

FACE IT: Report Slides



Law Enforcement Officer – Motor Vehicle



Trooper Crashes on Roadway While Responding to Reckless Driver Complaint— Kentucky (NIOSH LEO 2016-02)

Summary

- A 23-year-old state police trooper was fatally injured when he lost control of his vehicle in a curve and was struck by an oncoming tractor trailer.
- The trooper was responding to a complaint of a reckless driver whom Dispatch had advised was traveling ahead of him.
- Using his cell phone, the trooper called Dispatch to get an update on the location of the reckless driver.

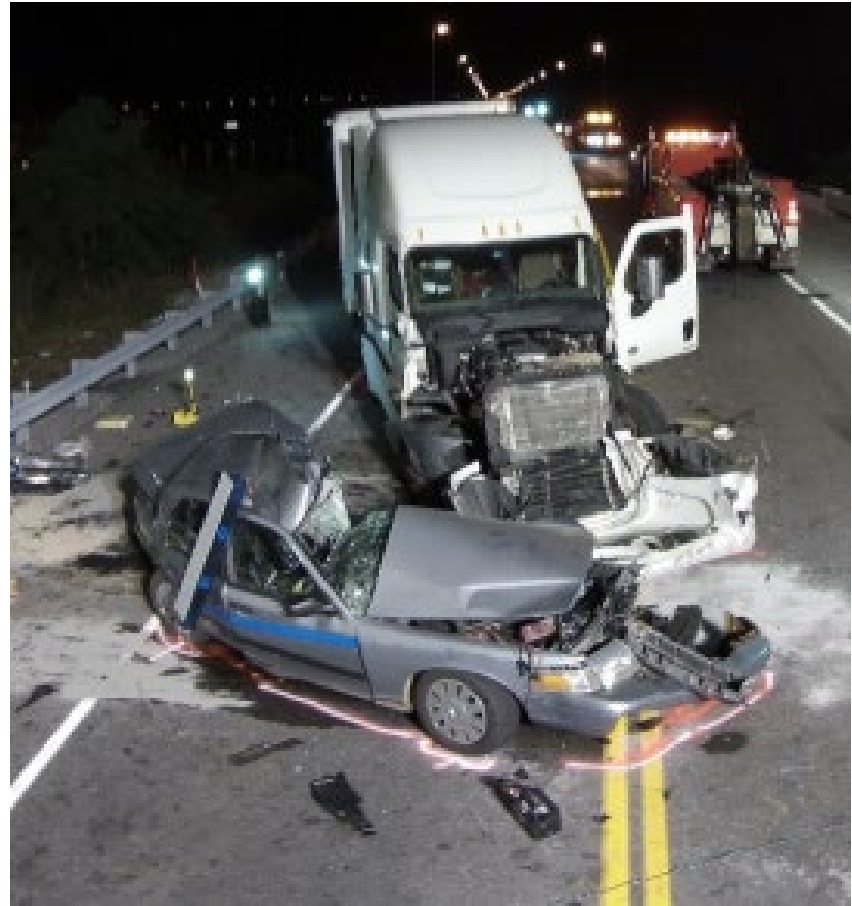


Photo taken at scene of crash.
(Photo courtesy of Kentucky State Police.)



