FUTURE TRAINING NEEDS

SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT

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SHERIFF'S DEPARTMENT

COMMAND COLLEGE CLASS I

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EXECUTIVE OVERVIEW

This report attempts to identify the future training needs of patrol officers and patrol supervisors in California and then to specify how the San Bernardino County Sheriff's Department's Training Center would address these needs. The report was designed to serve as a tool for helping to assess future training needs and as the basis for a master plan for the development of the Training Center.

Several elements were used to accomplish the training assessment:

- A futures scenario
- Interviews with law enforcement officers and trainers
- A survey of the Basic Consortium members
- A survey of San Bernardino County training officers, and
- A review of the F.B.I.'s 1984 report State and Local Law Enforcement Training Needs In the United States

After the assessment was completed, the writer identified those training areas that could best be addressed at the Training Center. A conceptual plan was formulated to address these needs. It was readily apparent that driver training and patrol tactics would serve as the initial basis for facility development.

Field trips were made to a number of training centers to research driver training facilities. Special attention was given to design that would facilitate the cars of the future. Course configuration was also an important factor that was researched. The end product of the report is the design specification and identification of components necessary to facilitate a training center that could address the full range of patrol skills, emphasizing demonstrations and practical exercises.

EXECUTIVE OVERVIEW (cont'd)

This report could be used most effectively by persons who are designing or considering the development of a driver training center or basic law enforcement academy.

Notes

PROJECT PROPOSAL

FUTURE TRAINING NEEDS AND THE SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT TRAINING CENTER

DEFINITION:

An assessment of the future training needs for California law enforcement patrol officers and how the San Bernardino County Sheriff's Department Training Center, as a part of the State's law enforcement training community, will address these needs.

DESCRIPTION/JUSTIFICATION:

An important element of the future of California law enforcement is the training of patrol officers. Attendance at the P.O.S.T. Basic Consortium and P.O.S.T. Commission Meetings for the past two and one-half years have reflected two major concerns. First, is the selection process for entry into law enforcement and second, is the basic and continuing professional training for field officers.

In 1985 the P.O.S.T. Commission extended the minimum basic course training requirements from 400 hours to 520 hours and the minimum continuing professional training from 24 hours every two (2) years; first-line supervisors must satisfy the same requirements.

This study will attempt to identify the emerging training issues for California law enforcement patrol officers and patrol supervisors, especially in San Bernardino County's training service region. This region generally encompasses San Bernardino, Mono, Inyo, Riverside, Orange and Los Angeles Counties.

DESCRIPTION/JUSTIFICATION (cont'd)

The Training Center is the primary training facility for San Bernardino County and provides limited services to the counties mentioned. This study will identify the patrol officer as the officer who provides uniformed patrol services to the communities they serve and the first-line supervisors, generally designated as sergeants or senior officers, who supervise the patrol officers.

METHODOLOGY:

The goal of the study will be to identify the most important training needs for the patrol officer and patrol supervisor and determine which of these can best be addressed by the Training Center. Particular attention will be paid to the Training Center resources, capabilities, funding and staffing. The study will develop a conceptual plan for implementing training programs to address the identified training needs. The design will address:

- Training needs
- Funding sources
- Facility design
- Program design

The assessment of future training needs will be accomplished by interviewing and surveying:

- Police and Sheriff's Department's staff
- Training Centers' staff
- P.O.S.T. staff

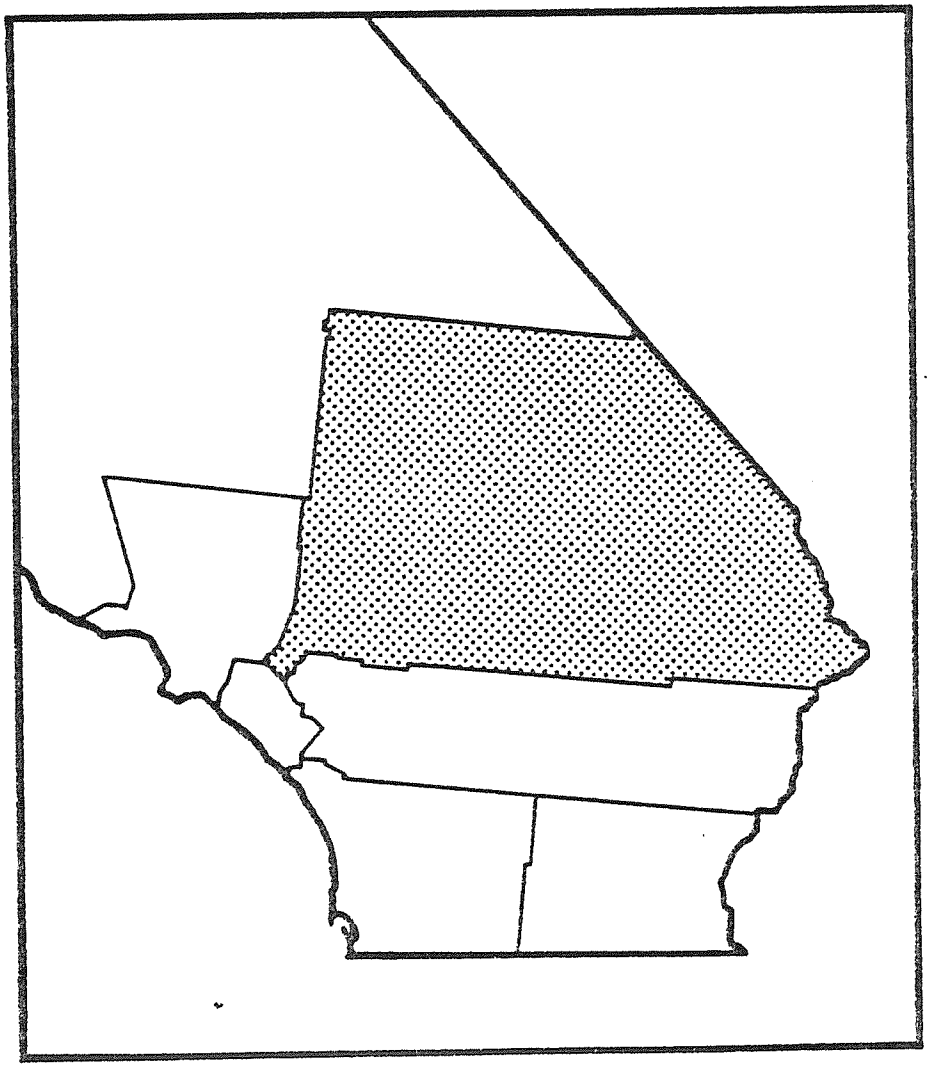
DESCRIPTION/JUSTIFICATION (cont'd)

The projection of how the San Bernardino County Sheriff's Department Training Center will address these needs will be by visiting existing training centers and the development of a futures scenario.

The product of this study will be a report outlining the training assessment and the project design for the Training Center's projections for addressing the assessed needs. It is expected that this study will provide the basis for a plan for the development of the San Bernardino County Sheriff's Department's role as an important California law enforcement training center.

SAN BERNARDINO COUNTY

1985 - 2005



SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT (1985 - 2005)

Notes

We recognize that no one really has a grasp on what the future may or may not bring and that at best "futurists" are the predictors of the outcome of trends. We are, however, certain that our tomorrows will be significantly different from our todays and yesterdays. Not to look ahead into the future is to live in a vacuum and to be reactive to change. We propose that to be "proactive", it is necessary to forecast and conceptualize the future; and that if we actively search the horizons we will be a creative and proactive part of what lies ahead.

Change is inevitable.

Be proactive, examine trends and forecast.

We will be able to effectively plan and manage the problems of our future communities, understand their expectatons, and law enforcement's future role. We cannot stand idle and watch from the sidelines, we must join in and be a positive force in developing the criminal justice system of the future.

Forecasting is a very important part of Planning.

Be part of the future.

> "We cannot escape the future by hiding from it.
> But, we can outwit it by advancing on it."
>
> Future Fuzz - The Exciting Future of "Third Wave" Law Enforcement

In a rapidly changing society unforeseen changes in future community demographics will undoubtedly alter the role of the police, as well as impact its personnel and resources. However, we cannot simply say that the future is beyond our capacity, we must use today's tools and trends, coupled with our own creativity, to look into the future.

Understand that change will impact law enforcement's future role.

Demographics in California are experiencing considerable change which will significantly impact San Bernardino County. We are located adjacent to Orange, Riverside, and Los Angeles Counties -- three very dynamic areas.

Notes

SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT (1985 - 2005)

The Rand Corporation has identified changing trends in Southern California in the following areas:

Trends.

- Age composition
- Family structure
- Lifestyle
- Racial, and
- Ethnic makeup.

Age Composition:

Population - age factor.

There is a decline in the youth population and an increase in senior citizen population.

1980 - 1990 Population Change

Under 15 years	+ 10%	+ 4.9 million
15 - 24 years	- 16%	- 6.8 million
25 - 34 years	+ 17%	+ 6.2 million
35 - 44 years	+ 45%	+11.5 million
45 - 64 years	+ 3%	+ 1.5 million
65 - over	+ 20%	+ 5.1 million

Family Structure:

Smaller family structures.

The average size of households will decline from the present 2.7 persons to a low of 2.3 persons in the mid-1990's. There will also be an increase in non-traditional types of family structures, i.e., single family with women as the head of the family. In the 1990's, 40% of all children will live with only one parent.

Lifestyle:

More people living alone.

In 1980, 17% of the population lived alone, in two years that number rose to 23%. People are living longer, as a result the number of persons living alone will increase. There will also be more couples without children. In 1950 11% of women with school age children were part of the work force. In 1985 that percentage had increased to 50%.

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Ethnicity:

Minority populations will continue to grow rapidly, especially Hispanic. Demographic trends suggest that no one group in the future will be a majority. Also, there has been a significant increase in the Asian population which will certainly influence our changing demographics.

Hispanic and Asian population growing rapidly.

No clear majority.

These trends seem to point to one very clear reality -- Southern California will have a very diverse population base:

What do these trends suggest?

- Increase in the number of immigrants
- No clear majority
- A large Hispanic minority
- A potential for the separation of cultures

"To be really successful, you will have to be trilingual: fluent in the English, Spanish, and computer."

John Naisbitt, Megatrends.

With society's diversified base, consensus will be less obtainable, and no single law enforcement strategy will work for the entire community. Police community relations will again become an important element of law enforcement's war on crime.

Consensus will be difficult to obtain.

What Lies Ahead:

With these limitations, trends, and generalized forecast, we will with a limited futurist's creativity, attempt a short future scenario.

The San Bernardino County law enforcement officers of the future will confront a significantly different society as they assume their patrol duties.

- Homes will be smaller and neighborhoods will be much more dense.

Homes.

- There will be more communal living:
  - Condominimums
  - Cluster homes
  - Gate communities
  - Mobile home parks

Notes

What Lies Ahead (cont'd):

- Construction will be modular and prefabrication will be the rule and custom construction will be only for the very wealthy.

- Technology will be an important part of construction, fire and protection systems will become mandatory and very sophisticated.

Use of technology in the home.

- Communication systems will also be commonplace in the home. Video telephonic communication, intercoms, and video surveilance will appear in most middle-class residences.

- Vehicles will also be smaller, lighter weight and front-wheel drive. Technology will play an important role in vehicle construction, communication systems, security devices, automated tracking systems, and vehicle safety devices will be part of most vehicle packages. Vehicles will also be an important extension of the individual and a major part of leisure time.

Vheicles.

- Community development will be planned, more pleasant to the eye, and more aware of environmental concerns.

Community structure.

- Neighborhood shopping centers will continue to be developed and will contain more service oriented businesses. Banking will continue to be automated and will require less in terms of formal facilities. Goods and services will be quickly and easily obtained. Shopping and buying will be handled electronically and billing will be instant.

Stores, shops and services.

- Many multipurpose convenience centers will be strategically located for commuter ease. i.e., commuters will be able to purchase gas, pick up milk and bread, rent a video, pick up their laundry, and have a snack all at one stop and use one universal credit card.

Convenience centers.

- Of course, culture and ethnic influences will impact communities and their development. Special shops, restaurants, medical services, theaters, and religious institutions will all reflect culture and ethnic

Culture and ethnic influences.

Notes

influences. People with like backgrounds, concerns, and ethnic and cultural origins will come together to live and relax.

- The staffing of law enforcement agencies will also reflect community demographics. Recruitment among these groups of people will be of major concern to local governments. Special consideration for language skills and ethnic backrounds will become a part of hiring incentives.

Law enforcement recruiting.

- Technology will have considerable impact on law enforcement. i.e.,

Technology.

  - Communications will be instant and continuous for patrol officers.
  - Video collection of evidence, interviews, and crime scenes will be as common place as cassette tape recorders are today.
  - Weaponry will be both lethal and nonlethal. Restraining weapons and devices will be at hand for every officer and personal force will not be necessary in most instances.
  - Sensing devices will be used to find evidence, property, weapons, persons, and security violations
  - Night vision devices will be very sophisticated and carried in each patrol unit.
  - Patrol units will be smaller, more compact, but loaded with technology that will address:

Patrol vehicles.

    - Communications
    - Information systems and report writing.
    - Substances analysis
    - Emergency medical aid
    - Identification of:
      - Persons, and
      - Property

Notes

- Patrol units (cont'd)
  - Officer safety and security
- Crime will continue to be of four general types:
  - Property
  - Sexual
  - Drug
  - Violence
  - Property crime will be much more sophisticated and the theft of funds and goods will often be handled electronically. By illegally entering automated marketing systems electroncially (i.e., illegally entering automated marketing systems and electronically diverting funds and goods). Residential robberies will be more commonplace even with advanced security systems, especially in isolated areas.

    Proprerty crime.
  - Sexual attacks and antisocial sexual behavior will continue to rise, even with the more liberalized social and enforcement postures.

    Sexual abuse of children and animals will become a major component of criminal sexual behavior, underground suppliers of pornographic videos will saturate the pornographic markets with inexpensive films. More exotic behavior will be required to keep these pornographic markets active.

    Sexual crime.
  - Substance abuse will continue to rise and be a major influence on other criminal behavior. The stress of a diversified base society will drive large numbers of individuals to try to escape through drug abuse. Drugs will also be easier to obtain and manufacture. Designer drugs will become so easy to synthesize and so like the organic substances that smuggling from foreign countries will be almost nonexistent. Neighborhood suppliers will take over the market almost like "bathtub bootleggers".

    Substance abuse.

    Drug trafficing

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- Crime types (cont'd)

  - Crimes of violence will be a sign of the times, and a direct result of the merging of cultures and ethnic groups. Cultures will not change or die without a fight, and reactive elements will raise their heads. They will attempt to return to earlier times and values, only to be struck down by the new society that will be struggling to identify its values and satisfy its many subcultures.

Crimes of violence.

In this mixture of cultures and ethnic groups which will each be attempting to assert its will and be heard, the individual will attempt to free themself from societal control and individual rights will be an important issue. This renewed question will be heard in the political arena, in court decisions, and in grass root groups. These factors, of course, will have considerable impact on the criminal justice system and how the police role will be identified.

We have just taken a little peek through the "futures window" to see what lies ahead. Lets take a look at how this might directly relate to the police and how they will perform their duties.

Police role.

- Patrol officers will deal with an older population and this group of people will expect more service and consideration.

More mature society expects more assistance.

- Families will be small, one parent, and women will be the heads of many households. Families will be less self-reliant and again expect services and aid to be a law enforcement function.

Small families require more assistance.

- More people living alone will raise the expectation of security and require law enforcement to respond faster and to be highly visible. Officers will be more actively recruited from cultural and ethnic groups.

Response and visability.

Notes

- Advances in technology will require the necessary to maximize the use of those devices. They will also mean that a great deal of information will be instantly available to the patrol officer at the scene of incidents. Officers will be able to make more immediate decisions concerning violations of the law. This will produce more arrest situations and other types of tactical responses to incidents.

Technical skills.

More immediate tactical responses.

- Police community relations will be more important than ever. Individuals and groups will expect to be heard and responded to.

Community relations.

The world of the future will not become simpler, on the contrary, it will be more complex, require more and varied skills, expect more services, and change at a much faster rate. Training and technology will play an important part in readying the police officer of the future to deal with what lies ahead.

SAN BERNARDINO COUNTY POPULATION INFORMATION

The Sun
A Gannett Newspaper Serving the Inland Empire
Tuesday, March 29, 1983
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Inland Empire seen as growing fastest in nation

By HARVEY FEIT
Sun Staff Writer

The San Bernardino-Riverside counties area will be the fastest growing one in the nation over the next five years, predicts a nationally known economic forecasting firm.

The two counties, which make up the San Bernardino-Riverside-Ontario Standard Metropolitan Statistical area, will experience growth of 19.8 percent over the five years, estimated Chase Econometrics of Bala-Cynwyd, Pa.

The firm said the Houston area will occupy the runner-up spot, with growth of 16.6 percent, followed by Miami with 15.9 percent.

Michael Carliner of Chase Econometrics said the projections are for areas with populations over the one million mark. Some smaller areas may grow at a faster rate, he said.

Carliner gave the reasons for the rapid growth in the Inland Empire:

- Lower housing costs, compared to those in Los Angeles and Orange counties, which will contribute to spillover growth.
- Fewer constraints on land use.
- A favorable mixture of industry likely to experience expansion.
- Defense growth, even if MX missile activity at Norton Air Force Base slows down.
- Momentum "Once you have a trend into an area, it tends to feed on itself."

The projections for the two-county area are almost in line with actual gains experienced over the past decade, according to the Census Bureau. The two-county area averaged a 3.1 percent annual increase between 1970 and 1980, the bureau reported. For San Bernardino County, the growth averaged 2.7 percent per year; annual growth for Riverside County was 3.7 percent.

While growth in the two-county area is expected to lead the nation in the next few years, it actually represents a slight slowing of the rapid growth of the past five years, Carliner said.

Andy Moody, a senior economist for Chase, said the forecast was completed in December "prior to a lot of shocks that have hit the economy." A re-evaluation, he said, would tend to make the forecast somewhat less optimistic.

Rep. George Brown Jr., D-Riverside, said the forecast was a creditable one, consistent with the general pattern of growth in the two counties. He expressed some puzzlement, however, over the Chase prediction for continued defense growth.

The MX missile program may run into trouble, he said. Some high technology companies on the Los Angeles County line may grow if the Reagan Administration pushes the president's call for development of space weapons, Brown said.

Carliner said the forecast takes into account population, relative costs, income and unemployment rates.

The two counties now rank 25th among the nation's metropolitan areas, with a combined population of 1,558,182. San Bernardino County's population for 1980 was 895,016, the Census Bureau reported; Riverside County's was 663,166.

Rounding out the nation's 10 fastest growing metropolitan areas will be Phoenix, 13.7 percent; Dallas-Fort Worth, 11.6 percent; Denver, 10.6 percent; Sacramento, 10.2 percent; San Diego, 9.7 percent; Atlanta, 8.4 percent; Seattle, 8.2 percent, Chase predicted.

The company is a subsidiary of Chase Manhattan Bank. It does mostly consulting and forecasting work geared toward corporate planning. Carliner said it has 200 persons on its economic forecasting staff and is one of the two largest companies in its field, he said.

SAN BERNARDINO - RIVERSIDE METRO AREA
POPULATION BY AGE GROUPS
AND EFFECTIVE BUYING INCOME
1982

	National Rank	San Bernardino County	Riverside County	Metro Area
Population	23	973,400	732,100	1,705,500
Percent of Population By Age Groups				
0-17		28.7	26.4	27.7
18-24		13.1	11.3	12.3
25-34		18.2	16.0	17.3
35-49		16.8	15.9	16.4
50 & Over		23.2	30.4	26.3
Median Age		29.5	32.7	30.8
Effective Buying Income	27	$8,873,967,000	$6,722,366,000	$15,596,333,000
E. B. I. Per Capita		$ 9,116	$ 9,182	$ 9,145
Median E. B. I. Per Household		$23,092	$20,741	$22,019
Percent of Households E. B. I.		$25,805	$24,633	$25,282
Under $10,000		18.6	20.1	19.2
$10,000 - $19,999		24.3	28.2	26.0
$20,000 - $34,999		32.7	30.3	31.7
$35,000 - $49,999		17.1	14.3	15.9
$50,000 or more		7.3	7.1	7.2
Households	25	344,000	272,900	616,900

Source: Sales and Marketing Management, 1983 Survey of Buying Power, October 1983

POPULATION BY AGE & E.B.I.

POPULATION DENSITY
SOUTHERN CALIFORNIA COUNTIES
JANUARY 1, 1983

County	Square Miles	Percent of State	Population Per Sq. Mile
Imperial	4,241	2.7	24.1
Los Angeles	4,069	2.6	1908.0
Orange	782	.5	2604.1
Riverside	7,240	4.6	100.2
San Bernardino	20,160	12.9	48.9
San Diego	4,261	2.7	466.1
Santa Barbara	2,737	1.7	114.5
Ventura	1,864	1.2	303.4
Eight-County Totals	45,354	29.0	319.32
State Totals	156,361	100.0	159.62

Source: San Bernardino County Economic Development Department

POPULATION

TEN CALIFORNIA COUNTIES
SHOWING LARGEST POPULATION INCREASES
1970 - 1983

(Listed in order of population increase)

County	1970[1]	1980[1]	1983[2]	Percentage Gain 1970-80[3]	Percentage Gain 1970-83[3]	Population Increase 1970-83[3]
Los Angeles	7,041,980	7,477,503	7,763,800	6.2	10.2	721,820
San Diego	1,357,854	1,861,846	1,986,000	37.1	46.3	628,146
Orange	1,421,233	1,932,709	2,036,400	35.9	43.3	615,167
San Bernardino	682,233	895,016	985,880	31.2	44.5	303,647
Santa Clara	1,065,313	1,295,071	1,343,100	21.6	26.1	277,787
Riverside	456,916	633,166	731,200	38.6	60.0	274,284
Sacramento	634,375	783,381	839,900	23.5	32.4	205,525
Ventura	378,497	529,174	565,600	39.8	49.4	187,103
Contra Costa	566,116	656,380	681,600	15.9	20.4	115,484
Kern	330,234	403,089	442,800	22.0	34.1	112,566

Source: [1] U. S. Census 1970 and 1980
[2] California Department of Finance
[3] San Bernardino County Economic Development Department

POPULATION GROWTH

SOUTHERN CALIFORNIA COUNTIES
PROJECTIONS
1982 to 1987

County	POPULATION 12/31/82	POPULATION Projected 12/31/87	POPULATION Percentage Change 1982-1987	HOUSEHOLDS 12/31/82	HOUSEHOLDS Projected 12/31/87	HOUSEHOLDS Percentage Change 1982-1987
San Bernardino	973,400	1,153,800	18.5	344,000	418,700	21.7
Riverside	732,100	867,100	18.4	272,900	320,500	17.4
Ventura	578,100	671,000	16.1	194,400	225,100	15.8
San Diego	1,996,400	2,232,800	11.8	739,300	832,700	12.6
Orange	2,089,600	2,312,700	10.7	770,100	878,600	14.1
Santa Barbara	310,800	326,300	5.0	117,000	112,600	4.8
Los Angeles	7,642,900	8,005,200	4.7	2,821,300	2,910,100	3.1
Seven-County Total	14,323,300	15,568,900	8.7	5,259,000	5,708,300	8.5
State Total	24,912,000	27,176,500	9.1	9,296,100	10,184,400	9.6

County	AVERAGE HOUSEHOLD E.B.I. 12/31/82	AVERAGE HOUSEHOLD E.B.I. Projected 12/31/87	AVERAGE HOUSEHOLD E.B.I. Percentage Change 1982-1987	RETAIL SALES PER HOUSEHOLD 12/31/82	RETAIL SALES PER HOUSEHOLD Projected 12/31/87	RETAIL SALES PER HOUSEHOLD Percentage Change 1982-1987
San Bernardino	$ 25,796	$ 39,811	54.3	$ 11,814	$ 18,064	52.9
Riverside	24,633	36,364	47.6	12,872	18,879	46.7
Ventura	31,143	51,170	64.3	13,020	21,043	61.6
San Diego	28,133	45,749	62.6	13,299	21,591	62.3
Orange	33,274	53,936	62.1	16,107	25,530	58.5
Santa Barbara	28,866	47,091	63.1	14,004	23,033	64.5
Los Angeles	28,056	44,704	59.3	13,441	21,503	59.9
Seven-County Total	$ 28,629	$ 45,756	59.8	$ 13,673	$ 21,752	59.1
State Total	$ 28,170	$ 44,554	58.2	$ 13,509	$ 21,174	56.7

Source: Sales and Marketing Management, July 25, 1983 and October 31, 1983
San Bernardino County Economic Development Department

GROWTH STATISTICS

POPULATION GROWTH
SOUTHERN CALIFORNIA COUNTIES
1970 - 1990

County	July 1, 1970	July 1, 1980	Projected July 1, 1990	1970 - 1980 Number Change	1970 - 1980 Percent Change	Projected 1980 - 1990 Number Change	Projected 1980 - 1990 Percent Change
San Bernardino County	685,500	903,700	1,265,500	218,200	31.8	361,800	40.0
Riverside County	461,200	671,800	935,100	210,600	45.6	263,300	39.2
Ventura County	381,200	535,700	739,600	154,500	40.5	203,900	38.0
Imperial County	74,900	92,900	116,100	18,000	24.0	23,200	24.9
San Diego County	1,358,500	1,869,100	2,291,600	510,600	37.6	422,500	22.6
Orange County	1,432,900	1,941,000	2,348,300	581,300	35.4	407,400	20.9
Santa Barbara County	264,700	299,500	329,400	34,800	13.1	29,900	9.9
Los Angeles County	7,045,200	7,497,200	8,061,000	452,000	6.4	563,800	7.5
Eight-County Totals	**11,704,100**	**13,810,900**	**16,086,600**	**2,180,100**	**18.0**	**2,275,800**	**16.5**

Source: California Department of Finance
Population Research Unit, April 1981

POPULATION

SAN BERNARDINO COUNTY
POPULATION GROWTH FORECAST
BY REGIONAL STATISTICAL AREAS
1980 - 2000

Regional Statistical Area		January 1980	January 1990	January 2000	Percentage Change 1980 - 1990	Percentage Change 1980 - 2000
28	West San Bernardino Valley	346,000	561,000	695,000	62.1	100.9
29	East San Bernardino Valley	342,000	436,000	510,000	27.5	49.1
30	San Bernardino Mountains	36,000	47,000	55,000	30.5	52.8
31	Baker	7,300	9,100	10,600	24.6	45.2
32	Barstow	106,000	153,000	190,000	44.3	79.2
33	Twentynine Palms	40,000	56,000	66,000	40.0	65.0
34	Needles	6,600	7,900	9,000	19.7	36.4
	San Bernardino County Total	883,900	1,270,000	1,535,600	43.7	73.7

Source: Final Southern California Association of Governments (SCAG) Forecasts (Adopted 09/02/82).

