant perception by drivers that their speed is being monitored, and they are in danger of receiving a citation if they speed. Speed enforcement cameras have not been approved for prosecution in many U.S. jurisdictions. Therefore, the success that other countries have had with photo speed enforcement has not been duplicated in the United States. Research showed that many

drivers will drive at a speed that they believe is reasonable and safe despite the posted speed limit (Raymond, 2002). Many drivers will exceed the speed limit by whatever miles per hour of tolerance the law enforcement agencies in that area give. An example would be if the officers give ten miles per hour tolerance above the speed limit, then many drivers will drive the speed limit plus ten miles per hour because they perceive that they will not get a citation for speeding until they exceed the tolerance. Speeding is a penumbral crime; therefore, there is little or no incentive to not speed.

It appears that speed enforcement alone does not change the driving habits or mindset of drivers. Many drivers only slow down when there is active speed enforcement or when they believed that speed enforcement is taking place. Further, many drivers will drive at speeds that they believe are within police tolerance because they believe that they will not receive a citation for driving at that speed. Speed reduction campaigns that have met with the most success have combined speed enforcement with an aggressive education campaign designed to educate drivers to the potential consequences of speeding.

METHODOLOGY

The practices of the Lubbock Police Department concerning speed enforcement is the focus of this research in an effort to determine if these practices have a lasting affect on driving habits and driver mindsets. Does speed enforcement by the Lubbock Police Department change the driving habits and mindsets of drivers concerning speeding in Lubbock, Texas? This question is the focus of this research. The researcher hypothesizes that speed enforcement in Lubbock, Texas does not change

the driving habits and mindsets of drivers concerning speeding and a long-term strategy will have to be developed to curb speeding in Lubbock.

This author will review existing research and review the statistical data concerning speed enforcement by the Lubbock Police Department. Further, a review of the practices of the Lubbock Police Department concerning speed enforcement will take place. Finally, a review of the data from a survey distributed to 89 college students and a review of the data from a survey distributed to 73 Lubbock Police officers assigned to the Patrol Division will be used as the method of inquiry for this paper.

The instrument that will be used to measure the researcher's findings regarding the subject of speed enforcement in Lubbock, Texas will include two surveys and statistical data from the City of Lubbock Municipal Court regarding the number of speeding citations issued by Lubbock police officers. The size of the first survey will consist of eight questions, distributed to 100 survey participants from Lubbock, Texas. The size of the second survey will consist of one question with five possible responses, distributed to 80 Lubbock police officers assigned to the Patrol Division. The response rate to the first survey instrument resulted in 89 responses. The response rate to the second survey instrument resulted in 73 responses. The researcher will analyze the information obtained from the survey.

FINDINGS

According to unpublished statistics provided by the City of Lubbock Municipal Court, personnel of the Lubbock Police Department wrote 73,107 citations in 2005. Of that number, 31,822 were for speeding. In 2006, 70,975 citations were written, of which 24,562 were for speeding. Further, in 2007, 65,110 citations were written, of

which 17,820 were for speeding. Finally, in 2008 60,146 citations were written. Of that number, 19,780 were for speeding. Parking citations were not included in the numbers of citations listed above. These figures do not include traffic stops for speeding that resulted in a warning being issued by either shift personnel or by motorcycle officers. These figures include speeding citations issued by officers working overtime where their overtime salary is paid by a Speed Selective Traffic Enforcement Program grant.