Summary

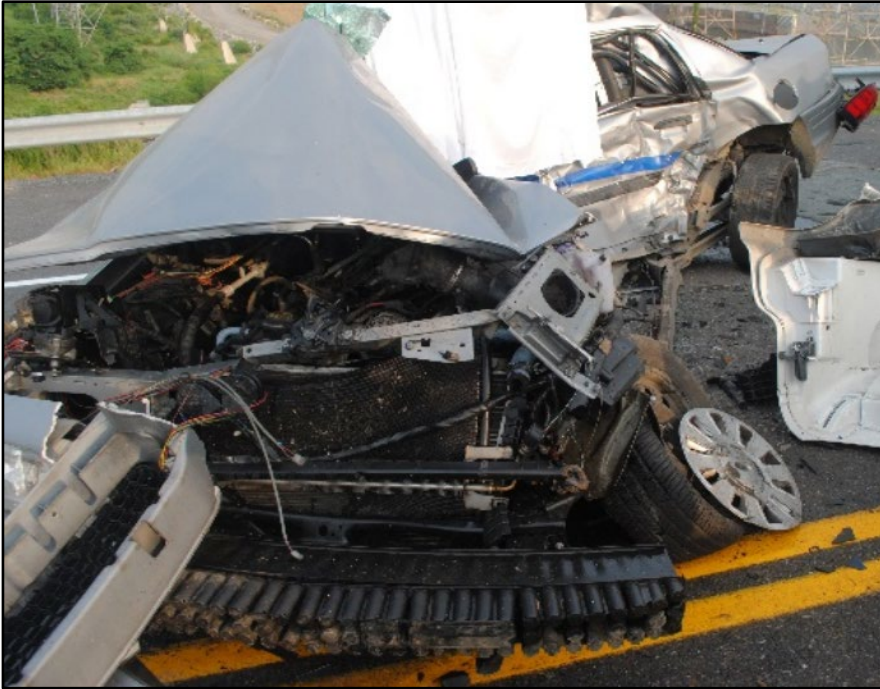
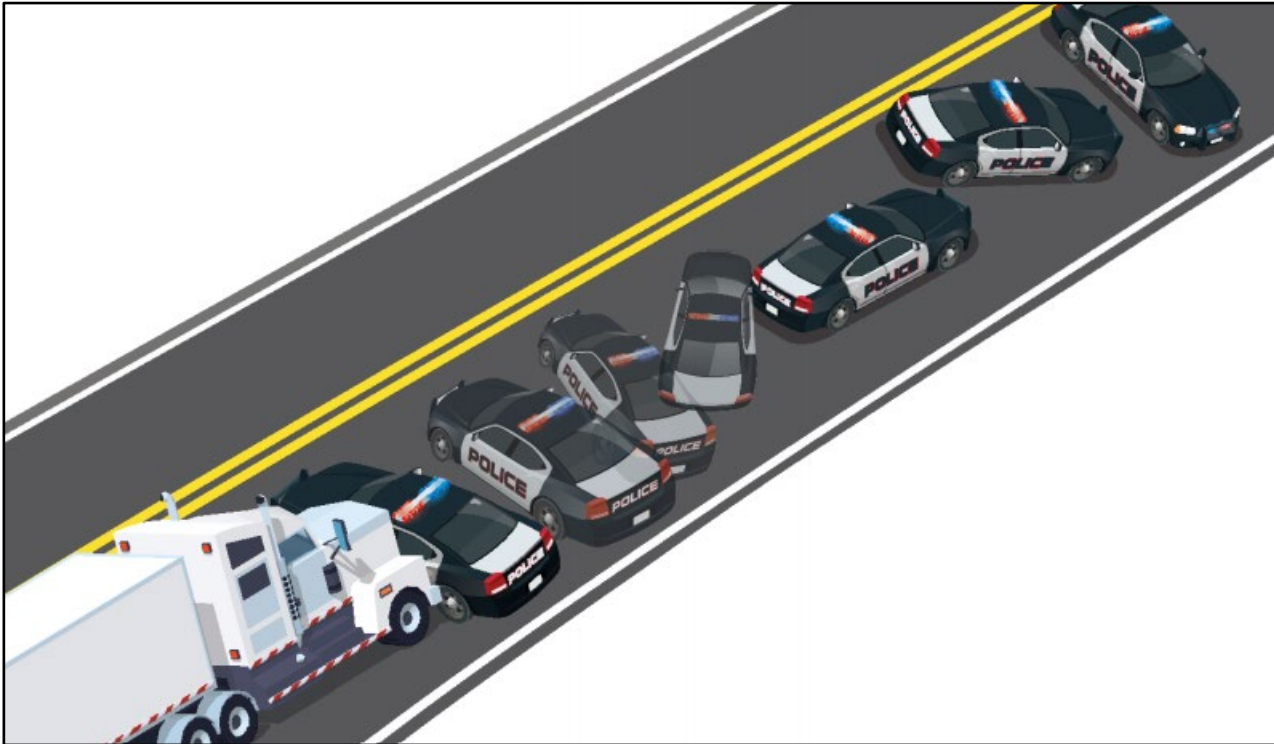


Photo. Patrol unit at scene, post-crash.
(Photo courtesy of Kentucky State Police.)