See map on back of this page.

DEMOGRAPHIC TABULATION FOR SAN BERNARDINO COUNTY UPDATE TREND INFORMATION

POPULATION TREND DATA:

		Population		Number Change	Percentage Change
	1970	682,233			
(Est.)	1981	914,179	1970-81	231,946	34.00
(Proj.)	1986	1,018,982	1981-86	104,803	11.46

HOUSEHOLD TREND DATA:

		Households		Number Change	Percentage Change
	1970	211,841			
(Est.)	1981	319,386	1970-81	107,545	50.77
(Proj.)	1986	379,599	1981-86	60,213	18.85

INCOME TREND DATA:

		Average Household Income		Average Household Percentage Change	Per Capita Income
	1969	$ 9,518			$ 3,002
(Est.)	1981	24,909	1969-81	161.70	$ 8,728

INCOME DISTRIBUTION TREND DATA:

Household Income	1969 Number	1969 Percentage	1981 Number	1981 Percentage
Less than $7,500	93,758	44.3	45,963	14.4
$7,500 to $14,999	81,525	38.5	60,634	19.0
$15,000 to $24,999	30,134	14.2	72,231	22.6
$25,000 to $34,999	3,306	1.6	60,587	19.0
$35,000 to $49,999	2,032	1.0	47,121	14.8
$50,000 and over	1,025	0.5	32,819	10.3
Median Income	$ 8,616		$22,349	

Source: National Planning Data Corporation

GROWTH STATISTICS

INTRODUCTION - RESEARCH FINDINGS

During the initial research regarding training, it was apparent that a method was going to have to be found to assess the future training needs of the patrol officer and the patrol supervisor in California and especially the Southern California area. Three vehicles were used to try and address this problem.

- Interviews
  - Individuals
  - Training Groups
- Surveys
  - P.O.S.T Consortium
  - San Bernardino County Training Officers Association
  - Review of the F.B.I. State Local Law Enforcement Training Needs in the United States study.

The first method employed was to interview persons in law enforcement and law enforcement trainers. During the interviews the areas that surfaced most often were resubmitted to the interview group to be prioritized and ranked. The second phase was to have the two other groups (Basic Consortium and San Bernardino County Training Officers) rank and prioritize the interview group's assessment areas.

During both the interviews and survey assessments, the participants were requested to look to the future and try to forecast the future training needs for the two groups identified. It was apparent that it would be quite difficult and sometimes impossible to achieve this goal, however, much of the data is still quite valuable in terms of identifying more present and existing needs.

Notes

See Interview Section

See Basic Consortium and SBCTOA Sections

Not very successful with the majority of the participants

INTRODUCTION - RESEARCH FINDINGS (cont'd)

The last tool used in assessing needs was a review of the most current training assessment study, The F.B.I.'s 1984 State and Local Law Enforcemnt Training Needs in the Unites States research report.

An analysis of the findings in all three areas suggests that the majority of training needs given high priority by the assessed groups involve basic police problems and skills areas. The two areas examined (patrol officers and patrol supervisors) would of course, lend to that finding as their day-to-day tasks most often involve basic police skills. It must also be remembered that these job categories make up the largest majority of law enforcement officers.

A problem may exist in that we have not really addressed their training needs after basic training due to the complexities involved in undertaking this type of skills training. The assessment participants continually remarked that we are not presently providing the necessary training to meet today's commitments. The following pages contain a summary of the assessment vehicles.

Notes

See F.B.I. research report summary

INTERVIEW GROUP

INTERVIEW GROUP

During the months of October, November, and December 1985, eighteen law enforcemnt officers and law enforcement trainers were interviewed. The interviews focused on the future training needs of California law enforcement, especially patrol officers and patrol supervisors. The future was identified as 1990 and beyond, and continually emphasis was placed on the interviewee to keep looking forward to the year 2000 and to try to imagine the world conditions and environment that law enforcement officers would find and then to assess and rank the training needs that would emerge during this transition.

Interviewees

Harold Hensley, Captain
San Bernardino County
Sheriff's Department

Ronald Telles, Lieutenant
San Bernardino County
Sheriff's Department

Charles Sodaro, Captain
San Bernardino County
Sheriff's Department

Fred Daily, Senior Deputy
San Bernardino County
Sheriff's Department

Robert A. Sessions
Chief of Police
Barstow Police Department

James M. Callas, Commander
Los Angeles County
Sheriff's Department

Edwin F. Coffeen, Captain
Los Angeles County
Sheriff's Department

M. J. McAndrews, Lieutenant
Los Angeles County
Sheriff's Department

Mike Visser, Lieutenant
Rialto Police Department

B. B. Pfeffehorn, Sergeant
San Diego Police Department

J. Castro, Officer
San Diego Police Department

Jim Palmer, Associate Dean
Miramar Community College
San Diego, CA

A. D. England, Sergeant
San Diego Police Department

R. W. Reed, Captain
San Diego Police Department

Sam Punter
Associate Professor

Ron Frigulti, Special Agent
Federal Bureau of Inv.

Alex Pantaleoni, Director
Rio Hondo Regional Training
Center

Norman Cleaver, Director
NCCJTES

Notes

Research findings
Interview Group

Not very successful
getting interviewees
to look into the
future

INTERVIEW FINDINGS

After reviewing the material gathered during the interviews, a list was compiled of the most frequently mentioned training needs. They are not ranked or prioritized, but merely extracted from the interviewee's comments.

- Training Needs
  - Field tactics
    - Responding to crimes in progress
    - Officer safety
  - Communication
    - Report writing
    - Verbal skills
  - Human Behavior
    - Culture influences
    - Interpersonal communication
    - Domestic violence
  - Computer Skills
    - Familiarization
  - Legal Updates
  - Use of Force
    - Defensive tactics
    - Physical fitness
  - Driver Training
    - Basic
    - In-Service
    - Trainer

Notes

Stressed exercises, demonstration, and role playing.

Reporting main issue.

Role playing an important part of training.

Considered all forms of emerging technologies.

Video programs and computer testing.

Skills and strength issue.

Technology may help, but won't solve problem. In-Service a big issue.

INTERVIEW FINDINGS

- Training Needs (cont'd)
  - Firearms
    - Skills
    - Situational (shoot/don't shoot)
  - Other Emergency Responses
    - Fire
    - Hazardous materials
    - Disasters
  - Emergency Medical
    - CPR
    - First Aid
    - EMT

A survey form was then developed containing the identified training needs. The survey forms were sent to each of the interviewees and they were requested to simply rank the assessed training needs for patrol officers and patrol supervisors in order of importance.

The ranking produced the following results:

Patrol Supervisors

1	Communications
2	Field Tactics
3	Human Behavior
4	Legal Updates
5	Other Emergency Responses
6	Firearms
7	Use of Force
8	Driver Training
9	Computer Skills
10	Emergency Medical

Notes

Decision making and role playing exercises.

Hazardous materials and fire, especially important for supervisor.

Seemed to be a liability issue.

12 of the 18 interviewees responded.

See Table No. 11

INTERVIEW FINDINGS

Notes

See Table No. 12

Patrol Officers

1. Field Tactics
2. Communciations
3. Use of Force
4. Legal Updates
5. Driver Training
6. Human Behavior
7. Other Emergency Responses
8. Legal Updates
9. Emergency Medical
10. Computer Skills

The interviewees were also asked to make comments on areas that they felt were important enough to be included in the survey. They were general as follows:

- Crime Scene and Evidence
  - Crime scene protection and investigation
  - Collection of/preservation of evidence
- Assertive Supervision
  - Development of clear measurable performance standards
  - Performance and accountability cycle
  - Evaluation of work results not persons, etc.
- Rights of supervisors in the organizational climate
  - Government Code §3300
  - Skelly
  - During the interrogation/interview of the accused employee
  - Redirective performance agreements
- Team Building Workshops
  - Communication peer-management
  - Resolution of supervisory conflicts
  - Decision making, etc.

INTERVIEW FINDINGS

- Health Hazards
  - Aids, hepatitis, other communicable disease
  - Fitness
  - Stress Management

- Discretion Decision Making

- The question "Firearms" had two sub-questions identified as "Skills" and "Situational (shoot/don't shoot)". In my humble opinion the relationship of the two is mute at best. In a word, I think we spend quite enough time on the skills but not enough on the situational. There is a saying: "It's easy to teach someone how to shoot -- the toughest part is to teach them when to shoot!".

Notes

TABLE 11
TRAINING NEEDS ASSESSMENT
PATROL SUPERVISOR
INTERVIEW GROUP
(NUMBER - 12)

TRAINING RANK ORDER	DESCRIPTION	AVERAGE
1	Communications Report Writing Verbal Skills	3
2	Field Tactics Responding to crimes in progress Officer Safety	3
3	Human Behavior Culture Influences Interpersonal Communication Domestic Violence	3
4	Legal updates	5
5	Other Emergency Responses Fire Hazardous Materials Disasters	5
6	Firearms Skills Situational (shoot/don't shoot)	6
7	Use of Force Defensive Tactics Physical Fitness	6
8	Driver Training Basic In-Service Trainer	6
9	Computer Skills Familiarization	8
10	Emergency Medical CPR First Aid EMT	9

TABLE 12
TRAINING NEEDS ASSESSMENT
PATROL OFFICER
INTERVIEW GROUP
(NUMBER - 12)

TRAINING RANK ORDER	DESCRIPOTION	AVERAGE
1	Field Tactics Responding to Crimes in Progress Officer Safety	2
2	Communications Report Writing Verbal Skills	3
3	Use of Force Defensive Tactics Physical Fitness	3
4	Firearms Skills Situational (shoot/don't shoot)	4
5	Driver Training Basic In-Service Trainer	5
6	Human Behavior Culture Influences Interpersonal Communications Domestic Violence	5
7	Other Emergency Responses Fire Hazardous Materials Disasters	7
8	Legal Updates	7
9	Emergency Medical CPR First Aid EMT	8
10	Computer Skills Familiarization	9

ADMINISTRATION OF JUSTICE
MIRAMAR COMMUNITY COLLEGE

Jim Palmer, Associate Dean

Future Training Needs:

- Driver Training
- Firearms
- Tactics, i.e.,:
  - Crimes in progress
  - Car stops
  - Building searches
- Emergency medical

High Tech Application:

- Computer assisted video
- Simulators
  - Driving
  - Firearms
  - Shoot, don't shoot
  - Legal update

Notes

Intervived Sept. 30. 1985, regarding future training needs.

Stressed hands on and skill development.

Important training issues:

- Instructors
- Equipment
- Training Aids
- Demonstration
- Exercises

Feels High Tech will impact, but hands on field exercises is the key to training.

SAN DIEGO POLICE DEPARTMENT
P. O. Box 1431
San Diego, California 92112

(619) 236-6566

A. D. England, Sergeant
Patrol Sergeant
Driver Training Instructor

Notes

Interviewed Sept. 30, 1985, regarding Future Training Needs and High Tech Application.

Future Training Needs:

- Tactical situations/officer safety
  - Crimes in progress
  - Building searches
  - Car stops
- Patrol supervisors
  - Tactics
  - Disaster response
  - Other emergency situations
    (First few minutes critical)
- Crowd and riot control
- Driver training
  - Basic
  - In-service

Stressed practical exercises.

High Tech Application:

- Simulators
  - Firearms
  - Driver training

Sees many applications for simulators.

SAN DIEGO POLICE DEPARTMENT

San Diego Law Enforcement Training Center
10440 Black Mountain Road
San Diego, California 92112

B. B. Pfeffehorn, Sergeant
Training Officer Basic Academy
Training Center Staff

Future Training Needs:

- Officer safety
  - Tactics, crimes in progress
    - i.e.
      - Robbery
      - Building searches
      - Car stops
      - Firearms
- Quarterly training to develop skill levels.

High Tech Application:

- Lazer shooting simulators

Notes

Interviewed Sept. 30, 1985, regarding future training needs and High tech Application.

Stressed demonstrations and exercises, skill levels musb be developed.

SAN DIEGO POLICE DEPARTMENT

San Diego Law Enforcement Training Center
10440 Black Mountain Road
San Diego, California 92112

Jenny Castro, Officer
Advanced Officer Coordinator
Training Center Staff

Future Training Needs:

- Hazardous materials
- Officer Safety - Patrol Tactics
- Domestic Violence
- Incident Management
- Defensive Tactics/Fitness
- Felony Car Stops

High Tech Application:

- Situational shooting
- Automated target turners
- Return fire targets
- Simulators
  - Driver training
  - Firearms
  - Tactical situations
  - Defensive tactics

Notes

Interviewed Sept. 30, 1985, regarding future training needs and High Tech Application

Primary Considerations:

- Demonstrations
- Exercises
- Skill development

SAN DIEGO COUNTY SHERIFF'S DEPARTMENT
P. O. Box 1431
801 W. Market
San Deigo, California 92112

(619) 236-6566

R. W. Reed, Captain
Personnel Division

Notes

Interviewed Sept. 30. 1985, regarding Future Training Needs and Application of High Tech in meeting these needs.

Future Training Needs:

- Tactical training
  - Crimes in progress
  - Building searches
  - Firearms
  - Terrorism
- Driver training
  - Basic
  - In-service
- Training for trainers
  - Training Center staff
  - Field Training Officers

Hands on an important element.

Improve trainer's skills.

High Tech Application:

- Lazer vest and village
- Return fire simulators
- Firing time reaction

Spoke mostly of fire-arms. May have some application in driver training.

SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT
P. O. Box 1456
West End Institution Road
San Bernardino, California 92402

(714) 887-6451

Fred Daily, Senior Deputy
Training Officer
Sheriff's Training Center

Notes

Interviewed Oct. 1, 1985, regarding Future Training Needs and High Tech Application to meet these needs.

Future Training Needs:

- Communications
  - Report writing
- Computer familiarization
- Emergency medical
  - First aid
  - CPR
- Emergency response to disasters
  - Natural
  - Man-made
- Tactical situations
  - Crimes in progress
- Firearms
- Defensive tactics
- Field readiness

Very interested in practicle exercises and demonstrations.

Stressed skill development and performance objectives.

High Tech Application:

- Computer assisted videos
- Computerized testing and recording
- Simulators
  - Firearms
  - First aid and CPR
  - Driver training

CHAFFEE COMMUNITY COLLEGE
ADMINISTRATION OF JUSTICE
6237 Revere
Alta Loma, California 91701

(714) 987-6777

Sam Punter, Associate Professor

Notes

Interviewed Oct. 7, 1985, regarding Future Training and High Tech Application in meeting these needs.

Future Training Needs:

- Human behavior, dealing with people and their problems
- Culture awareness
- Self-acutalization

Stressed people-to-people problems and personal growth.

High Tech Application:

- Video taping students in role playing situations as training aids.

FEDERAL BUREAU OF INVESTIGATION
(Department of Justice)
Los Angeles Field Office/Training Division
11000 Wilshire Boulevard
Los Angeles, California 90024

(213) 477-6565 Ext. 2169

Ron Frigulti, Special Agent
Training Division

Notes

Interviewed Oct. 7, 1985, regarding Future Training Needs and High Tech Application

Future Training Needs:

- Professionalism
  - Attitude
  - Pride
  - Interpersonal Communications
- Communications
  - Written
  - Verbal
- Human behavior
  - Dealing with people
- Defensive tactics
  - Arrest and control
- Field tactics
  - Crimes in progress
  - Building searches
  - Hostage situations
  - Full range of problems

Stressed maturity.

Physical fitness and skill development.

Hands on demonstrations and exercises.

High Tech Application:

- Firearms
  - Lazer village
  - Automated target systems
  - Situational shooting

SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT
TWIN PEAKS STATION
P. O. Box 384
Twin Peaks, California 92391
(714) 383-3688

Charles Sodaro, Captain
Station Commander

Notes

Interviewed October 7, 1985, regarding Future Training Needs and High Tech Application.

Future Training Needs:

- Field tactics (full Range), i.e.,
  - Crimes in progress
  - Building searches
  - Disasters
- Communications
  - Report writing
- Computer familiarization
- Cultural influences/human behavior
- Domestic violence

Stressed hands on as best training method.

High Tech Application:

- Computer assisted videos

Not much input in this area.

SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT
TWIN PEAKS STATION
P. O. Box 384
Twin Peaks, California 92391

(714) 383-3688

Ronald Telles, Lieutenant
Assistant Station Commander

Notes

Interviewed October 7, 1985, regarding Future Training Needs and High Tech Application

Future Training Needs:

- Patrol tactics and officer safety
  - Hardware
  - Tactics
  - Defusion
- Tactical training for supervisors
- Computer familiarization
- Communication
  - Report writing
- Human behavior/culture awareness
- Terrorism

Stressed hands on and demonstration.

Stressed hands on and demonstrations.

Role playing

Informational and tactics.

High Tech Application:

- Computer assisted videos
  - Report writing
  - Legal update
  - Human behavior

Not much input in this area.

RIALTO POLICE DEPARTMENT
128 N. Willow Avenue
Rialto, California 92376

(714) 820-2555

Mike Visser, Lieutenant

Future Training Needs:

- Communication
  - Written (style, speed, and use of word processor)
- Use of force
  - Skill development
  - Physical fitness
  - Legal application
- Legal issues and updates
  - Arrest
  - Use of force
  - Search and seizure
- Driver training
  - Skills
  - Legal liabilities
- Tactics to crimes in progress
  - Ongoing
  - Exercises/realism

High Tech Application:

- Video instruction
- Video tape exercises for student to observe their own skill levels and behavior
- Simulators
  - Firearms

Notes

Interviewed Oct. 17, 1985, regarding Future Training Needs and possible High Tech training application.

Practical exercises and demonstrations to ensure changes in behavior.

BARSTOW POLICE DEPARTMENT
220 East Mountain View
Barstow, CA 92311

Robert A. Sessions, Chief of Police

(619) 256-3531

Future Training Needs:

- Legal updates
- Patrol tactics
- Driver training
- Physical fitness
- Firearms situational

High Tech Application:

Notes

Interviewed Oct. 31, 1985, regarding Future Training Needs.

Stressed continual updates and local road shows, local training coordinators.

No input.

SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT
BARSTOW STATION
225 East Mt. View
Barstow, California 92311

(619) 256-1796

Harold Hensley, Captain
Station Commander

Notes

Interviewed Oct. 31, 1985, regarding Future Training Needs and High Tech applications to meet these needs.

Future Training Needs:

- Collection, handling, and treatment of evidence
- Crime scene management
  - Preservation
  - Protecting
- Driver training
  - In-service
- Tactics to crimes in progress
- Jail procedures
- Communications
  - Verbal
  - Written

Emphasis of hands on and exercise to insure skill development.

High Tech Application:

- Video tapes
- Computer assisted training devices
- Simulators
  - Firearms
  - Driving

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRAINING CENTER
11515 South Colima Road
Whittier, California

(213) 946-7801

James M. Callas, Captain
Recruit Training Bureau

Edwin F. Coffeen, Captain
Advanced Training Bureau

M. J. McAndrews, Lieutenant
Basic Academy Coordinator

Future Training Needs:

- Culture awareness
  - Hispanic
  - Asian
- Computer familiarization
- Child abuse, aging, victim awareness
- Communication
  - Report writing
  - Speed reading
- Patrol tactics
- Driver training
- Investigative skills for patrol officers

High Tech Application:

- Firearms
  - Larger
  - Situational shooting
- Video presentations coupled with computer programs
  - Self paced
  - Verification/record keeping
- Simulators
  - Shooting
  - Driver training
  - Decision making

Notes

Interviewed Nov. 7, 1985, regarding Future Training Needs for Patrol Officers and Patrol Supervisors.

Interviewed three (3) subjects together, findings are a group response:

- Future Training Needs
- Future Training application of High Tech.

Lt. McAndrews mentioned terrorism, stressed hands on and practical exercises.

SANTA ROSA JUNIOR COLLEGE CENTER
NORTHERN CALIFORNIA CRIMINAL JUSTICE TRAINING
AND EDUCATION SYSTEM
7501 Sonoma Highway
Santa Rosa, California 95405

(707) 539-5210

Norman R. Cleaver, Director

Notes

Interviewed Dec. 2, 1985, regarding the future training needs of patrol and patrol supervision and the possible use of High Tech to address these needs.

Future Training Needs:

- Skill development in the use of new technologies
  - Computers
  - Sensors
  - Evidence collectors
- Health hazards
  - Aids
  - Hepatitis
  - Communicable disease
  - Stress
  - Fitness
- Patrol Tactics (full range)
- Competency examination to determine skill levels and remediation courses to address weaknesses, if any.

Hands on - exercises

Awareness and fitness programs.

Format - lecture. Exercises and role playing.

State-wide standards in important areas.

High Tech Application:

- Simulators
  - Driver training
  - Return fire
  - Firearms
  - Baton/PR-24
  - Reaction shooting
- Computer assisted videos
  - Legal update
  - Procedures
  - Report writing

Lots of interaction
- Mental
- Skills

SANTA ROSA JUNIOR COLLEGE CENTER (cont'd)

High Tech Application (cont'd):

- Sensing service to determine skill levels
  - Defensive tactics
  - Strength
  - Reaction times

- Sees more specialization and civilization of traditional law enforcement jobs which require extreme training approach changes, both in the funding and delivery vehicles.

Notes

Used in role playing exercises.

RIO HONDO REGIONAL TRAINING CENTER
3600 Workman Mill Road
Whittier, California 90608

(213) 692-4014

Alex Pantaleoni, Director

Notes

Interviewed December 2, 1985 regarding the future training needs of patrol officers and supervisors.

Also the possible application of High Tech in addressing these needs.

Future Training Needs:

- Communcations
  - Verbal - (skills - more articulate)
  - Written
- Human behavior
  - Interpersonal communications
- Patrol tactics - officer safety
- Computer awareness
- Liability areas
  - Firearms
  - Use of force
  - Driver training

Role playing.

Exercises/demonstrations.

Lawsuits becoming more of a problem.

- Sees more specialization and civilization of traditional law enforcement tasks. This will require a restructuring of training delivery systems and funding considerations. i.e.,:
  - Dispatchers
  - Jailers
  - Report writers
  - Investigators
  - Residential substations
  - Police Officer aids

  Also privatization of law enforcement task will result in changes in training and management practices.

High Tech Application:

- Simulators
  - Driver training
  - Firearms
- Computer assisted video
- Lazer video hardware

Not presently cost effective and will be some time before feasible.

BASIC LAW ENFORCEMENT CONSORTIUM GROUP

BASIC COURSE CONSORTIUM

The consortium is a P.O.S.T. sponsored quarterly meeting attended by basic academy course administrators, managers, and P.O.S.T. staff. Most participants are involved in a broad range of law enforcement training. They represent the community colleges and agency training centers. The consortium is generally attended by 40 to 50 members.

During the September 1985 consortium, a survey was submitted to the group requesting that they rank the training needs assessment items as identified by the interview group -- 34 of the 43 persons present responded to the survey (3 P.O.S.T. staff, 18 community college trainers, and 13 agency trainers).

Patrol Supervisor Ranking

1. Communication
   - Report Writing
   - Verbal Skills
2. Field Tactics
   - Responding to crimes in progress
   - Officer Safety
3. Legal Updates
4. Human Behavior
   - Culture Influences
   - Interpersonal Communications
   - Domestic Violence
5. Other Emergency Responses
   - Fire
   - Hazardous Materials
   - Disasters

Notes

Research Findings
Basic Consortium
December 3-4, 1985.

See sample survey.

Ranking for Patrol Officers and Patrol Supervisors

See Table No. 7.

BASIC COURSE CONSORTIUM

Notes

Patrol Supervisor Ranking (cont'd)

See Table No. 7.

5 Firearms
- Skills
- Situational (shoot/don't shoot)

7 Use of Force
- Defensive Tactics
- Physical Fitness

8 Computer Skills
- Familiarization

9 Driver Training
- Basic
- In-Service
- Trainer

10 Emergency Medical

Patrol Officer Ranking

See Table No. 8.