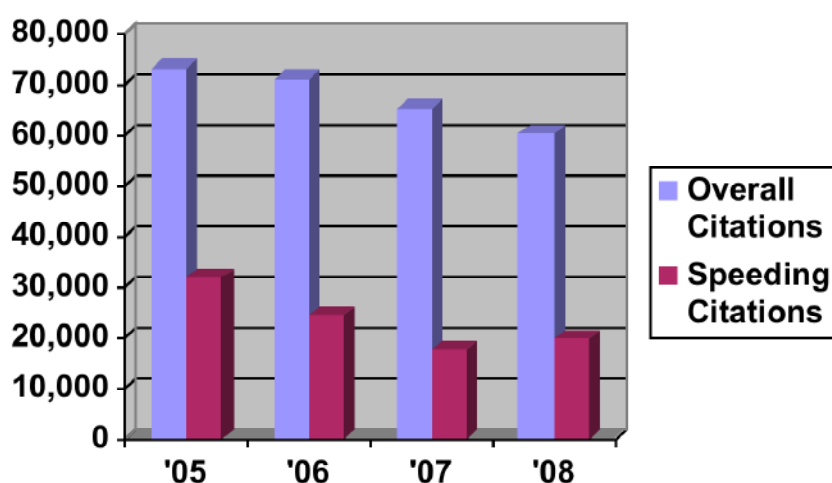


Figure 1. Citations issued by Lubbock police officers

A cursory look at the fall in the number of speeding citations issued by personnel of the Lubbock Police Department seems to indicate that the speed enforcement practices of the Lubbock Police Department are successful at reducing speeding. A survey that was given to some of the Lubbock police officers assigned to the patrol division provided some insight on the decrease. Fifty-one percent ($n = 73$) of the officers surveyed felt that the administrative and judicial practices of the Lubbock Municipal Court judge have contributed to the decline in speed citations being issued. Thirty-three percent ($n = 73$) felt that the heavy load of calls for service contributed to

the decline in speed citations being issued. Only 4% (n = 73) of the officers surveyed felt that there are fewer speeders resulting in fewer speeding citations being issued.

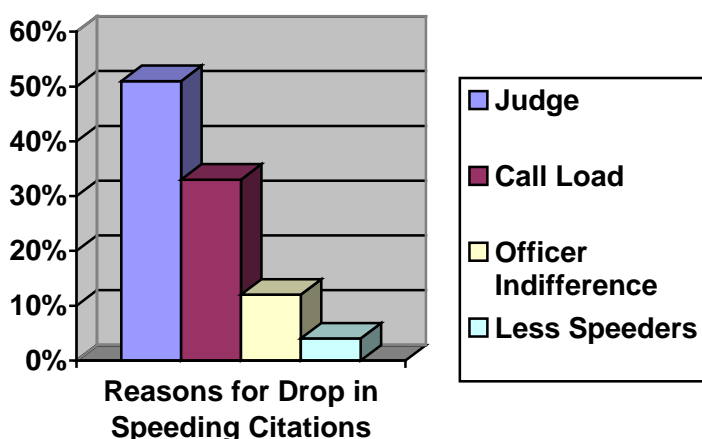


Figure 2. Lubbock police officer survey (Appendix 1)

A survey given to students at Lubbock Christian University indicated that drivers are still speeding in Lubbock, Texas despite the enforcement efforts. Ninety-five percent (n = 89) indicated that they occasionally, often, or always speed. Forty-eight percent (n = 89) indicated that it is all right to speed when they believe that the speed limit is set too low. Further, 62% (n = 89) believed that it is all right to speed when it can be done safely. Sixty-two percent (n = 89) indicated that they have received a speeding citation in Lubbock, Texas. Of the 62% that have received a speeding citation in Lubbock, Texas, 65% (n = 55) indicated that receiving a speeding citation did not cause them to change their attitude concerning speeding. Seventy-three percent (n = 55) indicated that receiving a speeding citation did not cause them to stop speeding. Finally, 56% (n = 55) indicated that they had received more than one speeding citation in Lubbock, Texas.

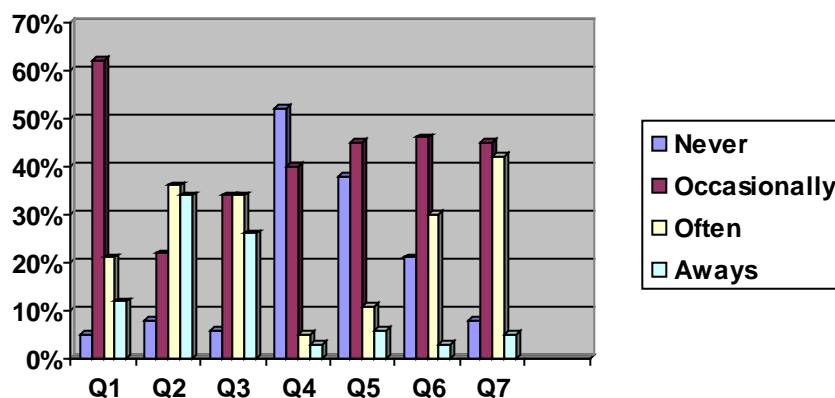


Figure 3. College student survey concerning speeding (Appendix 2)

The review of literature indicated that visible speed enforcement has an affect on causing drivers to temporarily stop speeding. The student survey also indicated that this is the case. Ninety-two percent ($n = 89$) of the students surveyed indicated that visible speed enforcement causes them to occasionally, often, or always drive the speed limit.