- As the trooper entered a curve in the road, he lost control of his patrol car, which rotated counterclockwise, and crossed into the path of oncoming traffic.
- Seeing the out-of-control patrol unit, the driver of an oncoming tractor trailer applied his brakes and steered toward the shoulder in attempt to avoid crashing into the trooper.
- The patrol unit had spun approximately three-fourths of a full rotation, placing the driver's side door in front of the oncoming tractor trailer as the collision occurred.
- The trooper died on impact.



Counterclockwise rotation of patrol unit as trooper lost control and was struck by oncoming tractor trailer.



Contributing Factors

- Vehicle speed
- Use of a cell phone while driving
- Roadway conditions and/or weather



Law Enforcement Officer – Motor Vehicle

Recommendations

- Law enforcement agencies should establish and enforce standard operating procedures for the use of onboard vehicle equipment and other electronic devices, such as cell phones, when operating vehicles.
- Law enforcement agencies should establish and enforce standard operating procedures for the maximum miles per hour over the posted speed limit a law enforcement officer may use when responding to a call.



Recommendations

- Law enforcement agencies and training academies should emphasize the driving skills of matching vehicle speed with roadway and environmental conditions.
- Law enforcement agencies and training academies should consider including in the training curriculum techniques for managing adrenaline surge.
- Departments of transportation should consider the use of supplemental traffic control devices in addition to the minimum specified by the Manual of Uniform Traffic Control Devices (MUCTD) to warn motorists of upcoming curves.



Law Enforcement Officer – Motor Vehicle

Trooper Crashes on Roadway While Responding to Reckless Driver Complaint—Kentucky (NIOSH LEO 2016-02)

▶
Law Enforcement Officer
Motor Vehicle Crash Investigation

Division of Safety Research 1095 Willowdale Road Morgantown, WV 26505 304.285.5916

LEO 2016-02
February 9, 2018

Trooper Crashes on Roadway While Responding to Reckless Driver Complaint—Kentucky

EXECUTIVE SUMMARY

On June 23, 2015, a 23-year-old state police trooper was fatally injured when he lost control of his vehicle in a curve and was struck by an oncoming tractor trailer.

The trooper was responding to a complaint of a reckless driver whom Dispatch had advised was traveling ahead of him. Using his cell phone, the trooper called Dispatch to get an update on the location of the reckless driver. As the trooper entered a curve in the road, he lost control of his patrol car, which rotated counterclockwise, and crossed into the path of oncoming traffic. Seeing the out-of-control patrol unit, the driver of an oncoming tractor trailer applied his brakes and steered toward the shoulder in attempt to avoid crashing into the trooper. The patrol unit had spun approximately three-fourths of a full rotation, placing the driver's side door in front of the oncoming tractor trailer as the collision occurred. The trooper died on impact.




Photo taken at scene of crash.
(Photo courtesy of Kentucky State Police.)

CONTRIBUTING FACTORS



Key contributing factors identified in this investigation include:

- Vehicle speed
- Use of a cell phone while driving
- Roadway conditions and/or weather

KEY RECOMMENDATIONS

NIOSH investigators concluded that, to help prevent similar occurrences:

- Law enforcement agencies should establish and enforce standard operating procedures for the use of onboard vehicle equipment and other electronic devices, such as cell phones, when operating vehicles.
- Law enforcement agencies should establish and enforce standard operating procedures for the maximum miles per hour over the posted speed limit a law enforcement officer may use when responding to a call.
- Law enforcement agencies and training academies should emphasize the driving skills of matching vehicle speed with roadway and environmental conditions.


Page i


Download the full report: <https://www.cdc.gov/niosh/FACE/pdfs/L201602.pdf>



Contact Us

Fatality Assessment and Control Evaluation
Surveillance and Field Investigations Branch
Division of Safety Research, NIOSH
1000 Frederick Lane, M/S 1808
Morgantown, West Virginia 26505-2888
FACE Web Site: <https://www.cdc.gov/niosh/face/>

Follow FACE on Twitter @NIOSHFACE