1 Field Tactics
- Responding to crimes in progress
- Officer Safety

2 Communications
- Report Writing
- Verbal Skills

3 Firearms
- Skills
- Situational

4 Use of Force
- Defensive Tactics
- Physical Fitness

5 Human Behavior
- Culture Influences
- Interpersonal Communications
- Domestic Violence

Notes

See Table No. 8.

Patrol Officer Ranking (cont'd)

6 Driver Training
- Basic
- In-Service
- Trainer

7 Legal Updates

8 Other Emergency Responses
- Fire
- Hazardous Materials
- Disasters

9 Emergency Medical
- CPR
- First Aid
- EMT

10 Computer Skills

Further information dealing with the ranking of assessment needs by the subgroups (P.O.S.T. staff, agency law enforcement trainers, and community college law enforcement trainers) may be obtained by reviewing Tables 1, 2, 3, 4, 5, and 6.

TABLE 1
TRAING NEEDS ASSESSMENT
PATROL SUPERVISOR
BASIC LAW ENFORCEMENT CONSORTIUM - P.O.S.T. MEMBERS
(NUMBER - 3)

TRAINING RANK ORDER	DESCRIPTION	AVERAGE
1	Field Tactics Responding to crimes in progress Officer Safety	4
2	Communications Report Writing Verbal Skills	4
3	Human Behavior Culture influences Interpersonal communications Domestic violence	5
3	Computer Skills Familiarization	5
3	Firearms Skills Situational (shoot/din't shoot)	5
6	Use of Force Defensive tactics Physical fitness	5
7	Driver Training Basic In-service Trainer	6
8	Other Emergency Responses Fire Hazardous materials Disasters	7
9	Legal Updates	7
10	Emergency Medical CPR First Aid EMT	8

TABLE 2
TRAINING NEEDS ASSESSMENT
PATROL OFFICER
BASIC LAW ENFORCEMENT CONSORTIUM - P.O.S.T. MEMBERS
(NUMBER - 3)

TRAINING RANK ORDER	DESCRIPTION	AVERAGE
1	Field Tactics Responding to crimes in progress Officer Safety	4
1	Driver Training Basic In-Service Trainer	4
3	Firearms Skilss Situational	4
4	Communications Report Writing Verbal Skills	5
4	Human Behavior Culture influences Interpersonal communication Domestic Violence	5
6	Use of Force Defensive Tactics Physical fitness	5
7	Other Emergency Responses Fire Hazardous materials Disasters	6
8	Legal Updates	6
9	Computer Skills Familiarization	7
10	Emergency Medical CPR First Aid EMT	8

TABLE 3
TRAINING NEEDS ASSESSMENT
PATROL SUPERVISOR
BASIC LAW ENFORCEMENT CONSORTIUM - LAW ENFORCEMENT TRAINERS
(NUMBER - 13)

TRAIN RANK ORDER	DESCRIPTION	AVERAGE
1	Communications Report Writing Verbal Skills	2
2	Field Tactics Responding to crimes in progress Officer Safety	3
3	Human Behavior Cultural influences Interpersonal communication Domestic Violence	5
4	Legal Updates	5
5	Other Emergency Responses Fire Hazardous Materials Disasters	5
6	Use of Force Defensive Tactics Physical fitness	6
7	Computer Skills Familiarization	6
8	Firearms Skills Situational (shoot/don't shoot)	7
9	Driver Training Basic In-Service Trainer	7
10	Emergency Medical CPR First Aid EMT	9

TABLE 4
TRAINING NEEDS ASSESSMENT
PATROL OFFICER
BASIC LAW ENFORCEMENT CONSORTIUM - LAW ENFORCEMENT TRAINERS
(NUMBER - 13)

TRAINING RANK ORDER	DESCRIPTION	AVERAGE
1	Field Tactics Responding to crimes in progress Officer Safety	3
2	Communications Report Writing Verbal skills	3
3	Firearms Skills Situational (shoot/don't shoot)	4
4	Use of Force Defensive Tactics Physical Fitness	5
5	Human Behavior Cultural influences Interpersonal communications Domestic violence	5
6	Driver Training Basic In-service Trainer	6
7	Legal Updates	6
8	Other Emergency Responses Fire Hazardous materials Disasters	7
9	Emergency Medical CPR First Aid EMT	8
10	Computer Skills Familiarization	8

TABLE 5
TRAINING NEEDS ASSESSMENT
PATROL SUPERVISOR
LAW ENFORCEMENT CONSORTIUM-COMMUNITY COLLEGE LAW ENFORCEMENT TRAINERS
(NUMBER - 18)

TRAINING RANK ORDER	DESCRIPTION	AVERAGE
1	Communications Report Writing Verbal Skills	2
2	Field Tactics Responding to crimes in progress Officer Safety	3
3	Legal Updates	4
4	Human Behavior Cultural influences Interpersonal communication Domstic violence	5
5	Firearms Skills Situational (shoot/don't shoot)	6
6	Computer Skills Familiarization	7
7	Use of Force Defensive Tactics Physical Fitness	7
8	Other Emergency Responses Fire Hazardous Materials Disasters	7
9	Driver Training Basic In-Service Trainer	7
10	Emergency Medical CPR First Aid EMT	8

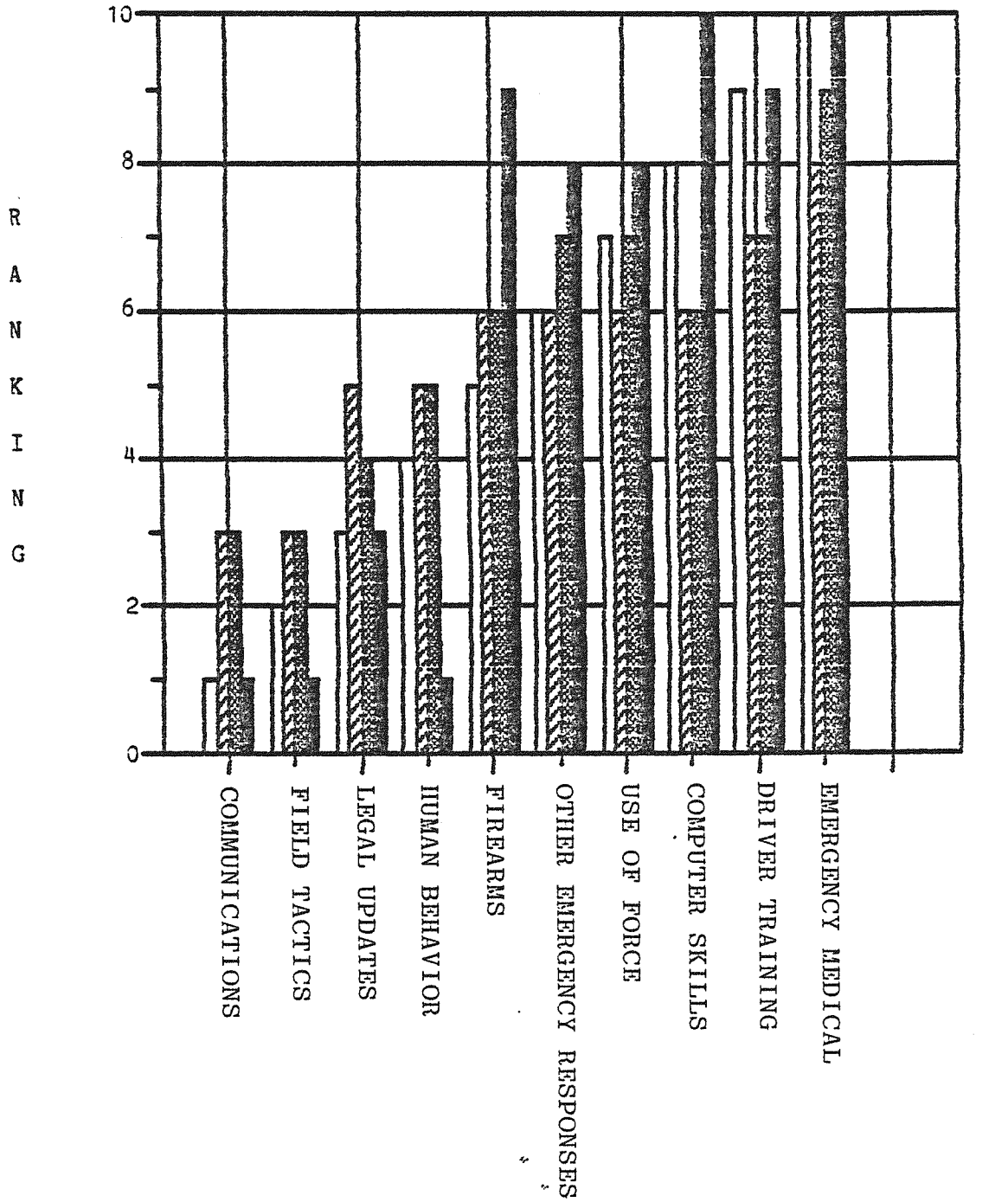
TABLE 6
TRAINING NEEDS ASSESSMENT
PATROL OFFICER
BASIC LAW ENFORCMENT CONSORTIUM- COMMUNITY COLLEGE LAW ENFORCEMENT TRAINERS
(NUMBER 18)

TRAINING RANK ORDER	DESCRIPTION	AVERAGE
1	Field Tactics Responding to crimes in progress Officer Safety	2
2	Communications Report Writing Verbal Skills	3
3	Use of Forces Defensive Tactics Physical Fitness	4
4	Firearms Skills Situational (shoot/don't shoot)	5
5	Human Behavior Culture Influences Interpersonal Communications Domestic Violence	6
6	Driver Training Basic In-Service Trainer	6
7	Legal Updates	7
8	Emergency Medical CPR First Aid EMT	7
9	Other Emergency Responses Fire Hazardous Materials Disasters	8
10	Computer Skills Familiarization	8

TABLE 7
TRAINING NEEDS ASSESSMENT
BASIC LAW ENFORCEMENT CONSORTUIM CONSENSUS
PATROL SUPERVISOR
(TOTAL NUMBER - 34)

TRAINING RANK ORDER	DESCRIPTION	AVERAGE SCORE	MEAN	MODE
1	Communication Report Writing Verbl Skills	3	3	1
2	Field Tactics Responding to crimes in progress Officer Safety	3	3	1
3	Legal Updates	5	4	3
4	Human Behavior Culture Influences Interpersonal Communications Domestic Violence	5	5	1
5	Other Emergency Responses Fire Hazardous Materials Disasters	6	6	9
5	Firearms Skills Situational (shhot/don't shoot)	6	7	8
7	Use of Force Defensive tactics Physical Fitness	6	7	8,9
8	Computer Skills Familiarization	6	6	10
9	Driver Training Basic In-Service Trainer	7	7	8,9
10	Emergency Medical	8	9	10

TRAINING ASSESSMENT NEEDS



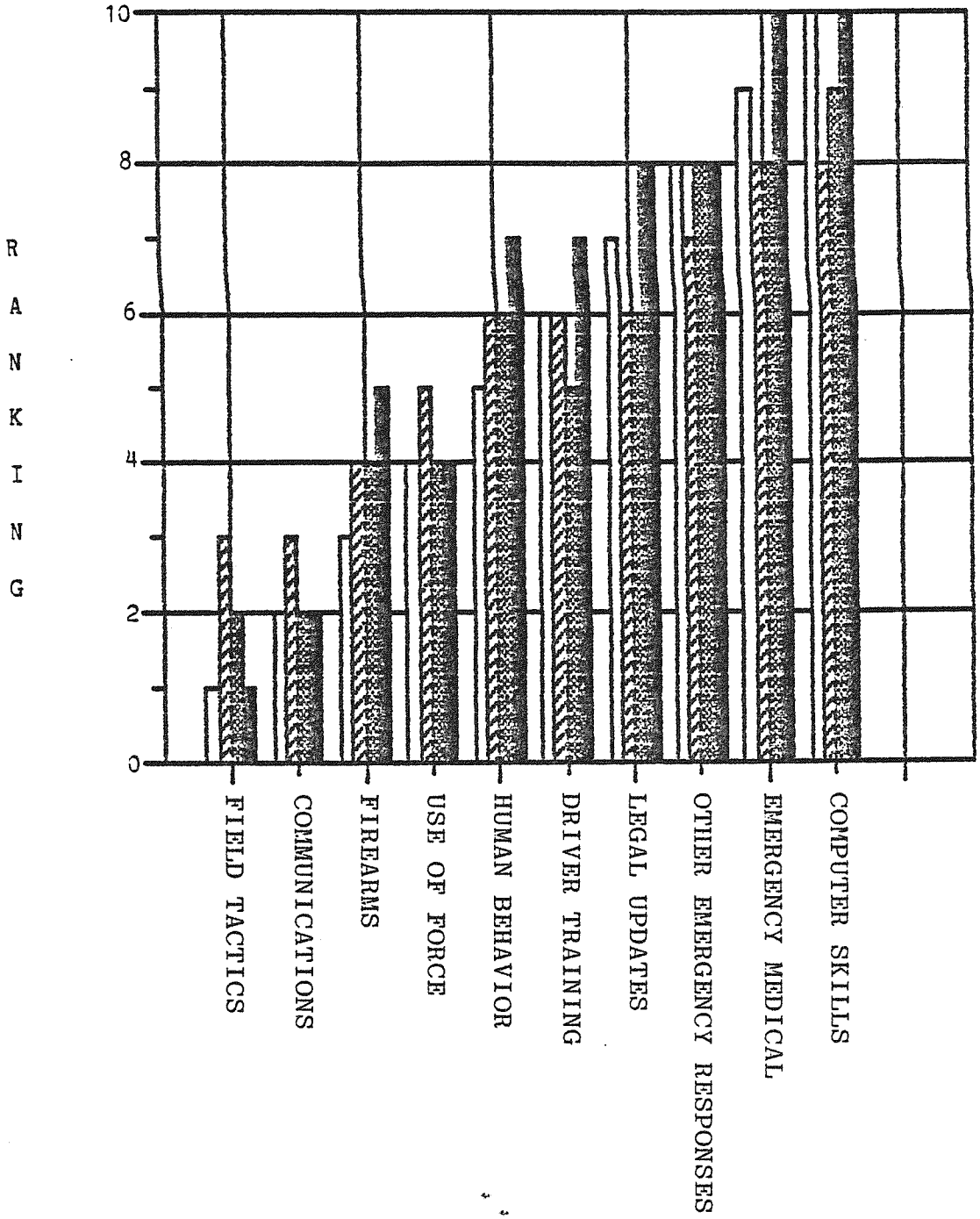
PATROL SUPERVISOR RANKINGS

RANK ORD AVERAGE MEAN MODE

TABLE 8
TRAINING NEEDS ASSESSMENT
PATROL OFFICER
BASIC LAW ENFORCEMENT CONSORTIUM - CONSENSUS
(TOTAL NUMBER - 34)

TOTAL RANKING ORDER	DESCRIPTION	AVERAGE SCORE	MEAN	MODE
1	Field Tactics Responding to crimes in progress Officer Safety	3	2	1
2	Communications Report Writing Verbal Skills	3	2	2
3	Firearms Skills Situational	4	4	5
4	Use of Force Defensive Tactics Physical Fitness	5	4	4
5	Human Behavior Culture Influences Interpersonal Communications Domestic Violence	6	6	8, 6, 5
6	Driver Training Basic In-service Trainer	6	5	3, 7
7	Legal Updates	6	6	8
8	Other Emergency Responses Fire Hazardous Materials Disasters	7	8	8
9	Emergency Medical CPR First Aid EMT	8	8	10
10	Computer Skills	8	9	10

TRAINING ASSESSMENT NEEDS



PATROL OFFICER

RANKING AVERAGE MEAN MODE

SAN BERNARDINO COUNTY TRAINING OFFICERS GROUP

Notes

SAN BERNARDINO COUNTY LAW ENFORCEMENT

Training Officers

During the October 1985 meeting of the San Bernardino County Law Enforcement Training Officers Association meeting, the group was asked to review the list of assessed training needs for patrol officers and patrol supervisors. They were then asked to weigh each of the items concerning their importance as future training needs.

Rating range was from 1 to 10 as follows:

1	2	3	4	5	6	7	8	9	10
Not Important				Moderately Important					Very Important

The results of the survey produced the following ranking of training needs in the order of importance.

Patrol Supervisor Ranking

See Table No. 9

1 Field Tactics
- Responding to crimes in progress
- Officer Safety

2 Communications
- Report Writing
- Verbal Skills

3 Legal Updates

4 Firearms
- Skills
- Situational (shoot/don't shoot)

SAN BERNARDINO COUNTY LAW ENFORCEMENT

Notes

Patrol Supervisor Ranking (cont'd)

See Table No. 9

5 Other Emergency Responses
- Fire
- Hazardous Materials
- Disasters

6 Human Behavior
- Cultural Influences
- Interpersonal Communications
- Domestic Violence

7 Use of Force
- Defensive Tactics
- Physical Fitness

8 Driver Training
- Basic
- In-Service
- Trainer

9 Emergency Medical
- CPR
- First Aid
- EMT

10 Computer Skills
- Familiarization

Patrol Officer Ranking

See Table No. 10

1 Field Tactics
- Responding to crimes in progress
- Officer Safety

2 Firearms
- Skills
- Situational (shoot/don't shoot)

SAN BERNARDINO COUNTY LAW ENFORCEMENT

Patrol Officer Ranking (cont'd)

3	Communication Report Writing Verbal Skills
4	Use of Force Defensive Tactics Physical Fitness
5	Emergency Medical CPR First Aid EMT
6	Legal Updates
7	Driver Training Basic In-Service Trainer
8	Human Behavior Culture Influences Interpersonal Communication Domestic Violence
8	Other Emergency Responses Fire Hazardous Materials Disasters
10	Computer Skills Familiarization

Notes

See Table No. 10

TABLE 9
TRAINING NEEDS ASSESSMENT
PATROL SUPERVISOR
SAN BERNARDINO COUNTY LAW ENFORCMENT TRAINING OFFICERS
(NUMBER 14)

TRAINING RANK ORDER	DESCRIPTION	AVERAGE
1	Field Tactics Responding to crimes in progress Officer Safety	9
2	Communications Report Writing Verbal Skills	8
3	Legal Updates	7
4	Firearms Skills Situational (shoot/don't shoot)	7
5	Other Emergency Responses Fire Hazardous Materials Disasters	7
6	Human Behavior Cultural Influences Interpersonal communications Domestic Violence	7
7	Use of Force Defensive Tactics Physical Fitness	7
8	Driver Training Basic In-Service Trainer	6
9	Emergency Medical CPR First Aid EMT	6
10	Computer Skills Familiarization	5

TABLE 10
TRAINING NEEDS ASSESSMENT
PATROL OFFICER
SAN BERNARDINO COUNTY LAW ENFORCEMENT TRAINING OFFICERS
(NUMBER 14)

TRAINING RANK ORDER	DESRIPTION	AVERAGE
1	Field Tactics Responding to crimes in progress Officer Safety	10
2	Firearms Skills Situational (shoot/don't shoot)	8
3	Communication Report Writing Verbal Skills	8
4	Use of Force Defensive Tactics Physical Fitness	8
5	Emergency Medical CPR First Aid EMT	7
6	Legal Updates	7
7	Driver Training Basic In-Service Trainer	7
8	Human Behavior Culture Influences Interpersonal Communication Domestic Violence	6
8	Other Emergency Responses Fire Hazardous Materials Disasters	6
10	Computer Skills Familiarization	4

ORANGE COUNTY TRAINING OFFICERS

ORANGE COUNTY TRAINING OFFICER ASSOCIATION
(June 1985 meeting)

It was apparent from the dialogue at the meeting that driver training was a very important issue, and of considerable future concern to the Orange County Training Officers.

They specifically mentioned the following area of training:

- Basic
- In-Service
- Motorcycle

Facility development was an essential issue that seemed on the face to be unattainable in Orange County. The School of Advanced Defensive Driving, located at the Orange County fairgrounds, apparently has lost some credibility and its existing facility will not be available in the near future.

Notes

Attended Orange County Training Officer's Association meeting June 28, 1985.

Driver Training an an important issue.

Interested in participating with San Bernardino and Riverside Counties in a joint program.

Site development a very difficult problem for Orange County.

STATE AND LOCAL LAW ENFORCEMENT TRAINING NEEDS IN THE UNITED STATES

STATE AND LOCAL LAW ENFORCEMENT TRAINING NEEDS
IN THE UNITED STATES

INSTITUTION RESEARCH AND DEVELOPMENT UNIT
TRAINING DIVISION
FEDERAL BUREAU OF INVESTIGATION
Quantico, Virginia

Notes

Further Research
Information
November 1, 1985

This study reports the findings of the Nationwide Law Enforcement Training Needs Assessment conducted during the Spring of 1984.

Findings:

Agencies were grouped into four clusters, each cluster being comprised of data collected shows that these four clusters again provide a useful means of organizing the findings. The four clusters are:

1. Municipal and county police and sheriff's agencies employing 500 or more sworn personnel,
2. Municipal and county police agencies employing fewer than 500 sworn personnel,
3. Sheriff's departments employing fewer than 500 sworn personnel, and
4. State police/highway patrol agencies.

An examination of the activities appearing in the top quartile of the priorities for each cluster shows substantial overlap. In fact, out of the 28 activities appearing in the top quartile of any one of the clusters, 14 also appear in the top quartile of each of the other three clusters. These primary training priorities are listed in descending order of priority:

Activity Statement

1. Handle Personal Stress (Common)
2. Conduct Interviews/Interrogations (Detective/Juvenile/Vice/Intelligence)
3. Maintain Appropriate Level of Physical Fitness (Common)
4. Develop Sources of Information (Common)
5. Collect, Maintain, and Preserve Evidence (Common)
6. Promote Positive Public Image (Common)
7. Search Persons, Dwellings, and Transportation Conveyances for Illegal Drugs (Drug)
8. Act as Hostage Negotiator (Detective/Juvenile/Vice/Intgelligence)

STATE AND LOCAL LAW ENFORCEMENT TRAINING NEEDS
IN THE UNITED STATES

INSTITUTION RESEARCH AND DEVELOPMENT UNIT
TRAINING DIVISION
FEDERAL BUREAU OF INVESTIGATION

Notes

Activity Statement

9. Drive Vehicle in Emergency/Pursuit Situations (Common)
10. Fire Weapons for Practice/Qualification (Common)
11. Detect, Gather, Record, and Maintain Intelligence Information (Detective/Juvenile/Vice/Intelligence)
12. Testify in Criminal, Civil, and Administrative Cases (Common)
13. Write Crime/Incident Reports (Common)
14. Take Field Notes (Detective/Juvenile/Vice/Intelligence)

A second set of activities appears among the top quartile of two or three of the four agency clusters. These 21 training priorities, while not as universally shared (at the top quartile level of priority) as the first 14, they are high priority training needs for important segments of the national law enforcement community. These 21 activities are:

Activity Statement

15. Investigate Possession with Intent to Distribute and/or Sale of Illegally Imported/Manufactured Controlled Substances (Drug)
16. Conduct Stationary/Mobile Surveillance of Drug Suspects (to Include Cover Surveillance on Undercover Buys) (Drug).
17. Investigate Conspiracy to Illegally Import, Manufacture, Distribute Controlled Substances (Drug)
18. Develop and Maintain Control of Informants in Drug Investigations (Drug)
19. Protect Crime Scene (Common)
20. Determine Probable Cause for Arrest (Common)
21. Search Persons, Dwellings, and Transportation Conveyances for Other Than Illegal Drugs (Common)
22. Identify and Resolve Legal Issues in Obtaining Search Warrants (Common)
23. Search, Photograph, and Diagram Crime Scenes (Detective/Juvenile/Vice/Intelligence)
24. Use Undercover Techniques in Drug Investigations (Drug)
25. Handle Domestic Disturbances (Patrol/Traffic)
26. Provide Assistance in Potential Suicide Situations (Counsel, Comfort, Rescue, etc.) (Common)

STATE AND LOCAL LAW ENFORCEMENT TRAINING NEEDS
IN THE UNITED STATES

INSTITUTION RESEARCH AND DEVELOPMENT UNIT
TRAINING DIVISION
FEDERAL BUREAU OF INVESTIGATION

Notes

Activity Statement

27. Develop and Maintain Control of Informants in Other Than Drug Investigations (Detective/Juvenile/Vice/Intelligence)
28. Respond to Crimes in Progress (Patrol/Traffic)
29. Utilize Effective Supervisory Philosophies and Leadership Styles (Supervisory/Management)
30. Provide Executive/Dignitary Security/Protection (Detective/Juvenile/Vice/Intelligence)
31. Maintain Discipline and Promote Enthusiam (Supervisory/Management)
32. Make Arrest With/Without Warrants (Common)
33. Identify and Develop Probable Cause for Obtaining Warrants (Common)
34. Prepare Supplemental Reports (Common)
35. Investigate Drug Smuggling by Aircraft,Vessels, Mail, etc. (Drug)

An analysis of the findings suggests that the majority of training needs given high priority by the law enforcement agencies involve basic police problems and skill areas. The following are the 15 most highly rated training needs set out in order of priority:

1. Handle Personal Stress
2. Conduct Interviews/Interrogations
3. Maintain Appropriate Level of Physical Fitness
4. Develop Sources of Information
5. Collect, Maintain, and Preserve Evidence
6. Promote Positive Public Image
7. Search Persons, Dwellings, and Transportation Conveyances for Illegal Drugs
8. Act as Hostage Negotiator
9. Drive Vehicle in Emergency/Pursuit Situations
10. Fire Weapons for Practice/Qualification
11. Detect, Gather, Record, and Maintain Intelligence Information
12. Testify in Criminal, Civil, and Administrative Cases
13. Write Crime/Incident Reports
14. Take Field Notes
15. Investigate Possession with Intent to Distribute and/or Sale of Illegally Imported/Manufactured Controlled Substances

STATE AND LOCAL LAW ENFORCEMENT TRAINING NEEDS
IN THE UNITED STATES

INSTITUTION RESEARCH AND DEVELOPMENT UNIT
TRAINING DIVISION
FEDERAL BUREAU OF INVESTIGATION

Job category findings indicate that patrol officers training priorities are:

- Handling domestic disturbances
- Responding to crimes in progress

Notes

CONCLUSION

CONCLUSION

It is apparent from the interviews and data collected from the surveys, that there is considerable consensus in the way that the groups assessed the future training needs of the patrol officers and patrol supervisors. Areas involving tactical skills rated consistantly high for both groups. Field tactics, communications, firearms, and use of force were repeatedly rated high by all rating groups.