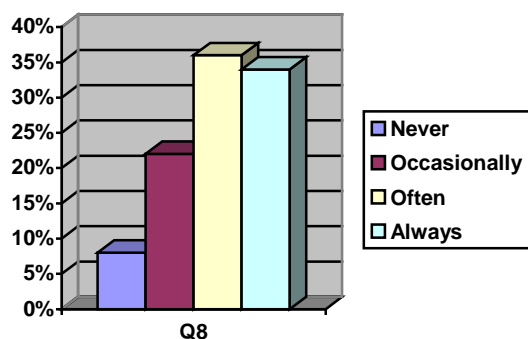


Figure 4. College student survey concerning visible speed enforcement

DISCUSSIONS/CONCLUSIONS

This author questioned whether or not that speed enforcement changed the mindsets and driving habits of drivers. A plan for research was developed to answer this question. The reason for this research was to study the practices of the Lubbock

Police Department concerning speed enforcement in an effort to find out if these practices have a long term affect on driving habits and driver mindsets. The research question that was examined concentrated on determining if speed enforcement by the Lubbock Police Department makes a difference in speed choices that drivers in Lubbock make while operating a vehicle on Lubbock streets.

Prior to the research for this paper, the author believed that speed enforcement does not have any long lasting effects on the driving habits and mindsets of drivers. The findings of the research did support this belief. The existing research and the research conducted by this author indicated that speed enforcement does not change the mindsets and driving habits of drivers, but it is necessary for order maintenance. Without speed enforcement, it appears that speed related accidents will increase, making it less safe to drive in Lubbock, TX.

This author concluded that the Lubbock Police Department should continue to staff the Motorcycle Unit at its current level. The Lubbock Police Department should continue to participate in Speed Selective Traffic Enforcement Program grants as they are available. Further, shift officers working a beat should be encouraged to use their radars for speed enforcement when applicable.

The Lubbock Police Department should involve various resources within the community in developing a plan to educate the public to the risks and dangers that are associated with speeding. This plan, along with aggressive speed enforcement, will make Lubbock a safer community by helping to lower the number of speed related fatal crashes and by lowering the number of speed related crashes. The quality of life in Lubbock will be improved when drivers observe and obey the posted speed limits.

The study of speed enforcement is relevant to contemporary law enforcement because speed enforcement is manpower and resource intensive. Law enforcement agencies stand to be benefited by the results of this research because informed decisions can be made when allocating manpower and resources that are used to enforce speed laws. Further, the citizens in a community are benefited if they are made safer due to a reduction in speed related traffic accidents.

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APPENDIX

LUBBOCK, TEXAS SPEED SURVEY LUBBOCK POLICE OFFICERS

I am conducting research on speed enforcement in Lubbock, TX for my Bill Blackwood Law Enforcement Management Institute of Texas project. The information that is gathered from the survey will only be used to help verify statistical data associated with my research findings. It is not for departmental use. Your honest input in answering this survey is greatly appreciated.

Neal Brumley

In your opinion as a City of Lubbock Police Officer, what is the most important factor attributing to the decline in the number of speeding citations being issued? Please circle the letter of only one answer.

- A. Administrative and judicial practices by the Municipal Court Judge.
- B. Heavy call load which limits time for speed enforcement.
- C. Fewer speeders.
- D. Officer indifference toward speed enforcement.

If none of the above, please write in your response _____

LUBBOCK, TEXAS SPEED SURVEY

All of these questions are regarding driving in **Lubbock, TX**.

How often do you exceed the speed limit?

Never____ Occasionally____ Often____ Always____

Does visible speed enforcement cause you to drive the speed limit?

Never____ Occasionally____ Often____ Always____

Do safety concerns for yourself and others cause you to drive the speed limit?

Never____ Occasionally____ Often____ Always____

Is it alright to speed when you believe that the posted speed limit is set too low?

Never____ Occasionally____ Often____ Always____

It is alright to speed when it can be done safely?

Never____ Occasionally____ Often____ Always____

Is Lubbock, TX a safe place to drive?

Never____ Occasionally____ Often____ Always____

The Lubbock Police Department does a good job concerning the enforcement of traffic laws.

Never____ Occasionally____ Often____ Always____

Have you ever received a speeding citation?

Yes____ No____

If yes: Did receiving the citation cause you to change your attitude concerning speeding?

Yes____ No____

Did receiving the speeding citation cause you to stop speeding?

Yes____ No____

Have you received more than one speeding citations?

Yes____ No____