The skills necessary to supervise and manage emergency situations was rated high by these groups for the patrol supervisors. (i.e., fire, hazardous materials, and disaster situations). Again, these situations would require the development of tactical skills.

Considering these findings, a program design should provide training that addresses the "how to" or technical skills that field officers and first-line supervisors must possess in order to address the many and varied tasks they perform, from felony car stops to hazardous material spills.

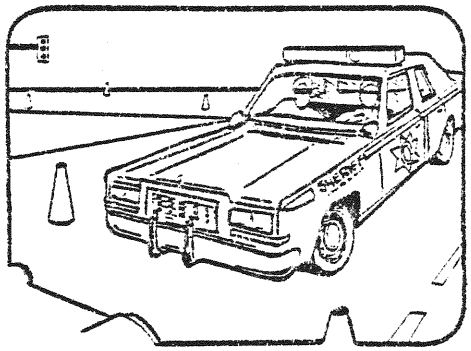
Notes

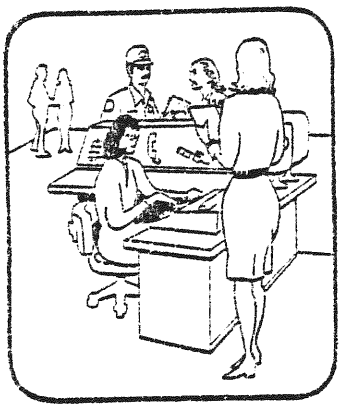
Tactical skills major issue.

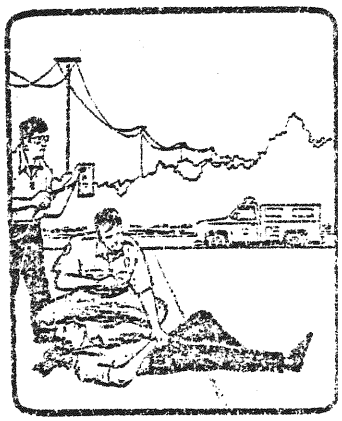
Field tactics.

Emergency situation.

"How to"

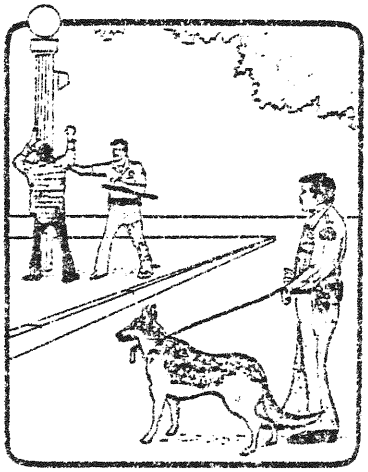


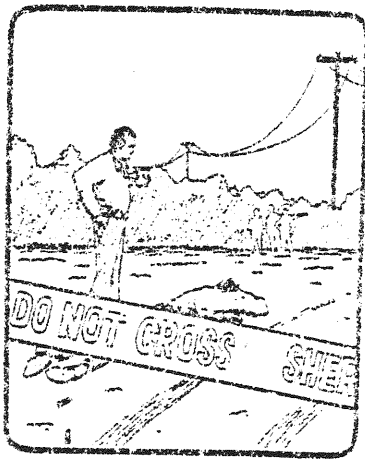


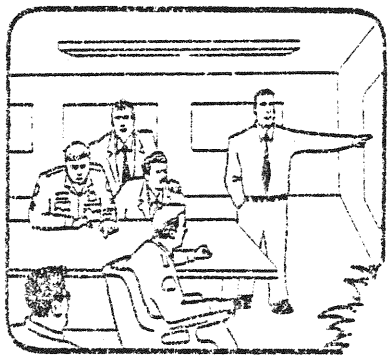


LAW ENFORCEMENT SKILLS

TRAINING CENTER







CONCEPTUAL PROPOSAL

During the past two years a number of training centers were visited throughout California. While attending various training functions, the training needs of the San Bernardino County Sheriff's Department were informally, but seriously assessed. In addition, the Department's resources were assessed, taking into consideration both the present and future requirements.

Based upon this study, we believe that the following program recommendation will:

- Address important Department training needs.
- Address important training needs of other law enforcement agencies in our service area.
- Establish the Department as a very important part of the State's law enforcement training system.
- Present a training program not presently offered by any other law enforcement training center.
- Establish formats for integrating the training of public safety personnel.
- Fund itself if properly managed.

Program design would provide training that addressed the "how to" or technical skills that field officers and first-line supervisors must possess in order to address the many and varied tasks they perform from felony car stops to hazardous material spills. The training will target "specific skills" and not simple cognitive knowledge. Demonstrations and practical exercises would be the rule, rather than the exception. The training and learning goals would develop the necessary skills to:

Notes

San Diego Police, Riverside Sheriff, Golden West Community College, Rio Hondo Community College, Sacramento Center, and Los Angeles Police Department.

Basic Consortium, P.O.S.T. Workshop, P.O.S.T. Commission Meeting. Local Training Officer Meetings

Program Goals.

"How to" training.

Performance objectives patterned after "Basic Course Performance Objectives".

CONCEPTUAL PROPOSAL (cont'd)

- Perform specific tasks,
- Supervise field operations and,
- Manage field operations.

The development of skills deals primarily with the ability of the officer to perform specific tasks (building search, combat shooting, recognize hazardous materials, and fire rescue). This would include supervising field operations, addressing the field supervisor's ability to supervise a number of other officers during a field operation (robbery in progress, structure fire, accident, search, multi-arrest situation and service of command post). During the managing of field operations training, we would address those skills necessary to manage and support field operations from the headquarters or station with the primary emphasis on staging, deployment, organizing, problem solving and decision making.

Notes

Driver training.

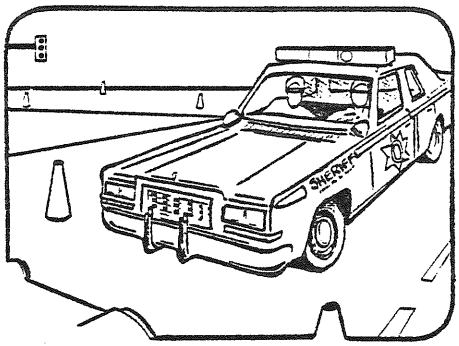
An area that is presently in serious need of development is driver training, for both the basic and the in-service officers. The development of a driver training course could provide immediate training services to San Bernardino, Riverside and Orange Counties. Basic academy students would provide a core of some 700 students annually. In-service officers could provide a student population far beyond the basic students.

The driver training program should be designed to reach as many components of the public safety community as possible.

Notes

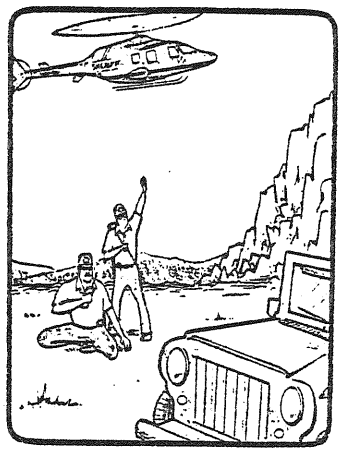
CONCEPTUAL PROPOSAL (cont'd)

- Law enforcement patrol training would have the highest priority.



Other components of the public safety community would certainly be interested, in terms of both funding and facility

- Correctional Transportation (S.T.C.)
- Fire Services
- Law Enforcement Motorcycle
- Search and Rescue
  - Jeep
  - ATV's
  - Motorcycle

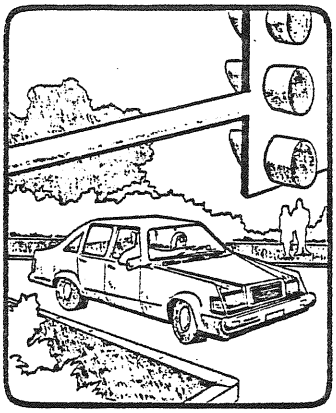


Notes

CONCEPTUAL PROPOSAL (cont'd)

Other considerations may be:

- Traffic Violators



- Municipal and County Employees
- Handicapped Persons

Driver training could also be expanded to include motorcycle officers and other public safety officers.

After the development of the Driver Training Center, it is only a short step and the use of some creativity to a multi-use "Law Enforcement Skills Center". The center would be expanded to facilitate these activities by designing structures and roadways to be used in the staging of carefully orchestrated scenarios. The course would be constructed using the following training model:

- Identification of training needs
- Clarification of specific skills to be addressed
- Instructional delivery system that includes:
  - Lectures
  - Demonstration

CONCEPTUAL PROPOSAL(cont'd)

Notes

- Performance Exercises
  - Reinforcement
  - Redirection
  - Evaluations

An example would be a class of instruction in the techniques/ skills needed to successfully handle a robbery in progress. Classroom instruction would contain:

- Approach
- Containment
- Communication
- Cover/concealment
- Suspect Control
- . . . .

Demonstrations would then be staged to display the techniques and orchestrated scenarios would be staged for the students to practice and to demonstrate targeted skills.

Training programs would address the three (3) areas: skills, supervision, and management, as described earlier. Exercises, demonstrations, and instruction would address all of these areas. Course of instruction would carefully define learning goals and delivery systems to ensure that specific skills were taught, demonstrated, practiced, evaluated, and reinforced.

Teach, demonstrate, evaluate, and reinforce training

Exercises would be designed, constructed, and staffed to facilitate the development of skills and field supervision techniques. Management exercises would be addressed by design and construction of dispatch centers, watch commander offices, and a field command post.

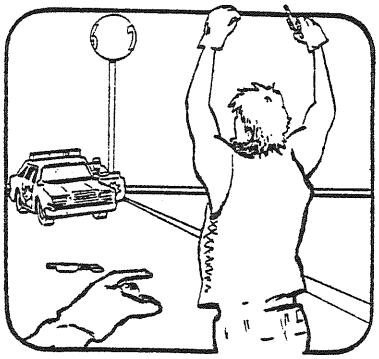
Design

Notes

CONCEPTUAL PROPOSAL (cont'd)

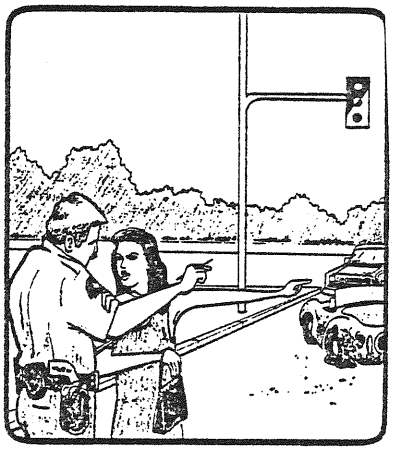
Additional law enforcement training programs that could easily be addressed at a multipurpose law enforcement skills center:

- Basic Academy



Full range of exercises dealing with all the tactical performance objectives.

- Accident Investigation



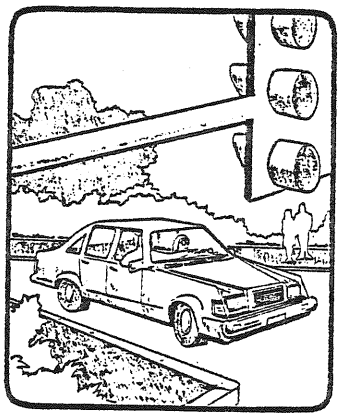
Exercises and role playing.

- Levels I, II, III Reserve Training
- Continuing Professional Training
  - Patrol Level
  - Supervisory

CONCEPTUAL PROPOSAL (cont'd)

Notes

- Traffic Enforcement

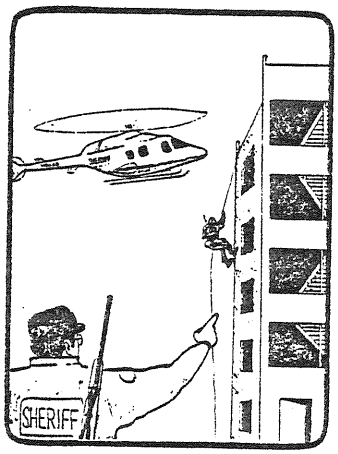


Exercises and role playing.

- Dispatching

Exercises and role playing.

- SWAT



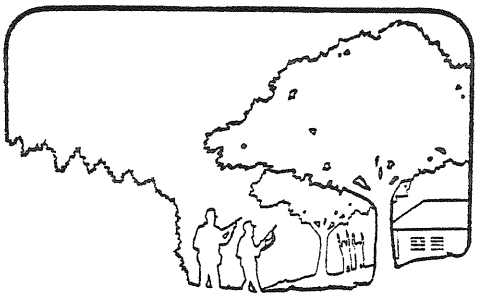
Skill development.

CONCEPTUAL PROPOSAL (cont'd)

Notes

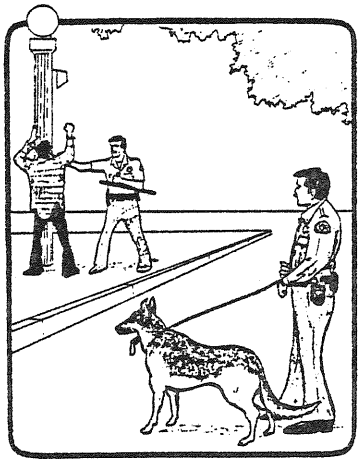
- IRT (Instance Response Team)

Skill development



- K-9

Exercises - conditioning



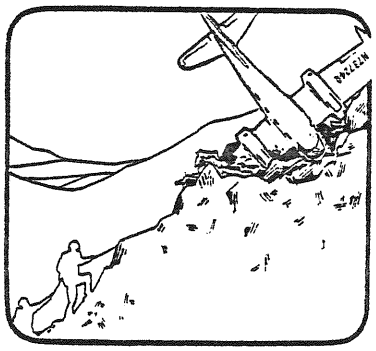
- Airborne

Ground officers, observer, pilots

CONCEPTUAL PROPOSAL (cont'd)

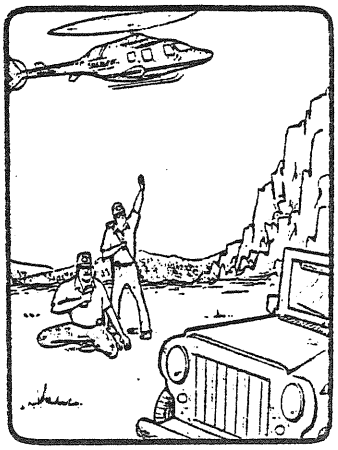
Notes

- Incident Command



Full range of tactical problems - mock or exercises

- Search and Rescue



Exercises and skill development

- Crime Scene

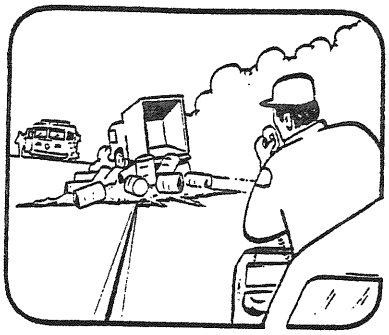
Exterior and interior

CONCEPTUAL PROPOSAL (cont'd)

Notes

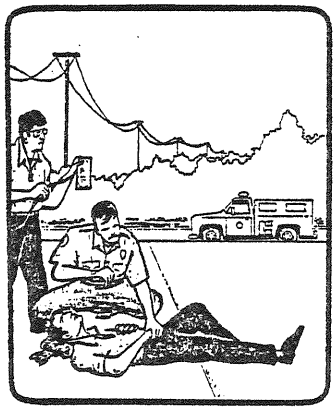
- **Hazardous Spills**

Exercises



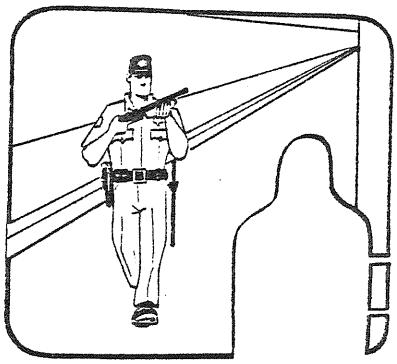
- **Emergency Medical**

Skill development



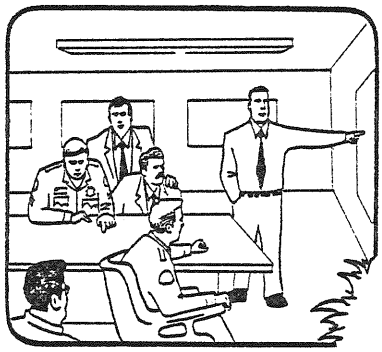
- **Firearms**

Skills and situational shooting development



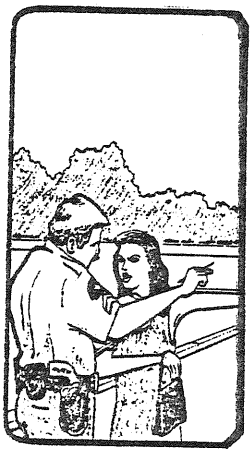
CONCEPTUAL PROPOSAL (cont'd)

- Watch Commander



- Report Writing

- Dealing With Human Behavior



Notes

Exercises and Mode Situations.

CONCEPTUAL PROPOSAL (cont'd)

These are just a few types of law enforcement training programs that could be arrested at a multi-skilled law enforcement training center.

Interaction of the components of the law enforcement system.

It will also be important to integrate the skills into a complete training system. An Officer does not generally just fire a weapon. The firing of a weapon is most often proceeded by some other activity (driving, making a car stop, running, entering a building and many other similar types of activities). A "Skills Center" will integrate the training of these skills by using more complex exercise formats. For example, introducing a shooting exercise at the termination of a pursuit driving course. The officer would pursue a suspect vehicle on a pursuit course. After the driving portion was completed, the officer would immediately be directed to a firearms range where targets would simulate a felony car stop. Return fire targets would provide the stimuli to engage the officer in a firing situation.

Intergrating the training of skills

Sample - Firearms and pursuit driving exercise

There are of course, a number of skills that if addressed properly would require simularly constructed exercises. These would include all of the skill activities and many of human behavior training objectives.

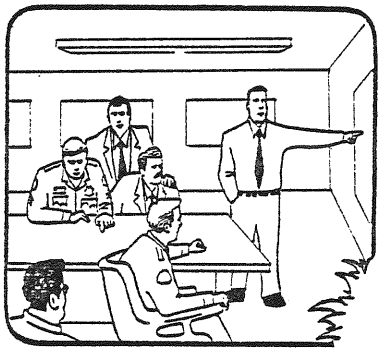
Many other skills should be integrated in systems approach

It will also be important for the various components of the law enforcement system to interact during training exercises in order to ensure that each understands its role. An example of this theory is to schedule training of patrol supervisors, patrol officers and dispatchers, so that each group would interact with the other in a practical exercise.

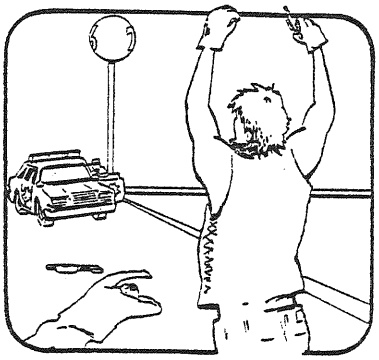
Interaction of the components of the law enforcement system

Notes

CONCEPTUAL PROPOSAL (cont'd)



EXERCISE



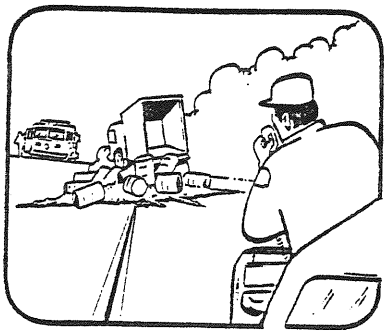
The final consideration of integrated training would be to consider other components of the criminal justice system (District Attorney, probation and parole) and public safety (fire, emergency medical services, hazardous materials, and disaster preparedness).

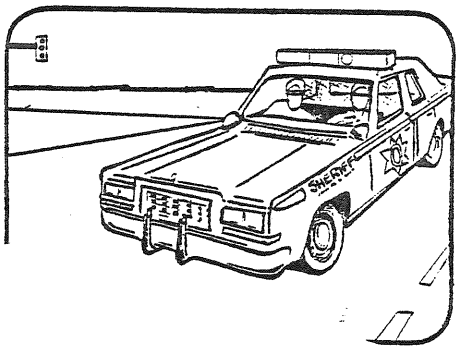
Again, scenarios would be designed so that these components of the system could interact during training sessions and practical exercises.

Notes

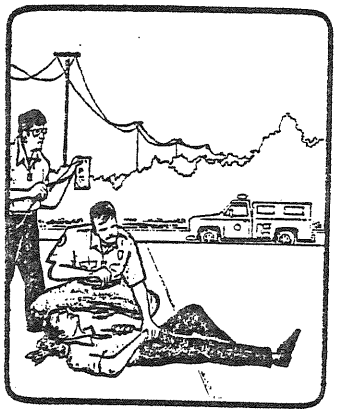
Interaction of the components of the law enforcement system

CONCEPTUAL PROPOSAL (cont'd)





EXERCISE



Notes

Interaction of the components of the law enforcement system.

Notes

CONCEPTUAL PROPOSAL (cont'd)

These types of training would be extremely useful to the field supervisors and watch commanders who have to coordinate the law enforcement's role in multi-agency emergency incidents.

FUNDING

FUNDING OF MULTIPURPOSE TRAINING CENTER

Notes

Funding

The funding for the development of the Law Enforcement Skills Training Center will have four (4) origins.

P.O.S.T.

First is the continued support of programs through tuitions of P.O.S.T. certified courses. A good example of this funding source would be the driver training courses. Tuition justification would include development cost, which would be amortized into the tuition over several years.

S.T.C.

S.T.C. tuition could also be used to offset some of the development cost for limited use for corrections training.

Community College

Another source for funding is the community college apportionment. The training center has already opened its door to many community college students and will in the future open all of its courses.

Sacramento, San Diego, Kern, Contra Costa, Butte, Orange, and Los Angeles Counties

An examination of many law enforcement agency and community college arrangements have proven very worthwhile for the colleges and law enforcement agencies. The training centers must become an extension of the college district, provide for open enrollment, and follow district guidelines.

These arrangements have stood the test of time and proven themself worthy of consideration.

San Bernardino County

Of course a major contribution to the resources of the training center will be the Sheriff's Department and the County of San Bernardino.

FUNDING OF MULTIPURPOSE TRAINING CENTER (cont'd)

Development Considerations

The following development avenues are presently being explored:

- Public venture
  - San Bernardino County
- Public/private venture
  - San Bernardino County
  - Private enterprise
- Armed Services Corp of Engineers
  - Driver Training Center
- Regional Occupational Development
- Tax Based Bonds

Notes

FIELD TRIPS

FIELD TRIPS

Notes

As the conceptual plan unfolded and design considerations became part of the project proposal, it became apparent that a basic mainstay and footprint of a Law Enforcemnt Skills Center would be the driver training ranges. Also, do to the limitations of time and funds, a full training center study could not be conducted.

Visits to driver training centers to determine design specifications would be a primary concern in the designing of a center.

See Field Trip summaries

The following driver training centers were visited.

• San Diego Police Department Mira Mar Community College	Sergeant England
• Academy of Defensive Driving Orange County Fair Grounds	Private company Mr. Jerry O'Brian
• Los Angeles County Sheriff's Department Los Angeles County Fair Grounds	Sergeant Osterhuges
• California Department of Forestry Ione, California	D.A. "IKE" Eichman Dir of L/E Training
• California Highway Patrol academy Bryte, California	Sergeant D. Orr Sergeant Ed Prieto
• Washington State Patrol academy Shelton, Washington	Trooper Don Hurst Trooper Don W. Ginter
• Minnesota Highway Safety Center St. Cloud, Minnesota	David P. Schultz, Dir.
• Office of the Sheriff Jacksonville Police Academy Jacksonville, Florida	Don Robertson, Supv.
• Federal Law Enforcement Training Center Glynco, Georgia	James D. Lanier, Dir. Geoge Graves, Chief
• Georgia Public Safety Training Center Forsyth, Georgia	Paul C. McPyshin Mgr. Physical Plant
• Chrysler-Shelby Performance Center Santa Fe Springs, California	Scott Harvey, Mgr.

FIELD TRIPS (cont'd)

Notes

Beyond the consideration of range design, some of the areas questioned were course structure, student instructor ratio, vehicle maintenance, instructional philosophies, and the number of students addressed annually.

See Field Trip summaries for details

Of special interest was the Gerogia Department of Safety Training Center. This center will coordinate and facilitate the training of all public safety personnel in the State. Many of the design considerations addressed were obviously part of the planning of the Gerogia Center.

While this study is not complete, and many design and engineering problems must be further examined, there are some issues that seem very clear:

- Skid pan design must be significantly modified to facilitate vehicles of the future.

  See CHP and FLETC Report

- It is not necessary to have a large high-speed range to teach high response skills.

  See Jacksonville Academy Report

- A driver training course should contain the following components:

  See all Reports

  - Skid Recovery Range
  - Highway Response Range
  - Road Response Range
  - Accident Avoidance Range
  - Skills/Placement Range

- It may be a reasonable design function to incorporate many other training skills into the construction of a driver training course.

  See Conceptual Plan

STATE OF CALIFORNIA
DEPARTMENT OF FORESTRY
Fire Academy
4501 State Highway 104
Iowne, California 95640

(209) 274-2426

D. A. "Ike" Eichman, Fire Prevention Officer II
Director of Law Enforcement Training

Notes

Field Trip
November 14, 1985

General Information:

- Law Enforcement students - 25 annually
- Fire fighter students - 100-200 annually
- Basic Course 24 hours
- Law Enforcement students bring assigned patrol vehicle for exercises. Skid pan vehicles provided at facility (2).
- Mechanic on site
- Instructor/student ratio 1:8
- Fire fighting equipment used on course except on skid pan.

Train fire fighters - use fire equipment.

Course Outline:

- Skills and vehicle placement
- Highway course
- Pursuit course
- Accident avoidance (cards)
- Skid recovery

Training fire fighters with sedan on skid pan.

Course Configuration:

- Skid pan
- Large "L" shape flat asphalt surface
  - Courses are superimposed on surface with cones and painted lines. Course connected by road to skid pan.

See sketch

193,274 sq. ft.
May require heavier than normal surfacing for fire equipment.

Front Wheel Drive Vehicles:

- Have not made any findings

High Technology:

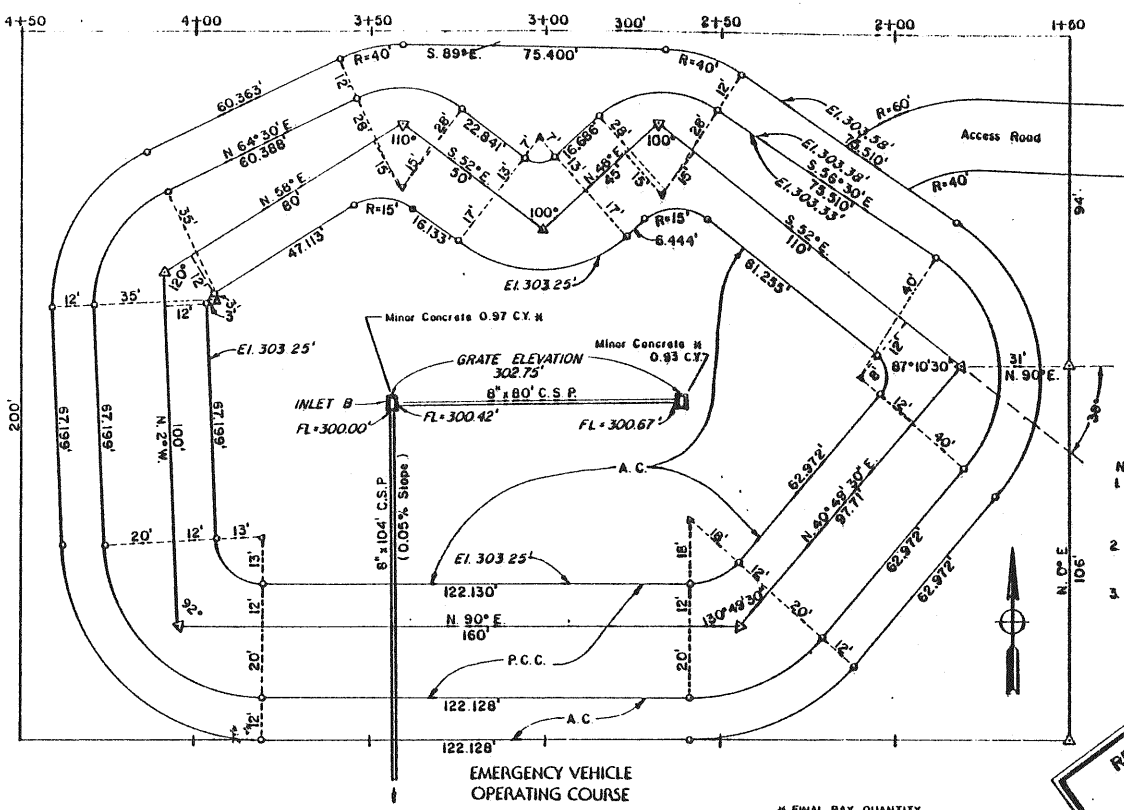
- Have not made any findings.

10	Ama	5926		1	10

DISTRICT DIRECTOR OF TRANSPORTATION
REGISTERED CIVIL ENGINEER NO 9038

Chief, Division of Construction
Registered Civil Engr. No. 7738

DATE APPROVED February 25, 1980



EMERGENCY VEHICLE OPERATING COURSE

PLAN

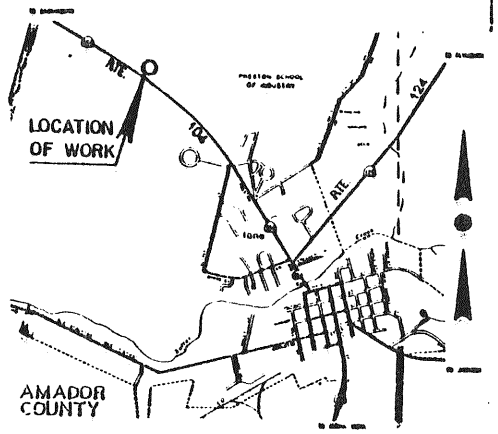
Scale: 1" = 20'

※ FINAL PAY QUANTITY

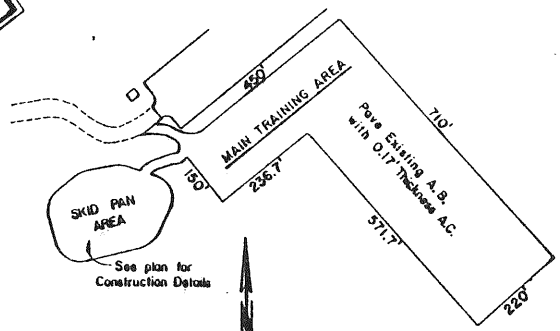
NOTES:

1. Dimensions of the structural section are subject to the tolerances specified in the Standard Specifications.
2. Fog seal coat shall be applied to the surface of Type B asphalt concrete.
3. Weakened plane joints shall be constructed as shown on this plan sheet.

REDUCED PLAN
USE SCALE BELOW
3 INCHES ON ORIGINAL PLAN



LOCATION MAP

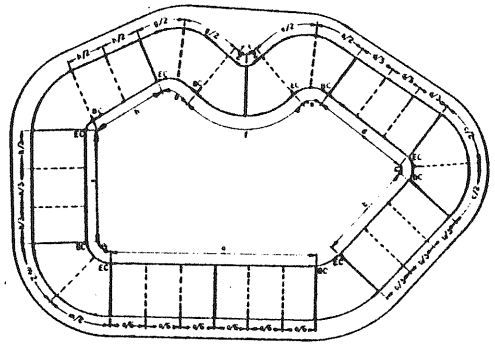


FACILITIES LOCATION GUIDE

No Scale

ABBREVIATIONS:

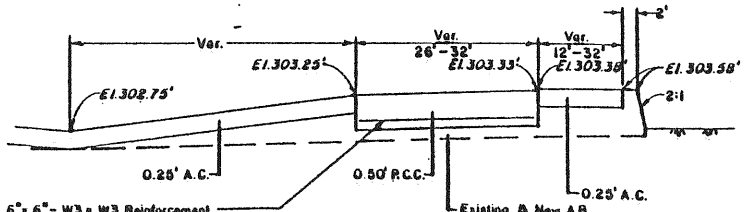
A.C. - Asphalt Concrete
A.B. - Aggregate Base
P.C.C. - Portland Cement Concrete
El. - Elevation
FL - Flow Line
VAR - Variable
C.S.P. - Corrugated Steel Pipe



TRANSVERSE CONTACT & WEAKENED PLANE JOINT DIAGRAM

No Scale

Transverse Contact Joint
Weakened Plane Joint



TYPICAL SECTION

No Scale

FIRE LAB.
EQUIPMENT SHOP
FIRE ACADEMY AT IONE
DORM.

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION

IN AMADOR COUNTY IN IONE AT THE CALIFORNIA DEPARTMENT OF FORESTRY FIRE ACADEMY

to be supplemented by Standard Plans dated March, 1977

Contract No. 10-284804

FOR REDUCED PLANS 0 1 2 3

10203 284801

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL ACADEMY
3500 Reed Avenue
Bryte, California 95605

Doug Orr, Sergeant
Emergency Vehicle Operation Course Coordinator

Ed Prieto, Sergeant
Motor Cycle Training Coordinator

Notes

Field trip October 24, 1985.

EVOC Complex:

See Attachment

- 1.94 mile high speed track
- Skid Pan
- 2.8 mile defensive driving area
  - Street grid
  - 4-lane roadway

Proposed additions:

See Attachment

- Skid recovery
- Motorcycle defensive driving area

Proposed skid recovery area was designed to facilitate front-wheel drive vehicles. It is "Y" shaped and the stem of the "Y" is used as a runway for speed buildup. As the vehicle enters the center of the "Y", a lane change is made and should result in a skid. This portion of the "Y" has a smooth surface and is kept wet during the exercise.

See Attachment

EVOC Outline:

See Attachment for details

- Preoperational check
- Psychological factors
- Physiological factors
- Vehicle placement
- Braking
- Skids
- Transfer of weight
- Performance driving
- Collision avoidance
- Code-3 driving
- Special conditions

Vehicles:

Used field vehicles

60 vehicles are assigned to the EVOC, all of which are used as field vehicles. Mechanics and repair facilities are on site.

Tire manufacturers supply tires to the Center for testing.

Tire testing

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL ACADEMY (cont'd)

Notes

Motorcycle Considera-tion.

Motorcycle Training:

Motorcycle training is also provided at EVOC Complex. There are no special design considerations for motorcycle training, however, the motorcycle training coordinator would like to include:

- Incline - 20' x 200' with 11% grade
- Deceleration Course (40 mph)

Leads

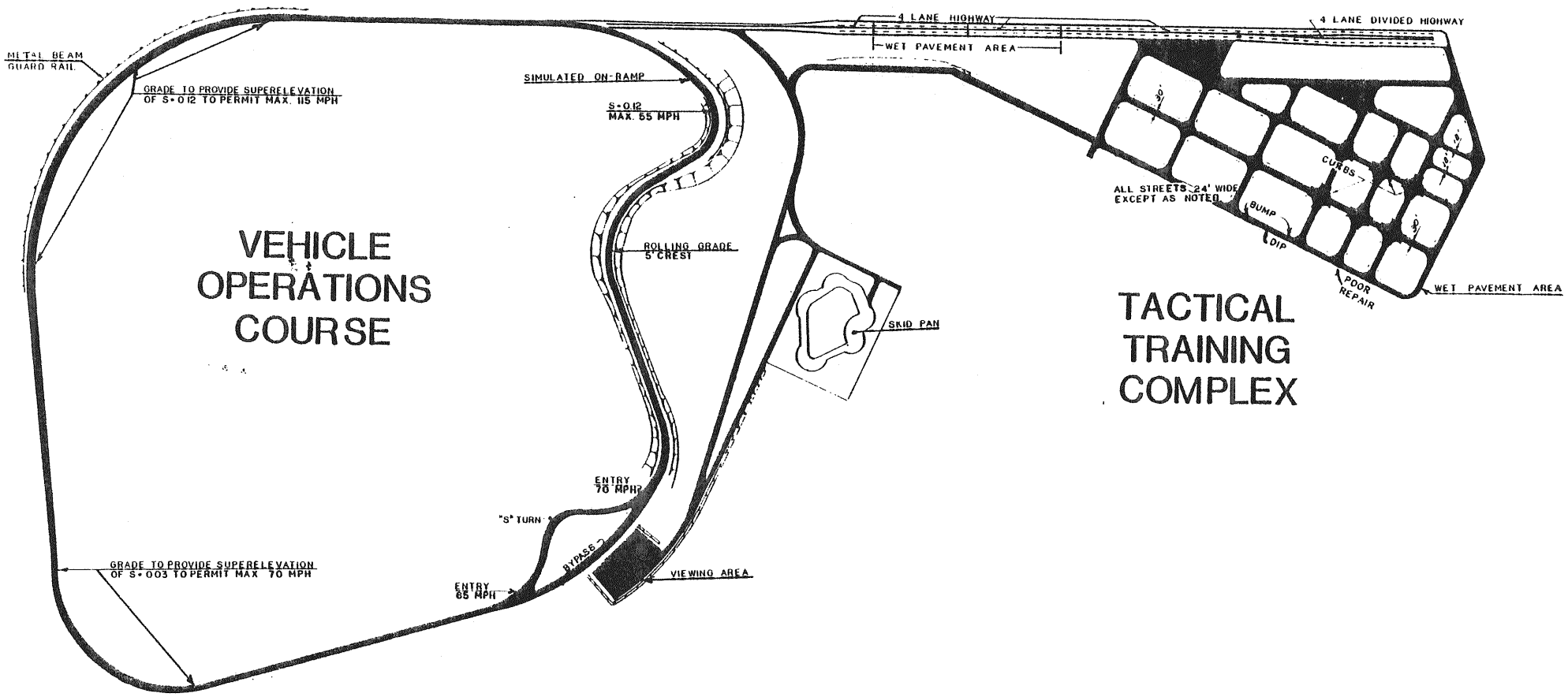
Other Centers to Consider Examining:

- Maine State Police Academy
- Washington State Police Academy
  California Department of Forestry Training Center
  Ione, California
- Bondoron Driver Training Center, Sears, California
- Minnesota Highway Safety Center, St. Cloud State University
- Ontario Police College

Other information sources:

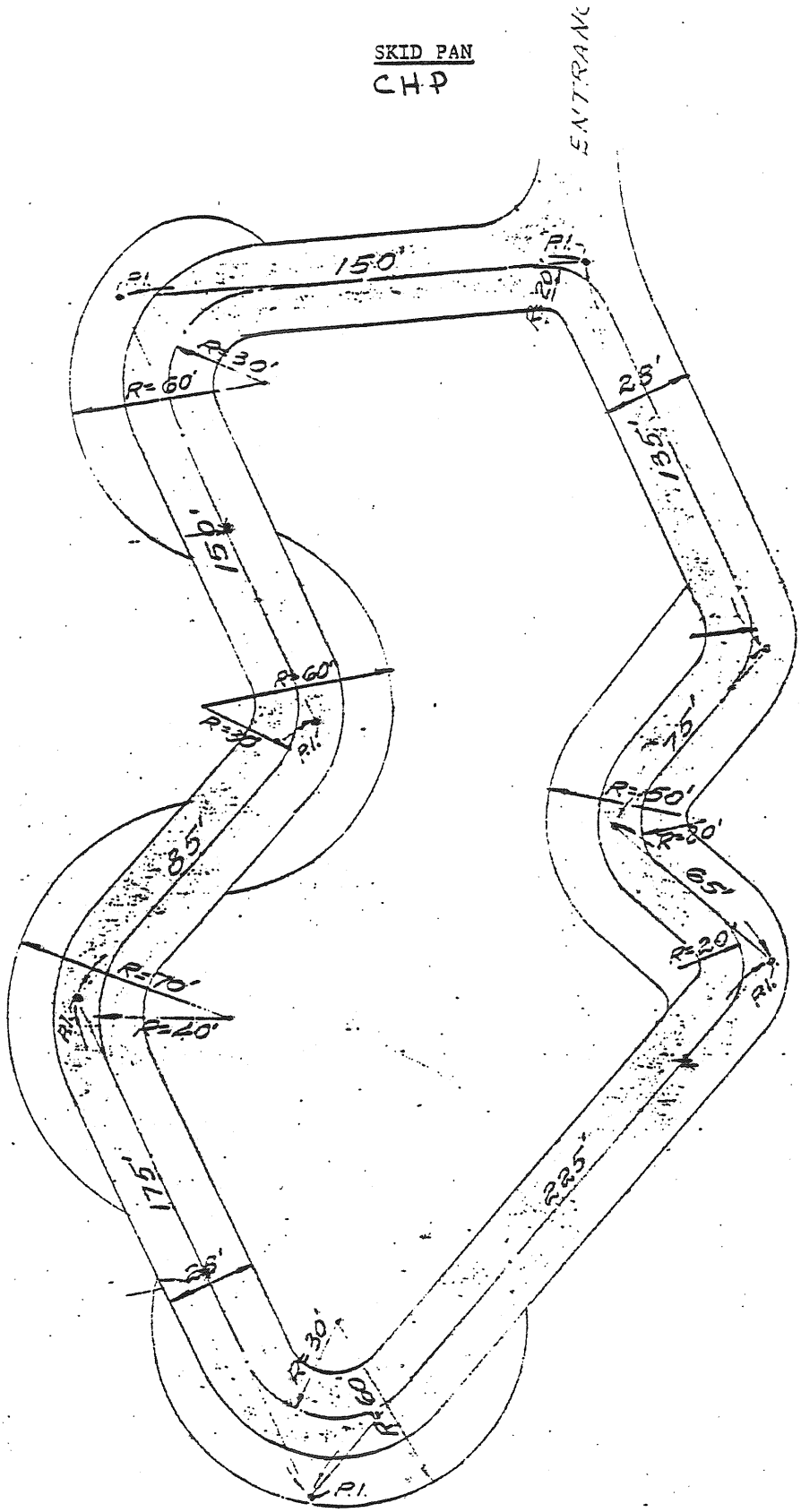
- San Diego Training Center
- San Mateo Training Center

CHP ACADEMY
EVOC



SKID PAN

CHP


ENTRANC
150'
P.I.
P.I.
20'
R=30'
R=60'
25'
135'
150'
R=60'
R=30'
P.I.
85'
R=70'
R=40'
P.I.
175'
25'
R=30'
R=80'
P.I.
225'
P.I.
R=30'
R=50'
R=30'
65'
R=30'
P.I.
75'

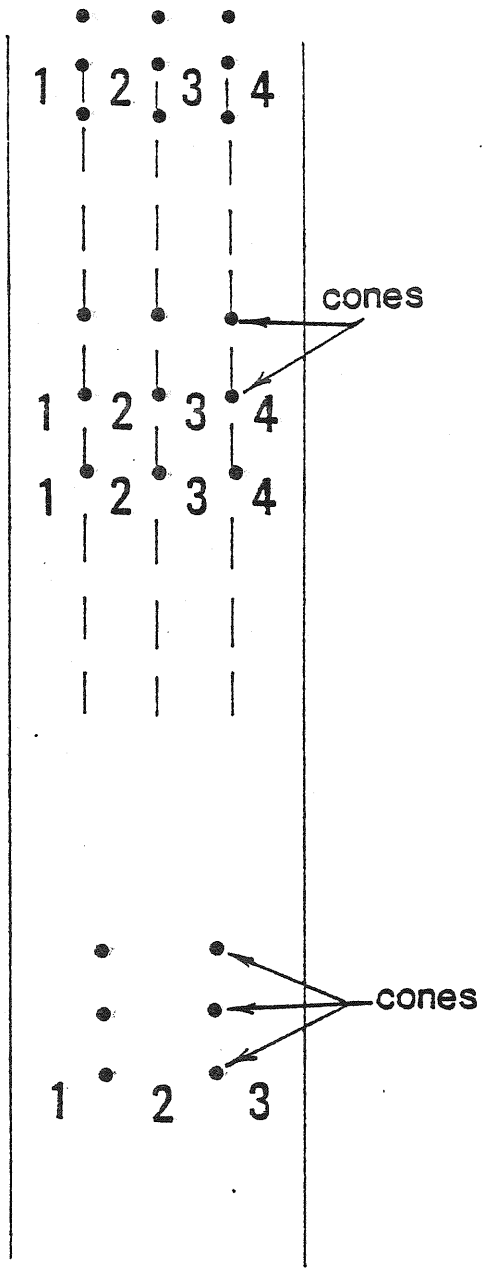
LANE CHANGE EXERCISE

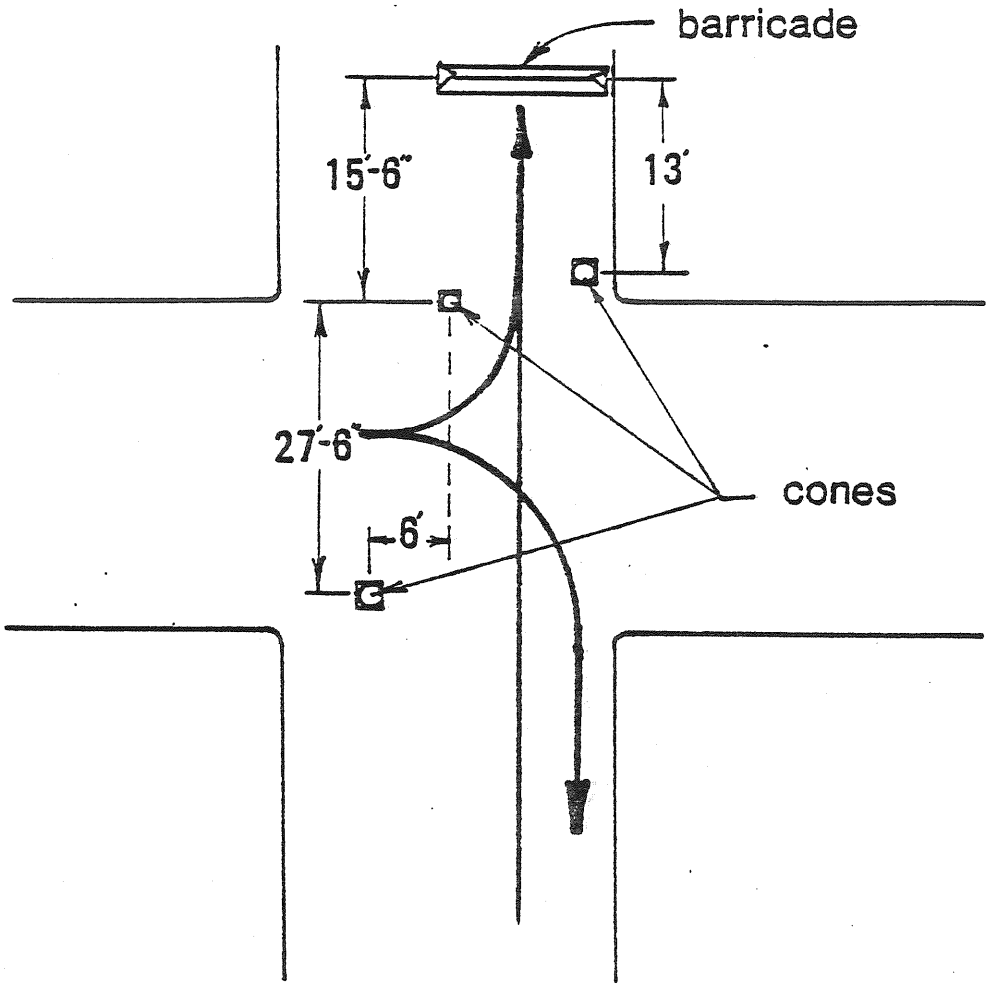
Upon radio command, the student accelerates a patrol vehicle to a specified speed on a roadway approximately 40' in width. While passing through a 10' cone-marked lane at the center of the roadway, the instructor gives another radio command directing the lane to be taken. The student must quickly change lanes to place the vehicle into one of four 10' wide cone-marked lanes within a distance of approximately 60 feet. In place of a command to change lanes, the student may be given a command to stop. The student must quickly stop the vehicle in a straight line, in a distance of approximately 60' or less. The student is instructed that this is best accomplished by applying the brakes just short of a locked-wheel skid.

Teaches rapid decision-making and quick response to an outside stimulus. Also, teaches the importance of proper vehicle handling techniques under conditions of abrupt lane changes and emergency stopping.

As the student becomes proficient at the exercise, he/she will be required to complete the exercise driving a specially equipped vehicle with an instructor as passenger. At the moment of changing lanes, the instructor mechanically induces a brake and steering failure in the vehicle.

Allows the student to experience a failure of the power brake/steering system under controlled and supervised conditions.

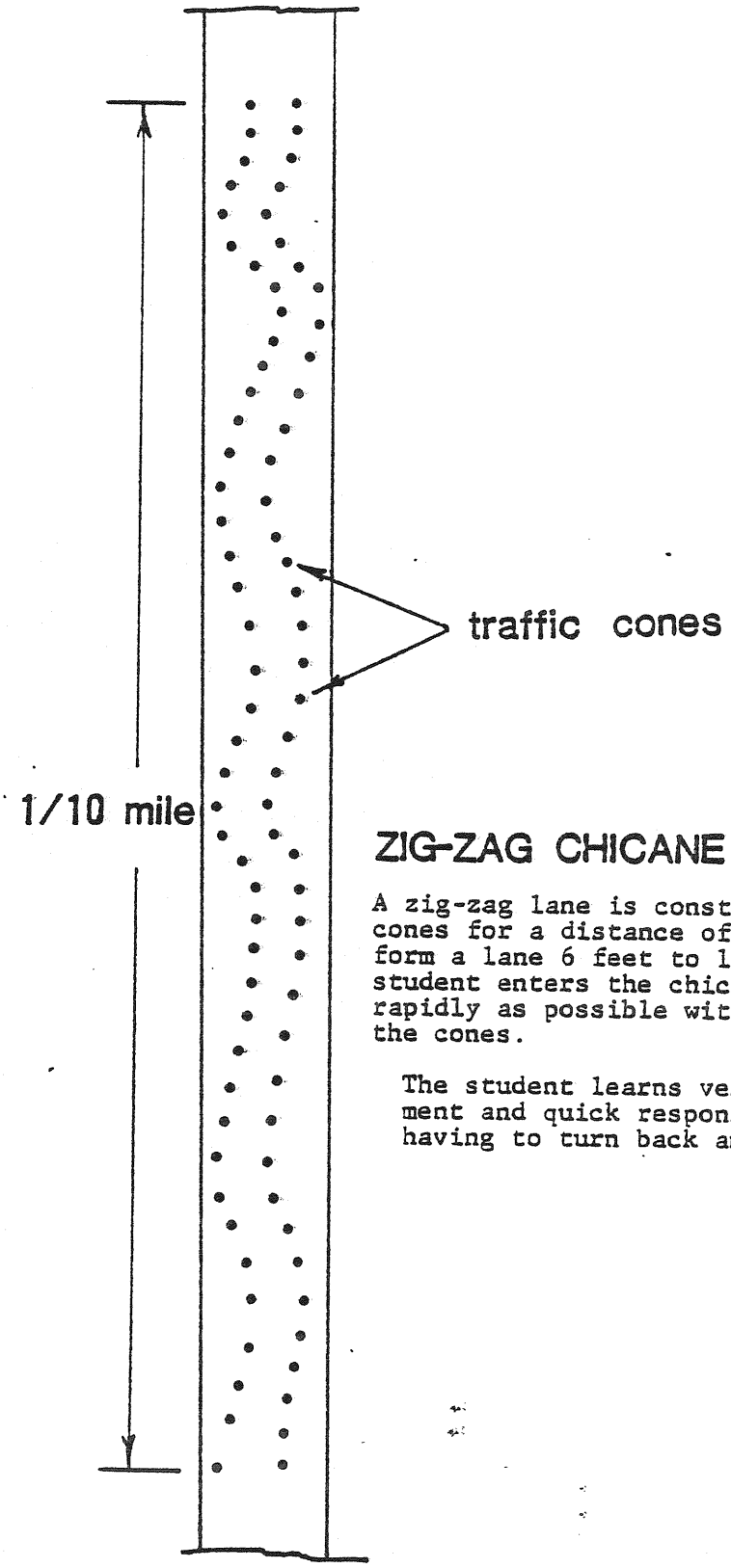




BOOTLEG TURN

The student drives up to a wooden barricade blocking the lane. The student places the front bumper within 6 inches of the barricade. He/she then backs to the left shoulder, stopping at the edge of the pavement without striking a cone placed three feet beyond minimum turning radius and at the right rear. The student then turns right proceeding opposite the original direction.

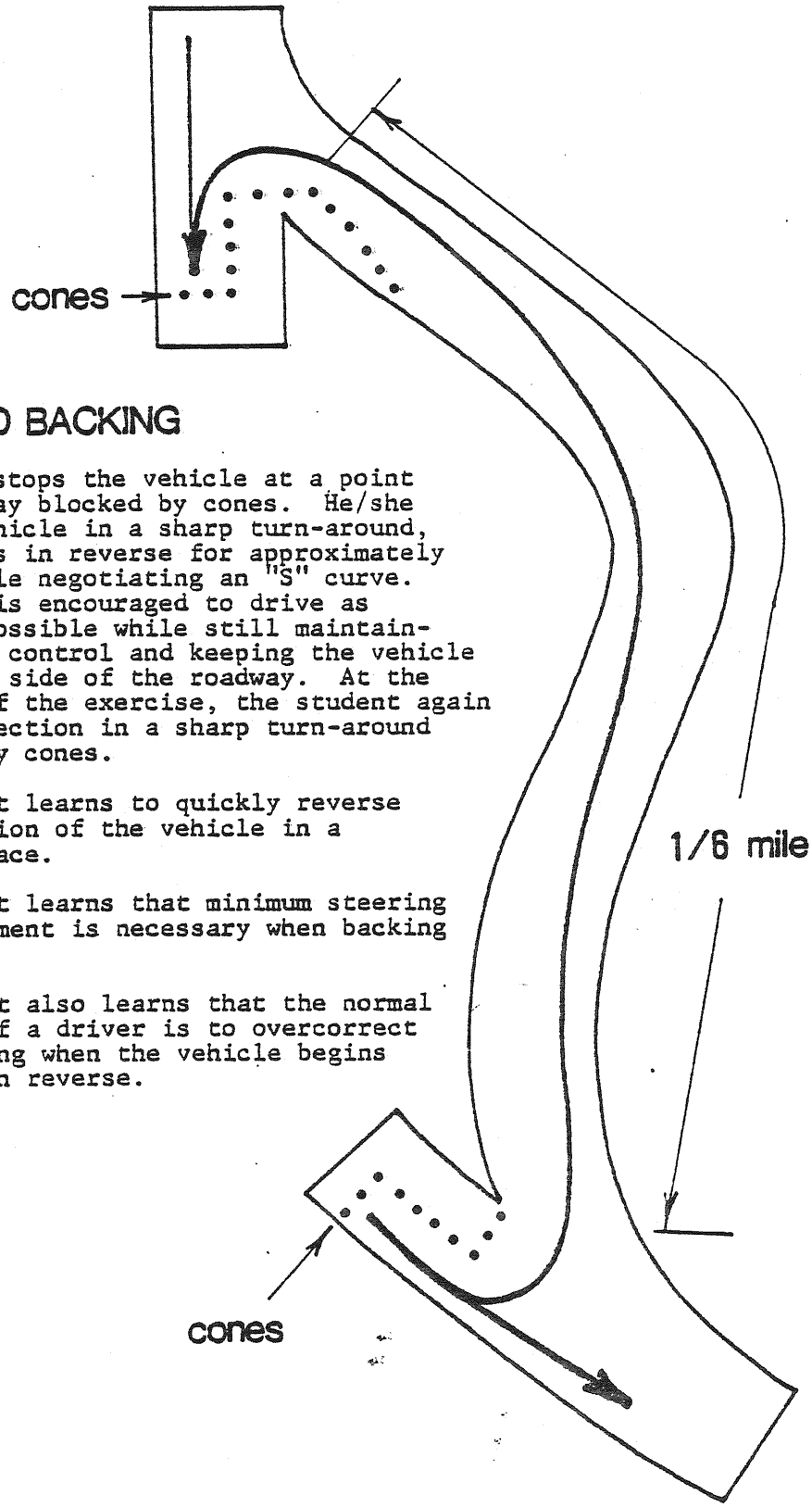
The student learns front bumper placement, a technique of backing for the purpose of changing direction; and skill and judgment in maneuvering within a limited area.



ZIG-ZAG CHICANE

A zig-zag lane is constructed with traffic cones for a distance of 500 feet. The cones form a lane 6 feet to 10 feet apart. The student enters the chicane and drives as rapidly as possible without touching any of the cones.

The student learns vehicle placement and quick responses by constantly having to turn back and forth.



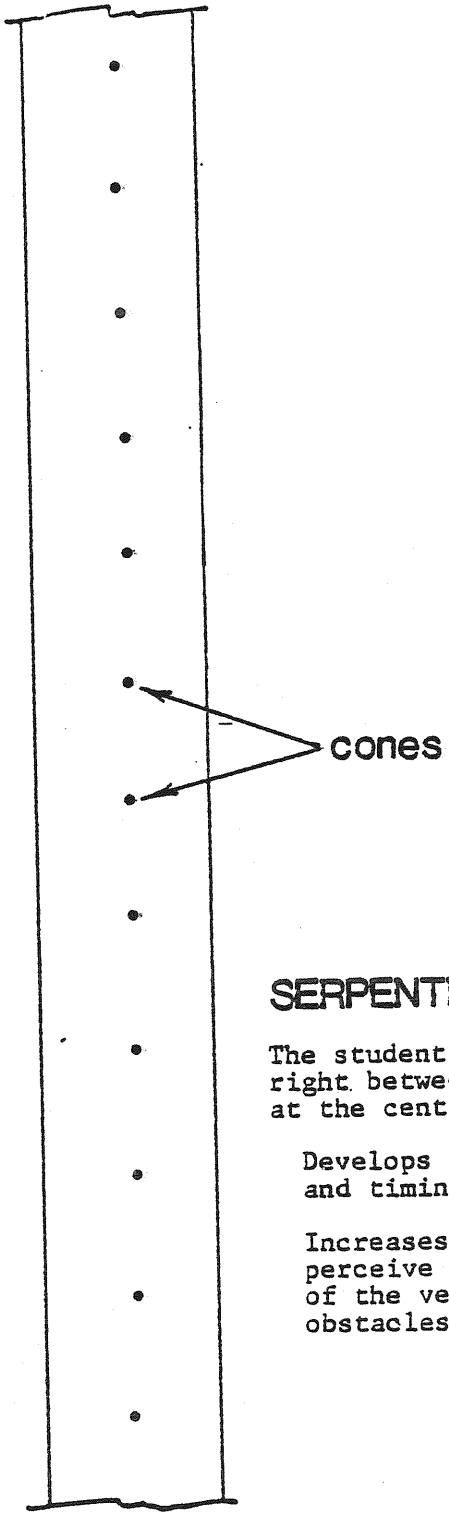
HIGHSPEED BACKING

The student stops the vehicle at a point on the roadway blocked by cones. He/she backs the vehicle in a sharp turn-around, then proceeds in reverse for approximately 1/6 mile while negotiating an "S" curve. The student is encouraged to drive as rapidly as possible while still maintaining complete control and keeping the vehicle on the right side of the roadway. At the completion of the exercise, the student again reverses direction in a sharp turn-around delineated by cones.

The student learns to quickly reverse the direction of the vehicle in a limited space.

The student learns that minimum steering wheel movement is necessary when backing a vehicle.

The student also learns that the normal response of a driver is to overcorrect the steering when the vehicle begins to weave in reverse.

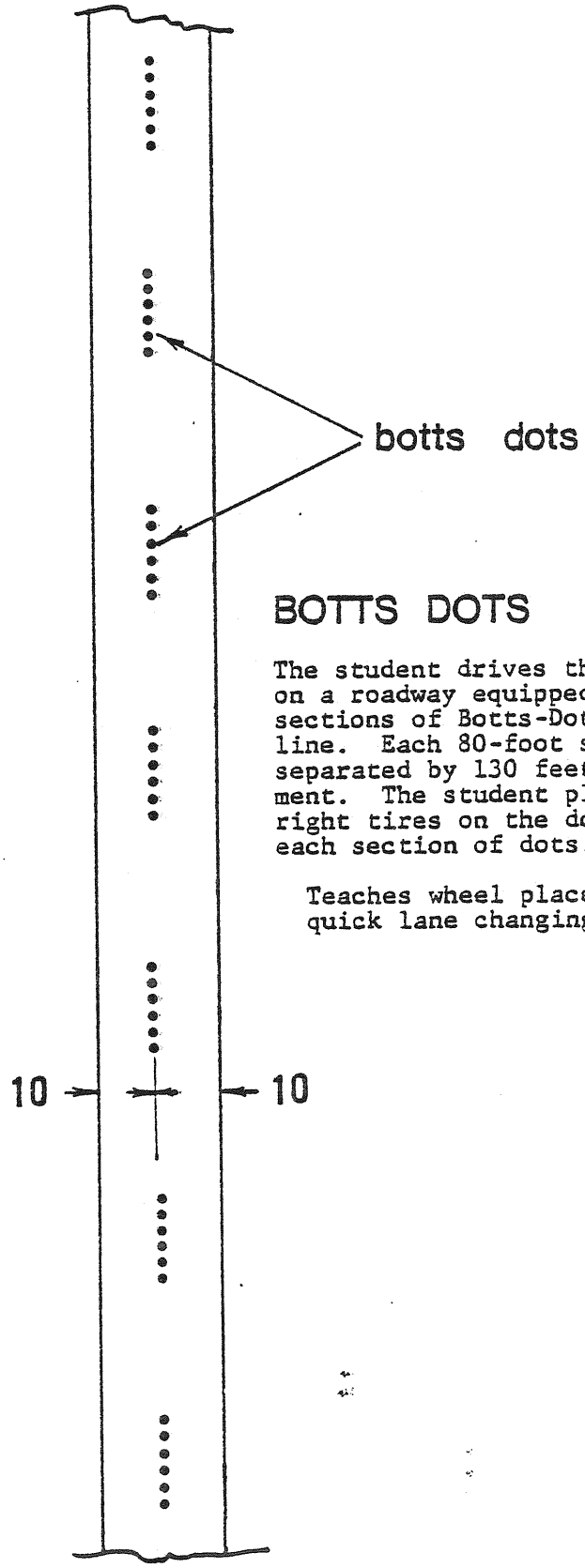


SERPENTINE

The student weaves the vehicle left and right between cones spaced 50 feet apart at the center line of the roadway.

Develops proper hand position, rhythm and timing of steering input.

Increases the student's ability to perceive the spatial relationship of the vehicle with respect to fixed obstacles.



BOTTS DOTS

The student drives the vehicle forward on a roadway equipped with seven 80-foot sections of Botts-Dots on the center line. Each 80-foot section of dots is separated by 130 feet of smooth pavement. The student places the left and right tires on the dots, alternating with each section of dots.

Teaches wheel placement and smooth, quick lane changing.

OFF-SET LANES REVERSE

The student backs the vehicle through a 200 foot, 10 foot wide, double offset lane marked by traffic cones.

Teaches smoothness of steering, coordination, control and principles of reverse steering.

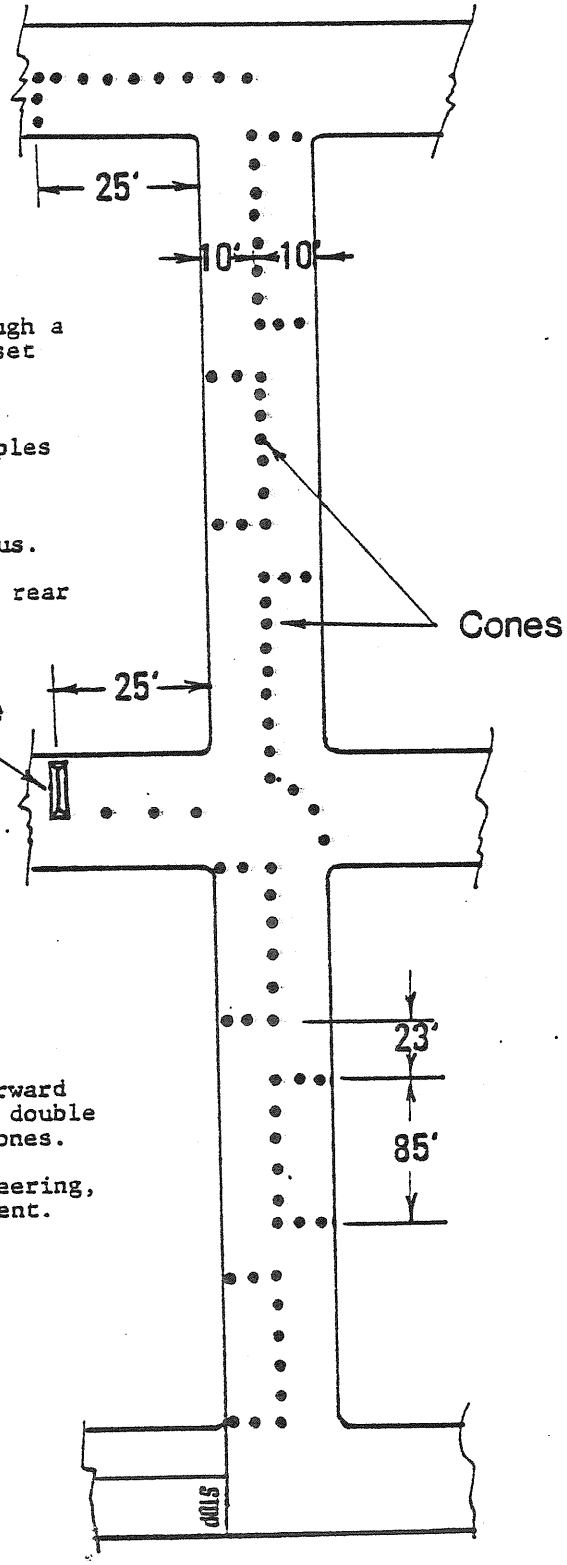
Demonstrates how lack of full visibility makes backing hazardous.

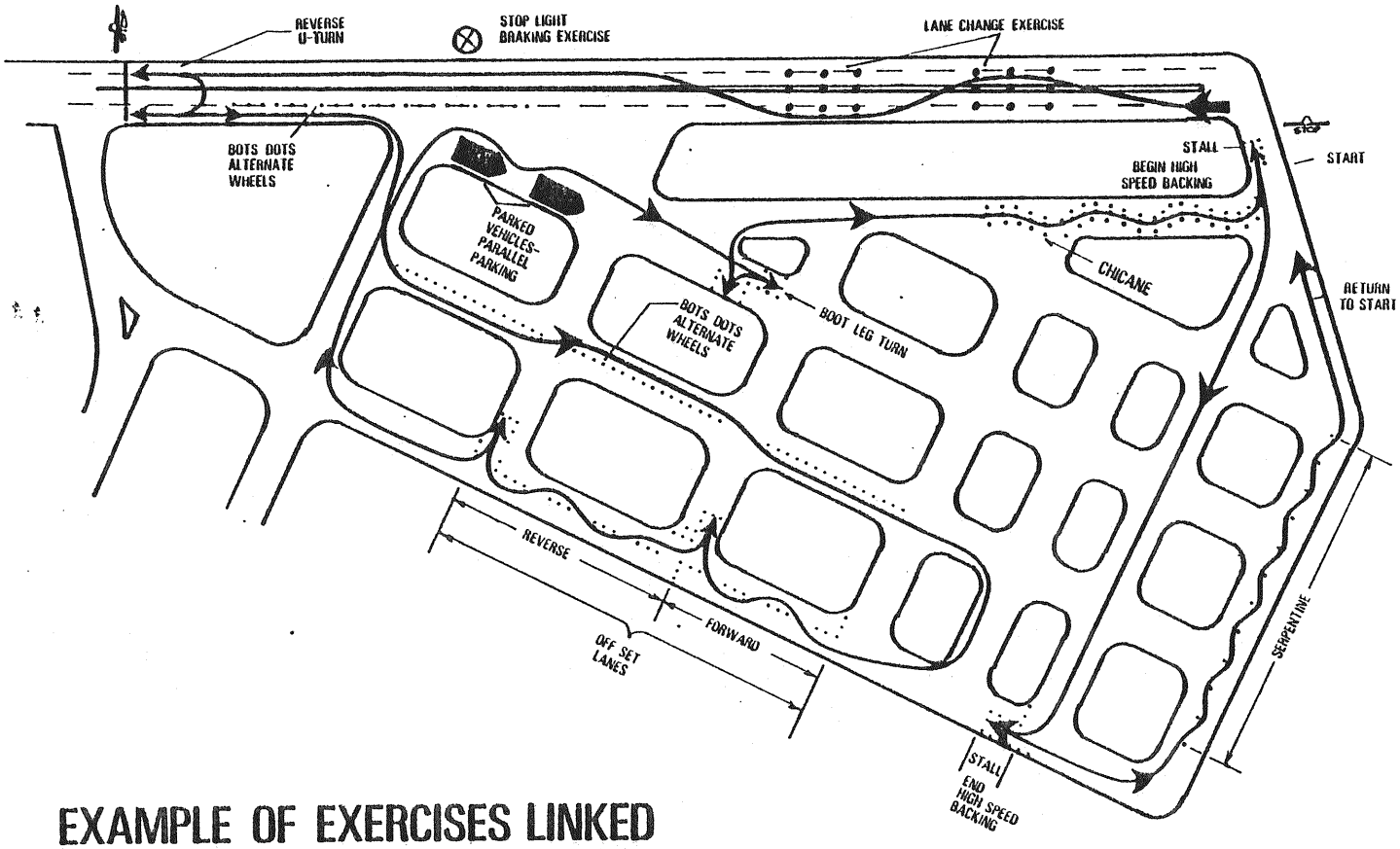
Develops habit of looking to the rear rather than relying on mirrors.

OFF-SET LANES FORWARD

The student drives the vehicle forward through a 200 foot, 10 foot wide, double offset lane marked with traffic cones.

Student learns smoothness of steering, coordination and vehicle placement.

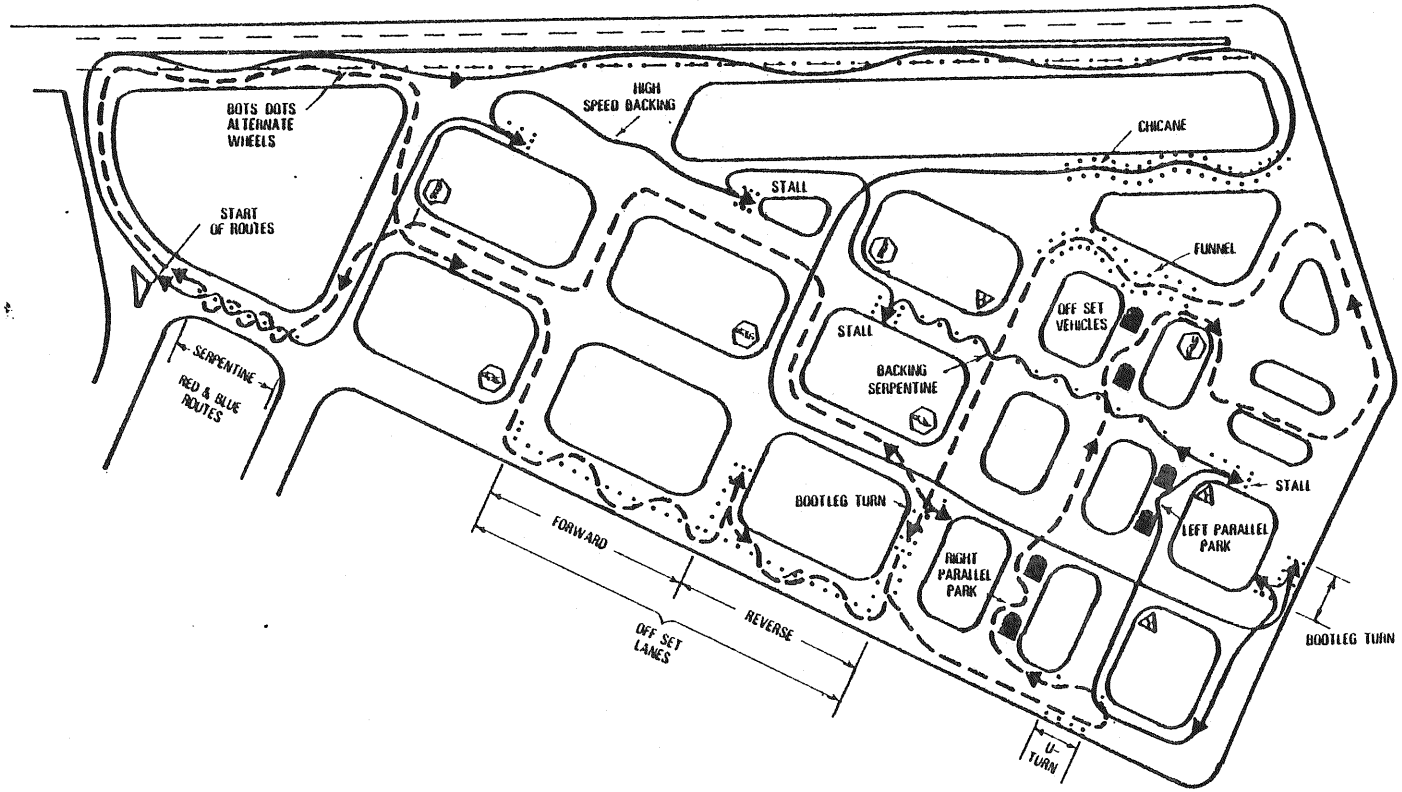




EXAMPLE OF EXERCISES LINKED INTO CONTINUOUS ROUTE

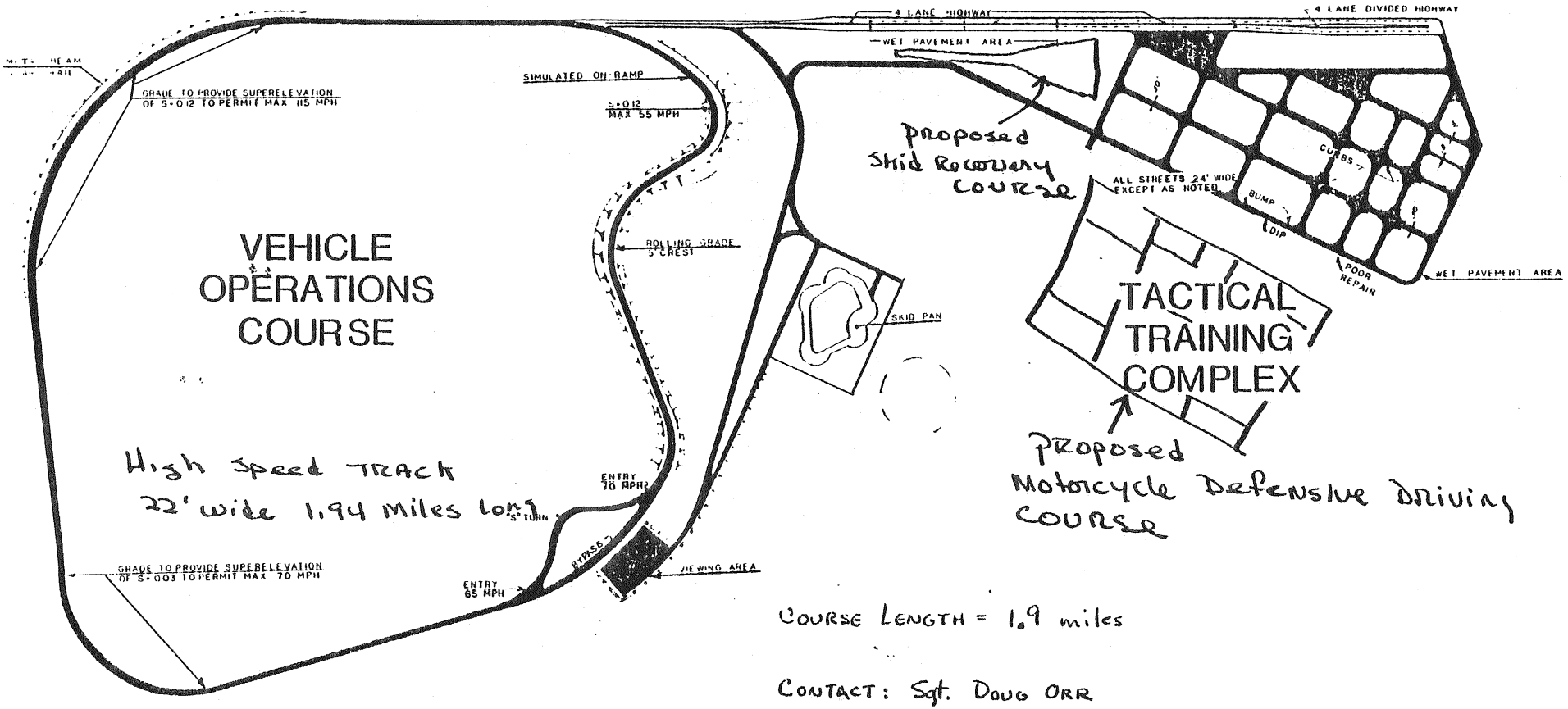
EXAMPLE OF EXERCISES LINKED INTO TWO CONTINUOUS ROUTES PROVIDING CONFLICTING TRAFFIC

TWO ROUTES
- --- RED ROUTE
- —— BLUE ROUTE
- STOP SIGN
- YIELD SIGN



CHP ACADEMY
EVOC

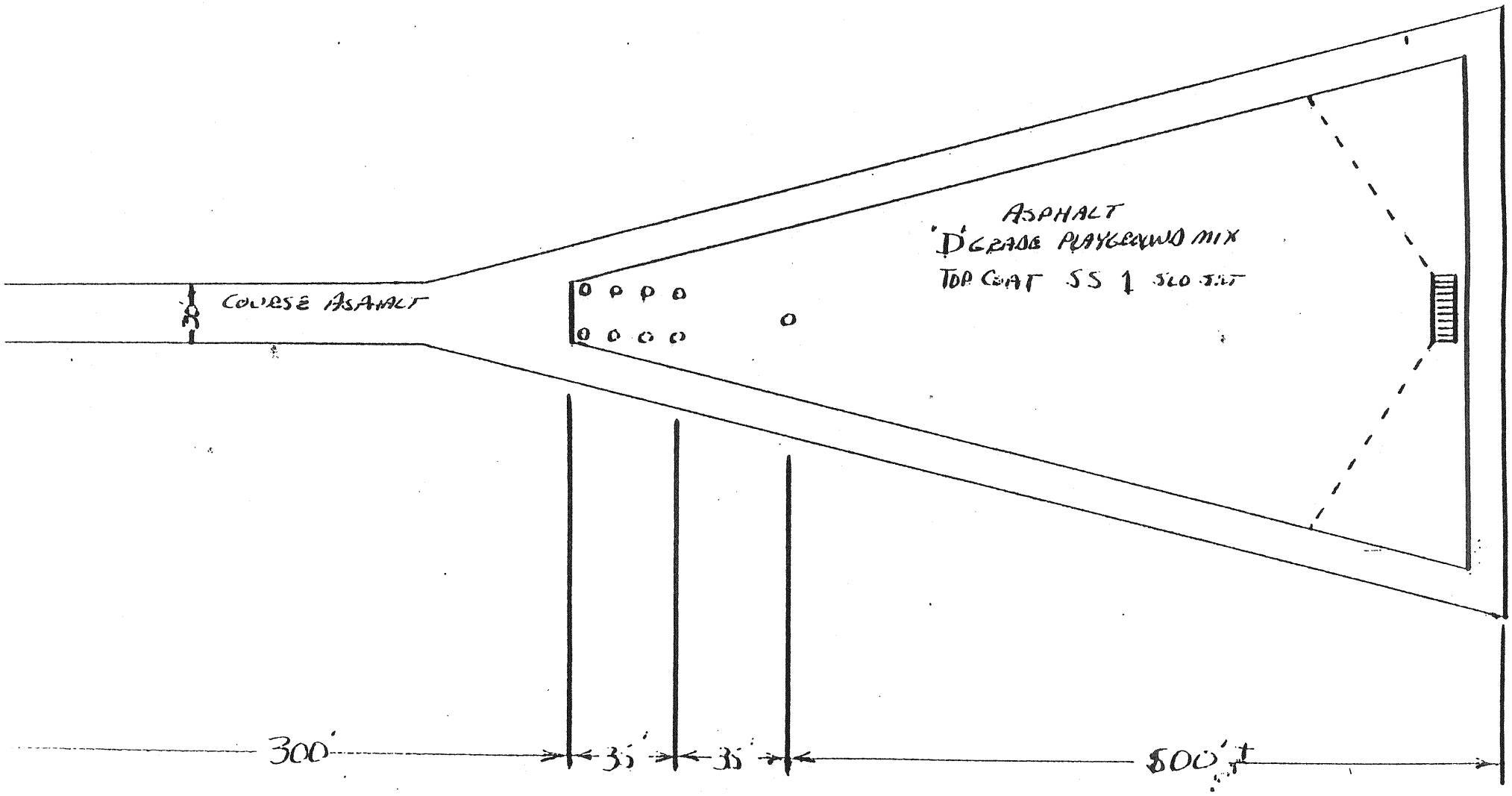
Defensive Driving Area 2.8 miles



COURSE LENGTH = 1.9 miles

CONTACT: Sgt. DOUG ORR
916 - 372-5620

Proposed Additions EVOC


COURSE ASPHALT
ASPHALT
'D' GRADE PLAYGROUND MIX
TOP COAT SS 1 SLO SET
300'
35'
35'
500'±

RTMENT OF CALIFORNIA HIGHWAY PATROL

PAIRS TO FACILITIES

FISCAL YEAR: 1986-87

NAME: Academy

LOCATION CODE: 031

Request only repair to facility items which are estimated to exceed a cost of $100. *(Reference HPM 11.1, 1-A-12, VIII)*

WORK TO BE DONE	ESTIMATED COST
The skid recovery exercise facility would be used to instruct CHP cadets on the proper technique of controlling accidentally induced skids. The exercise as designed realistically duplicates a skid more commonly encountered, i.e., that resulting from an emergency lane change to avoid a hazard or collision. In application the student accelerates down the approach lane to 35-50 MPH. Then, at the direction of an instructor, swerves left or right around a hazard. The sudden change in direction on a slippery surface causes a skid. The student then practices controlling the skid with proper steering. The existing skid pan is used to teach the ability to intentionally initiate a controlled skid while negotiating a turn, control the vehicle in a skid and correctly bring the vehicle out of a skid by proper coordination of steering and throttle. It is a very effective facility for rear wheel drive vehicles but has no application for front wheel drive vehicles. The requested facility would greatly enhance cadet skill development and, unlike the EVOC skid pan, would be effective training for both front and rear-wheel drive vehicles. Without this facility there will be no skid control training when only front wheel drive vehicles will be available for purchase by the Department. The existing skid pan cannot be modified to meet future needs. Los Angeles Co. Sheriff's Office has facilities for both types of training and utilizes them in their cadet program. In 1983, 14.3% of our total patrol vehicle collisions were solo vehicle loss of control. During the same period, 44 collisions resulted in visible injury, 11 of those were from solo, loss of control. The requested facility is designed specifically to combat this type of collision.	$115,000.00

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
DRIVER TRAINING CENTER
Los Angeles County Fair Grounds
Pomona, California

Ray Osterhues, Sergeant
Driver Training Coordinator

Notes

Field trip
November 4, 1985
Los Angeles fair grounds

General Information:

1,100 students annually -$310 tuition plus $57.00 from college.

20 - training Vehicles

3 - utility vehicles

Class size 15 students

Instructor/student ratio 1:3

In-service course - 16 hours

Basic Course - 24 hours - student (behind the wheel approximately 8 hours).

Course Configuration:

Large complex.

Considerable space between exercises.

The driver training course is superimposed on several of the large parking lots on the fair grounds. Either by outlining the exercise on the surface with paint, cones, or by laying an additional layer of asphalt on the parking lot surface.

- Road course 1 3/8 miles
- Skid pan - skid recovery
- Skills Course 1 1/4 miles
- Accident avoidance
- Road complex

Design Consideration:

Development considerations.

- Water run-off
- Skid recovery use "Y" shape to facilitate front wheel drive vehicles (30 to 40 mph exercises).
- For vehicle testing should have 2.5 mile test road course. Two sections to facilitate separate functions such as pursuits.

See sketch.

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
DRIVER TRAINING CENTER

Notes

Design Considerations (cont'd):

- Operational course (pursuit)
  - Minimum 1 mile (30' wide)
  - Minimum .5 mile straight away
  - Dog legs
  - Cul-de-sac
  - U-turns
  - Sweeps
  - Blind intersections
  - R/R crossing
  - Dips
  - Blind hills
  - Maximum speed 70 mph
  - Alleys
  - Varying road sizes
  - Impaired clearances
  - Lane changes
  - Restricted clearances
- Skills course road system (500' x 1200')
- Steering course (800' x 24') — See Sketch.
- Accident Avoidance
  - Speed-build entrance
  - Light trip
  - Lights (3 to 4 lanes)
  - Recovery area
  - Return lane - with room for steering course

Proposed Driver Training Center Wayside: — See sketch.

- Accident avoidance simulator (2)
- City street complex
- Skid recovery ("Y" shape)
- Operational and test track (2.5 miles)

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
DRIVER TRAINING CENTER

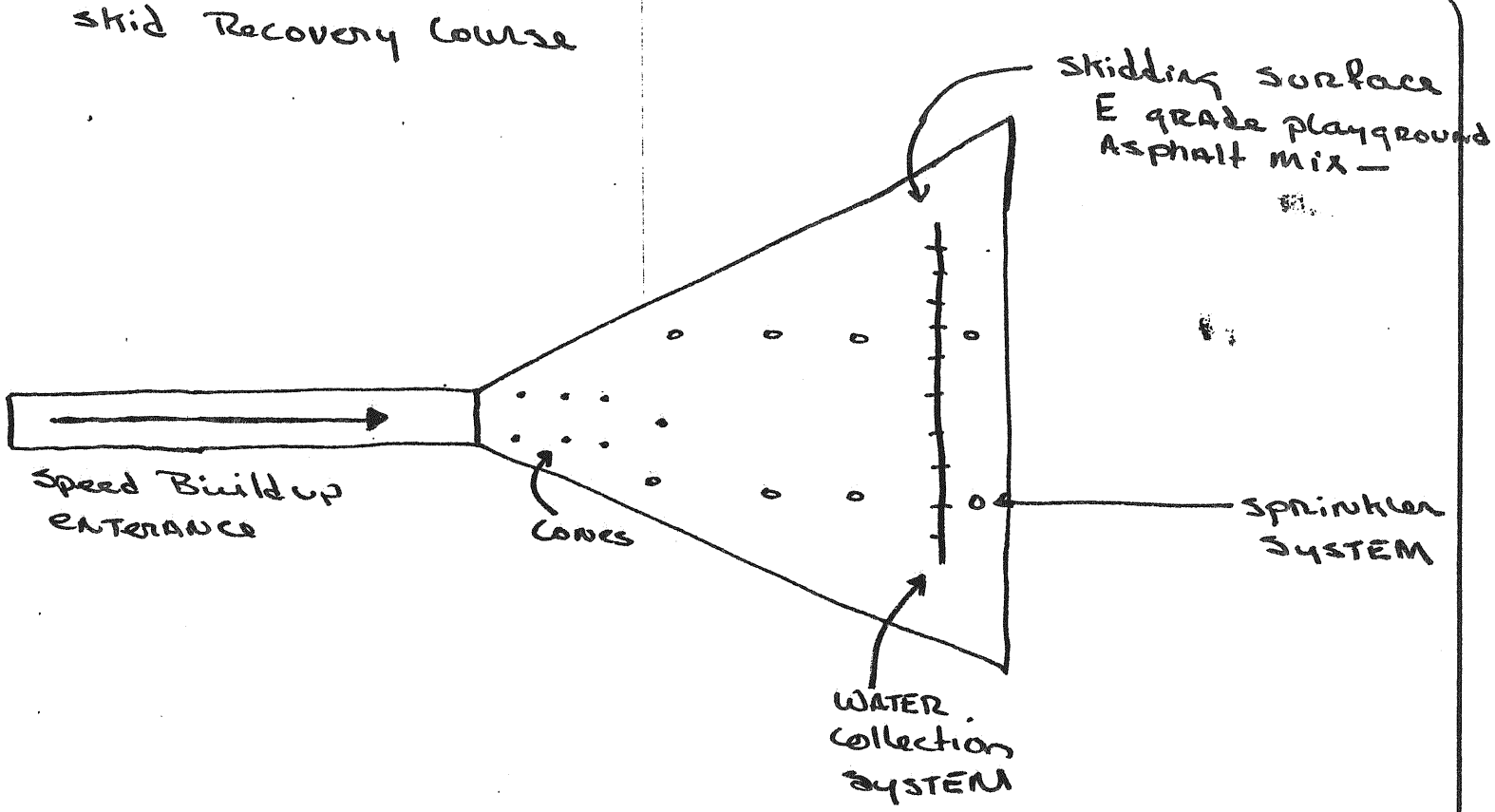
Proposed Driver Training Center Wayside (cont'd):

- Skills course area
- Administrative offices
- Classrooms
- Maintenance shops

Notes

Notes

Proposed skid recovery course - LASD

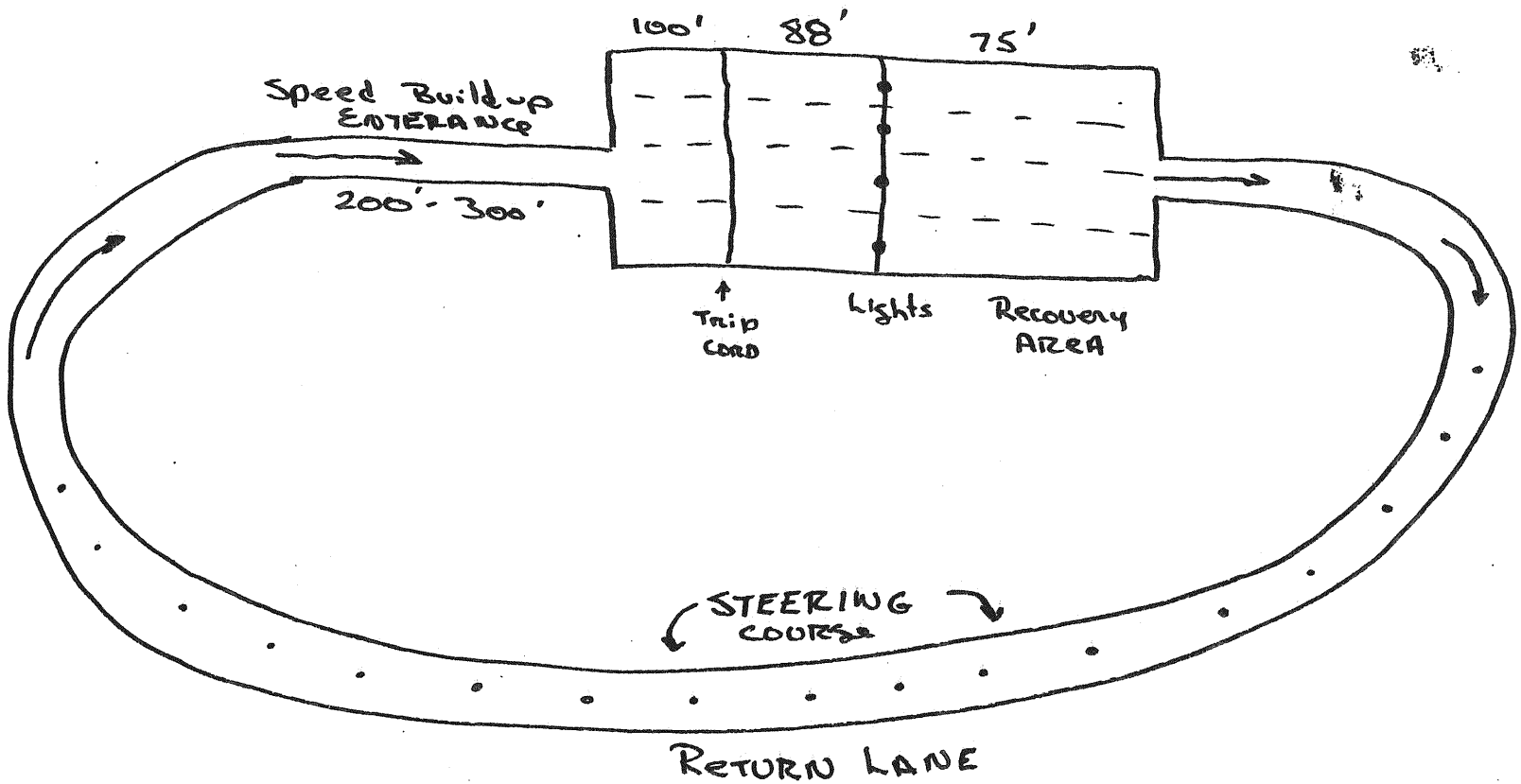


Notes

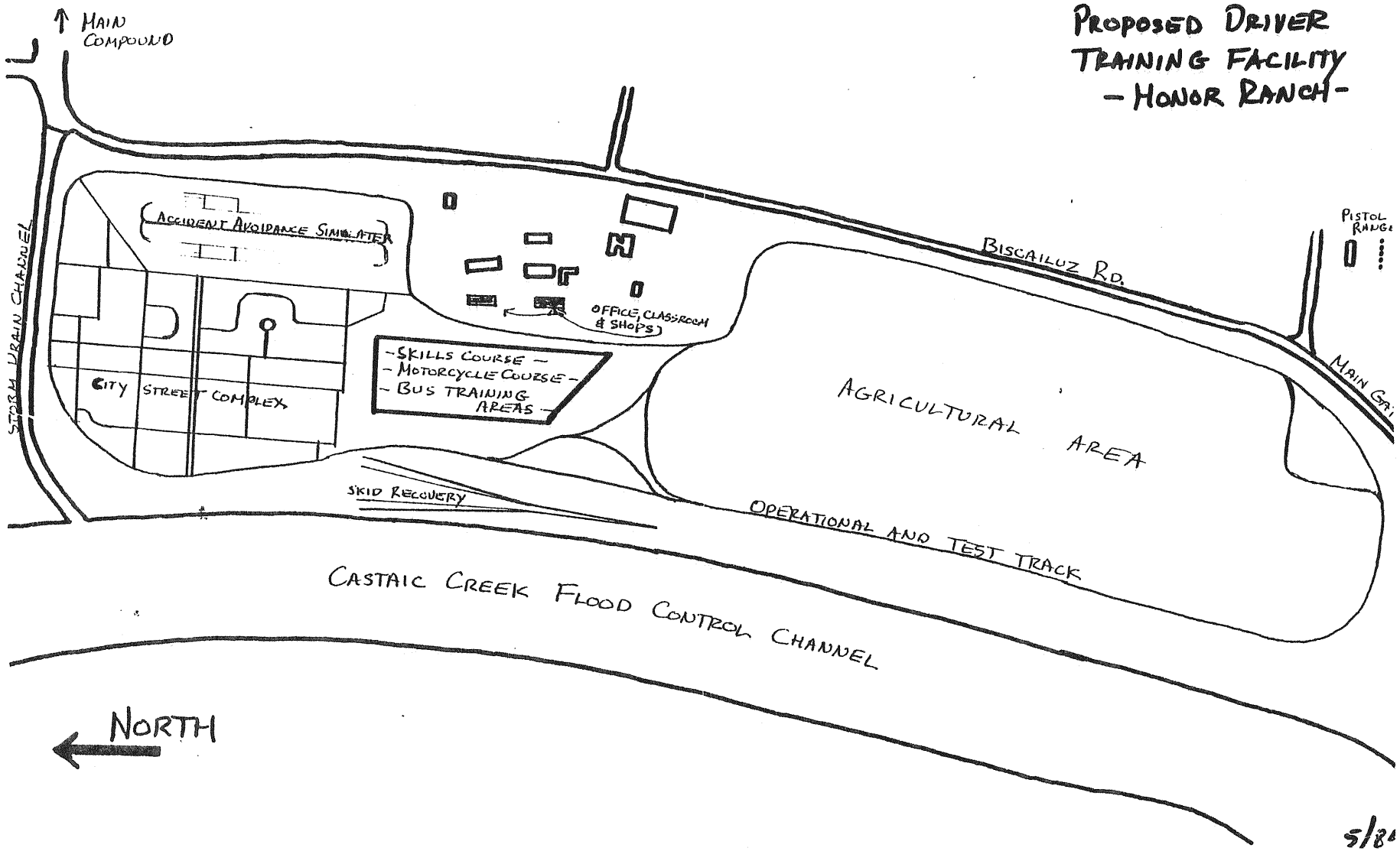
Accident Avoidance Course

Design Considerations

30, 35, AND 40 mph
Accident Avoidance Course



PROPOSED DRIVER TRAINING FACILITY
- HONOR RANCH -



5/84

CHRYSLER-SHELBY
Performance Center
12140 Slauson Avenue
Santa Fe Springs, California 90670

(213) 945-7502

Scott Harvey, Manager

Notes

Interviewed Nov. 7, 1985, regarding designs of future police vehicles - training considerations and facility design.

Future Police Patrol Vehicles:

- 1988 - 1990
  - Smaller engines
  - Front-wheel drive
  - Lighter
  - More aerodynamics

Front-wheel drive much better and easier to handle.

Some high performance vehicles, and possibly police patrol units, will be four-wheel drive.

Training Considerations:

Skid training needs to be closely examined.

- Will require some adjustment for front-wheel drive in skid avoidance and recovery training. It is more difficult to experience skid in front-wheel drive vehicles than in rear-wheel drive vehicles. Speeds must be significantly high in traditional skid pans, and in most cases they are not attainable in present designs - primarily because of size limitations.

Training Adjustments to Induce Skid at Lower Speeds:

- Rear-wheel braking by student or instructor
  - Hand brake
  - Instructor rear-brake pedal
  - Instructor rear-brake activating switch
  - Remote rear-brake activating device.
- Rear-wheel steering
  - Instructor induced skid using rear-wheel steering device.

CHRYSLER-SHELBY
Performance Center (cont'd)

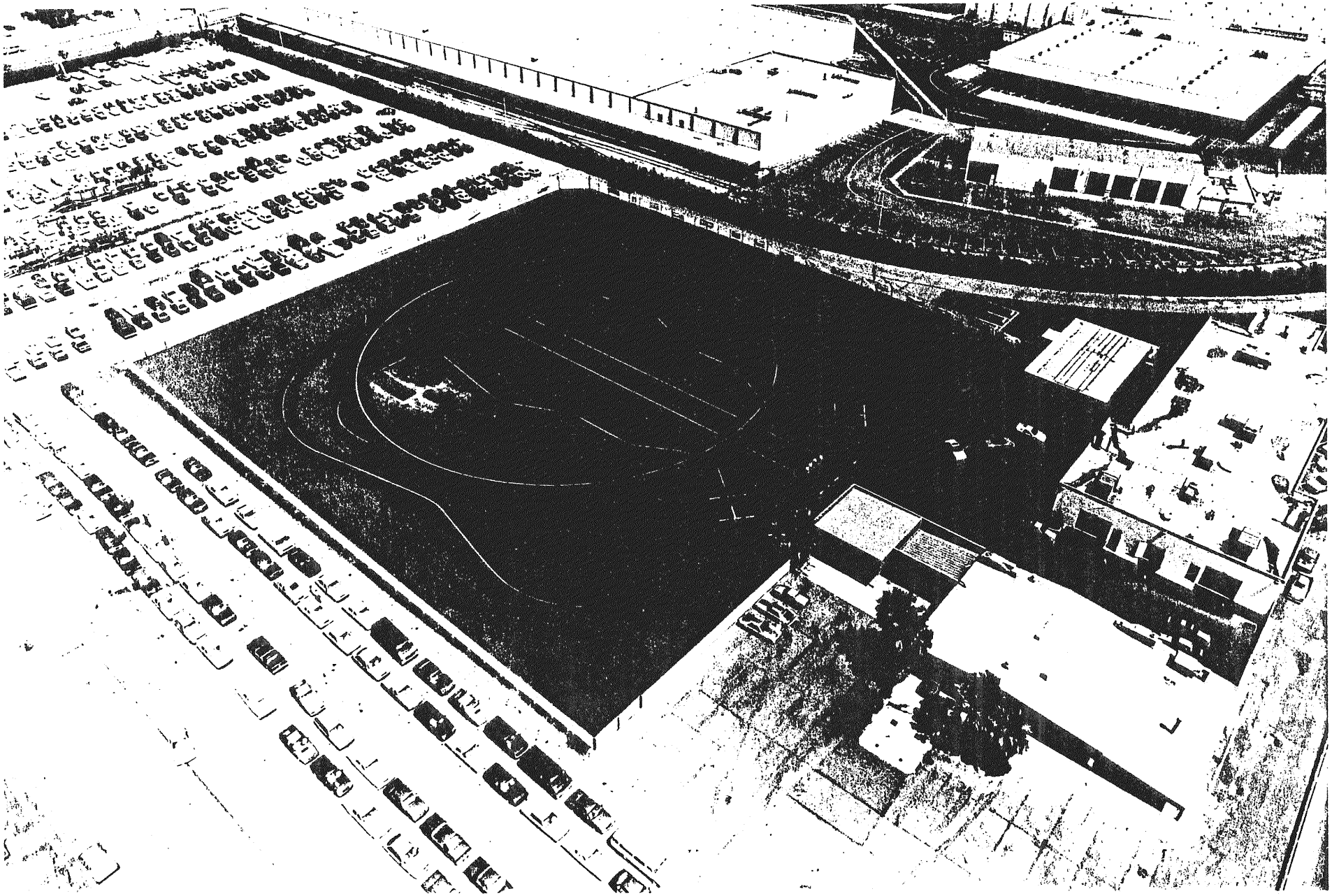
Notes

Facility Design Considerations:

- Performance Center is on approximately 2 acres of asphalt surface (300' X 300') and is used exclusively for performance testing (See photo).

- Generally the present road and skill courses will facilitate future cars, with the exception of skid recovery or skid pan training. Future vehicles will require a larger skidding surface and recovery area. Designs will also have to include provisions for high entrance speeds onto skid surfaces.

  (See attached photo copy of Performance Course)



WASHINGTON STATE PATROL ACADEMY
West 631 Dayton Airport Road
Shelton, WA 98584-8945

(206) 426-1661

Don W. Ginter, Trooper
Driver Training Coordinator

Don F. Hurst, Trooper
Driver Training Instructor

Notes

Field trip
November 15, 1985

General Information:

- Students annually
  - Basic - 100 (24 hours) — 10 hours behind the wheel.
  - In-service - 650 (8 hours) — 2 hours behind the wheel.
    (Annual requirement for all sworn personnel)
- Train all State employees who may be required to drive a vehicle.
- Vehicles
  - Patrol vehicles
  - Motorcycles — No design problems.
  - Heavy equipment — No design problems.
- Vehicles assigned to facility — Used vehicles - wheels and tires marked to observe braking and acceleration.
  - Multipurpose - 21
  - Skid pan - 2
- 40 hour instructor course
  - Tuition $445.00
- Student/instructor ratio 4:1

Course Outline:

- High response (70 - 100 mph)
- Pursuit (80 mph)
- Vehicle skills - placement
- Accident avoidance
- Skid recovery
- Commentary
- Off-road (four-wheel drive)
- Night pursuit course — Large open pit.

WASHINGTON STATE PATROL ACADEMY

Notes

See sketch.

Course Configuration:

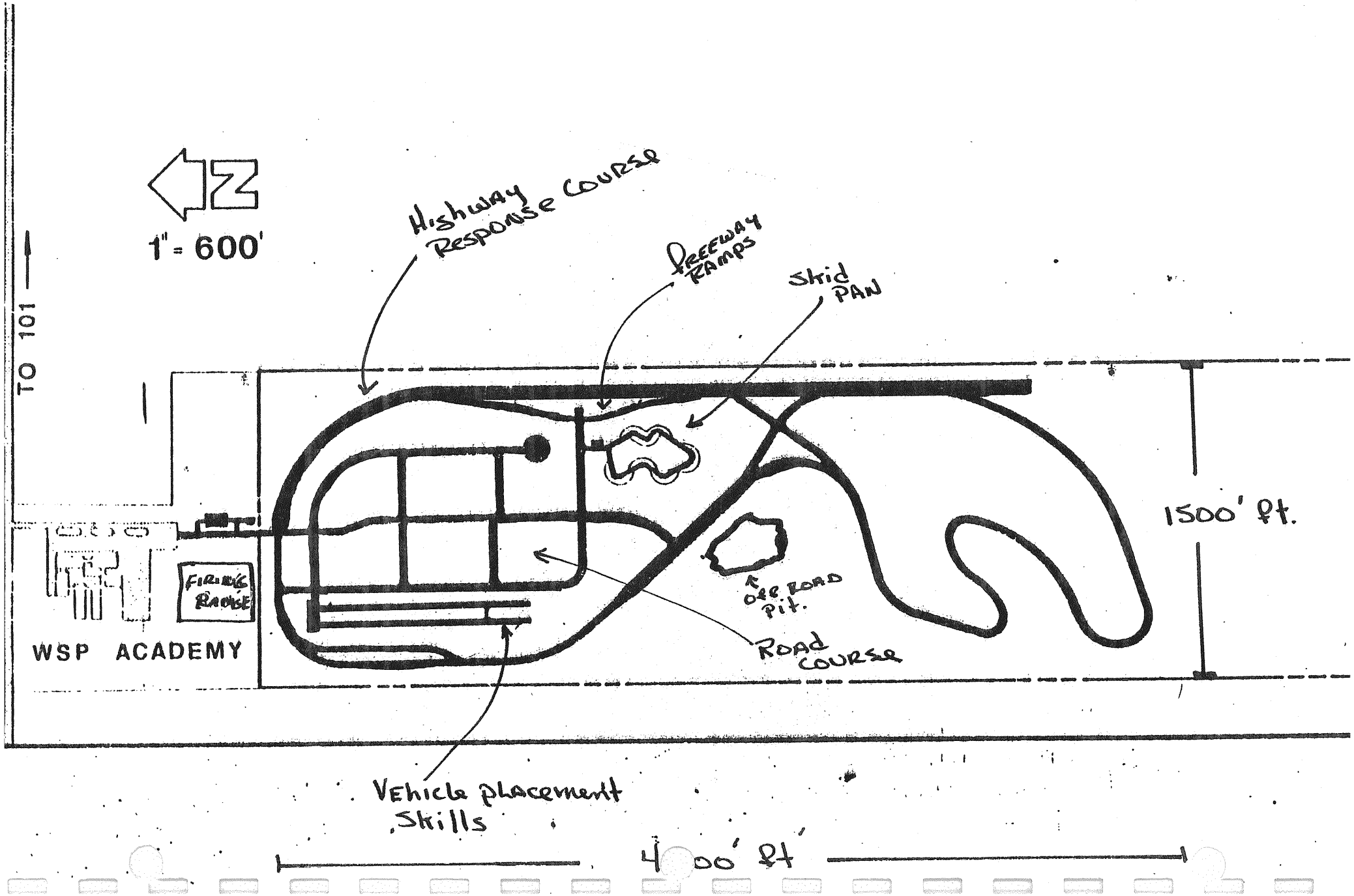
- Overall size 70 acres
- Road course
  - Cul-de-sac
  - Sweep
  - Dog leg
  - Corners
- High response
  - Straight away
  - Sweeps
  - Curves
  - Ramps
- Plan to increase high response course to double size.

Front Wheel Drive:

- Have done some research - rear-wheel drive vehicles will skid on skid pan at 8 to 15 mph; front-wheel drive requires speeds of 15 - 30 mph to skid. Present skid pan (40' x 260') too small - will require much larger skidding and recovery surface.

  Will also tighten curves and reduce land size to facilitate small front-wheel drive vehicles.

  May also modify braking system to induce skidding at slower speeds. Instructor controlled - left, right, or rear brakes.


N
1" = 600'
TO 101
Highway Response Course
Freeway Ramps
Skid Pan
1500' ft.
Off Road Pit.
Road Course
Firing Range
WSP ACADEMY
Vehicle placement Skills
4 00' ft

MINNESOTA HIGHWAY SAFETY CENTER
St. Cloud State University
St. Cloud , MN 56301

(612) 255-4251

David P. Schultz, Director
Driver Training

Notes

Field trip
November 18, 1985

General Information:

Course	Tuition	Number Students	Hours
Basic Police	$189.00	200 - 250	15
In-service Police	$178.00	300 - 350	12
Fire fighters	$135.00	100 - 150	9
Emergency Drivers	$ 81.00	550 - 550	6
Instructor	$600.00	25 - 50	40

Tuition to low for upkeep or development.

Instructors two (2) full time, four (4) part-time

Student instruction ratio 6:1

Facility built in 1974 and funded with federal funds to training public safety personnel in emergency driving techniques. 40% - 45% of students presently law enforcement officers.

Maintenance not being kept up.

- Training Vehicles:

  1 Van
  1 Skid pan
  7 Sedans
  1 Bus

Vehicles used

Bus used to train fire fighters.

  Students or organization supply:

  - Buses
  - Trucks (all types)
  - Ambulances
  - Anything on the road

  Maintenance primarily handled by instructors on site or contracted to outside vendor.

- Motorcycle Training:

Not very active

  - Part-time instructor
  - Students must furnish vehicles
  - No special design considerations

MINNESOTA HIGHWAY SAFETY CENTER
St. Cloud State University

Notes

- Course Outline:
  - Skills and vehicle placement
  - Highway response
  - Pursuit
  - Accident avoidance
  - Skid recovery

Follows general pattern

- Configuration:
  - Located on 40 acres
  - Highway course (1.3 miles)
  - Road course
  - Off-road recovery
  - Skills area and skid pan

See sketch plat

Obstacles on straight-ways to improve skills (40-45 mph)

Not used very often

- Front-Wheel Driver

Front-wheel drive vehicles seem to handle course much better than rear-wheel drive. Front-wheel drive, however, does not provide the driver with advance warning of loss of control like the rear-wheel drive vehicles. These warnings generally take the form of vehicle noise and dynamics. Must use power or neutral acceleration to regain control; hand braking may also assist in regaining control.

Not too much, but seems to have handle on problem.

Dynamics of vehicle different

Has not made any study of facility design consideration, but believes larger skid pans and instructor braking system may be necessary to induce skidding at lower speeds.

Larger skid pans.

Instructor braking system.

High Tech Application:

- Video reactment for student
- Driving simulators
- Radio receivers in student vehicles for instruction purposes.

Not much input.

MINNESOTA HIGHWAY SAFETY CENTER
St. Cloud State University

Recommendations:

- Large asphalt flat - outline course with paint or cones, does not like road or highway courses.
- Circular skid pan

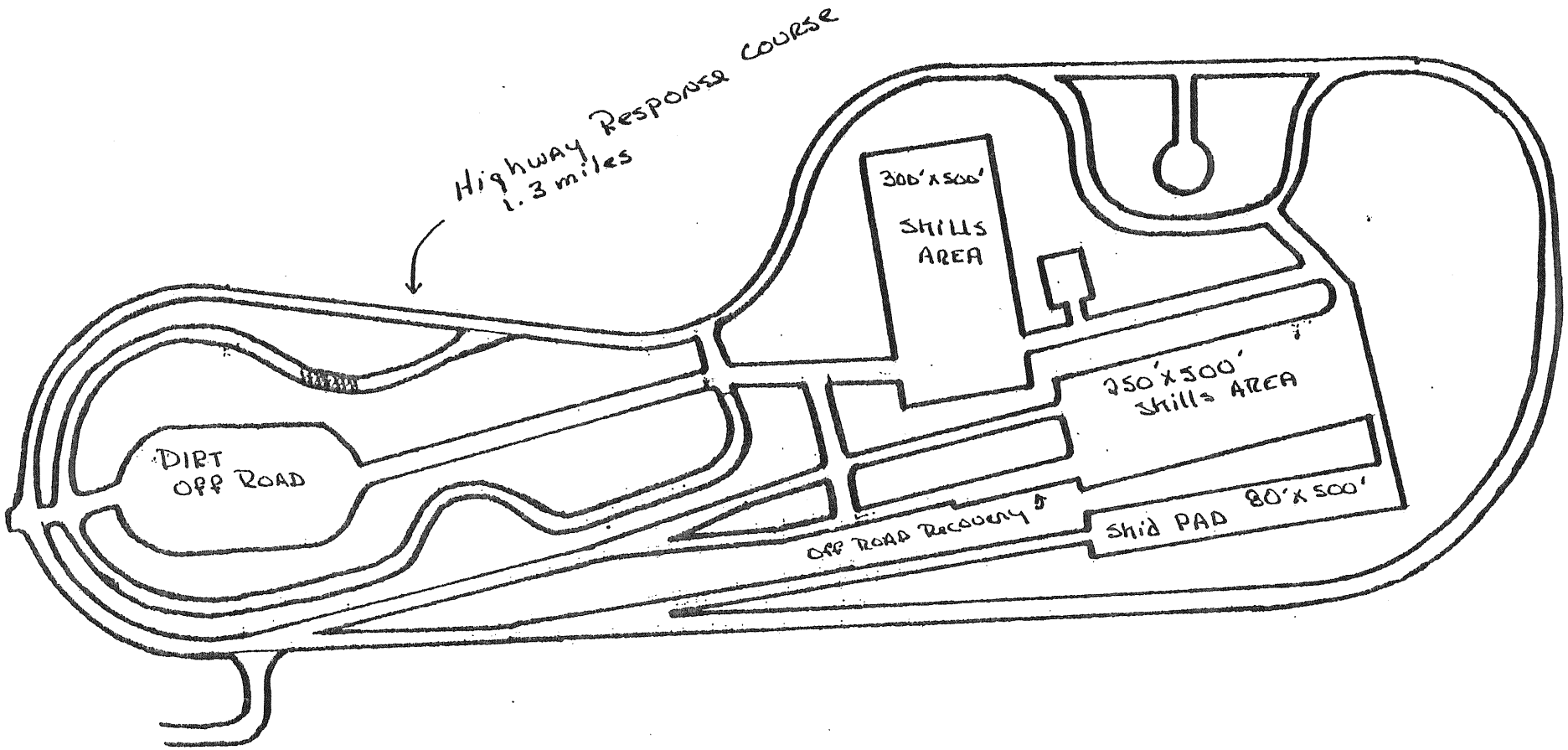
References:

- Emergency and High Speed Driving, John M. Clark, Jr.
  Gulf Publishing Company
  Book Division
  Houston, Texas

  National Academy of Police Driving
  Lancaster, Texas

  (214) 525-3285

Notes



MINNESOTA Highway SAFETY Center

OFFICE OF THE SHERIFF JACKSONVILLE POLICE
Police Academy
11901 Beach Boulevard
Jacksonville, Florida 32216

(904) 646-2261

Don Robertson, Supervisor
Fleet Safety and Driver Improvement

Notes

Field Trip
November 19, 1985

General Information:

Students	Number Annually	Course Hours
Basic Police	25	24
In-service Police	1,000	8
*General Government	1,500	8
• Fire fighters		
• Rescue		
• Ambulance		
• Other		

- Instructors 8 full-time. Instructor/student ratio 1:4
- Vehicles
  - 6 Sedans
  - 1 Van
  - 1 Pickup
- Vehicle maintenance conducted at city garage

Course Outline:

- Braking
- Backing
- Road course
- Pursuit
- Accident avoidance
- Skid recovery

General format.

No high speed courses.

Motorcycle Training:

- No special design considerations

Not too much research.

OFFICE OF THE SHERIFF JACKSONVILLE POLICE
Police Academy

Notes

Front-Wheel Drive:

Not much research.

- No special problems, have consulted with General Motors Corporation.
- Will redesign skid pan, may need larger skidding surface.

No real design work

Course Configuration:

Small/compact design
See sketches.

- Control tower
- Road course (.5 miles)
- Accident avoidance
- Skid pan (400' x 275')
- Skills area/vehicle placement
- Observation tower

Extremely compact and unique design on 8 acres. Seems to accomplish a great deal of quality training on small, but well designed course.

The driving facility is unique in that a low speed "driving tract" was designed and built with the advice of driver training experts and general Motors engineers. The track is one-half mile in length, has 14 turns and includes negative camber on some corners. There are decreasing and increasing ratio curves. The average speed on the track is 30 mph, but faster or slower speeds still provide a stressful experience for the student in developing coordination skills.

The facility includes other areas such as a large, flat asphalt surface for cone exercises, a skid pan area, and sections for controlled braking accident avoidance and panic stops. The courses are on 10 acres, but is not so small that safety becomes a concern.

OFFICE OF THE SHERIFF JACKSONVILLE POLICE
Police Academy

Notes

Course Configuration (cont'd)

The instructors use the control tower, radios, and minibikes to follow the students activities through the courses. Instruction and remediation is provided over the radio.

See sketch.

Resources:

National Academy for Professional Driving
P. O. Box 649
Hutchins, Texas 75141-0649

(214) 225-7366

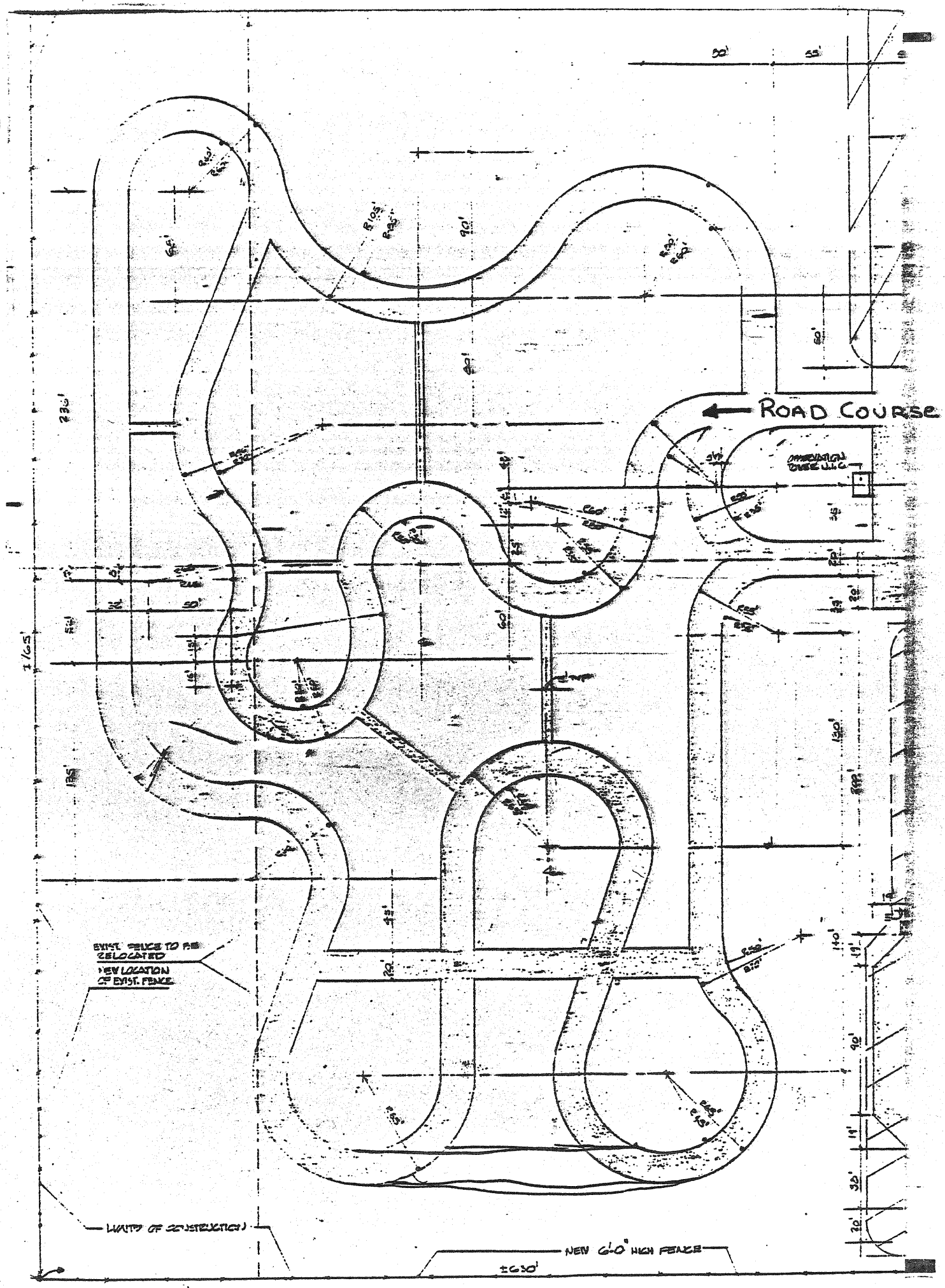
Offers Instructors Course.

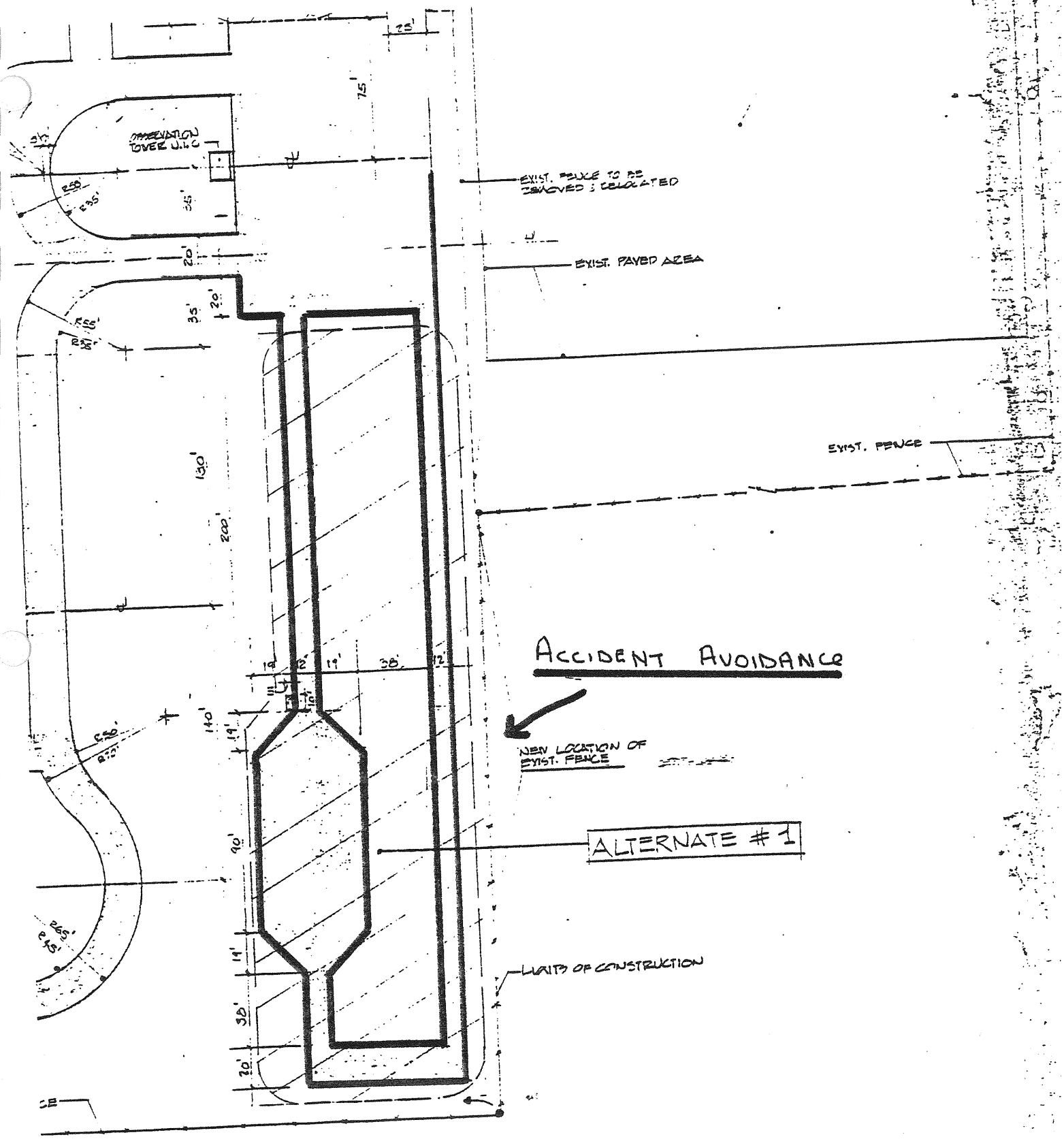
Advanced Driver Education Course
General Motors Proofing Grounds
Milford, Michigan 48042

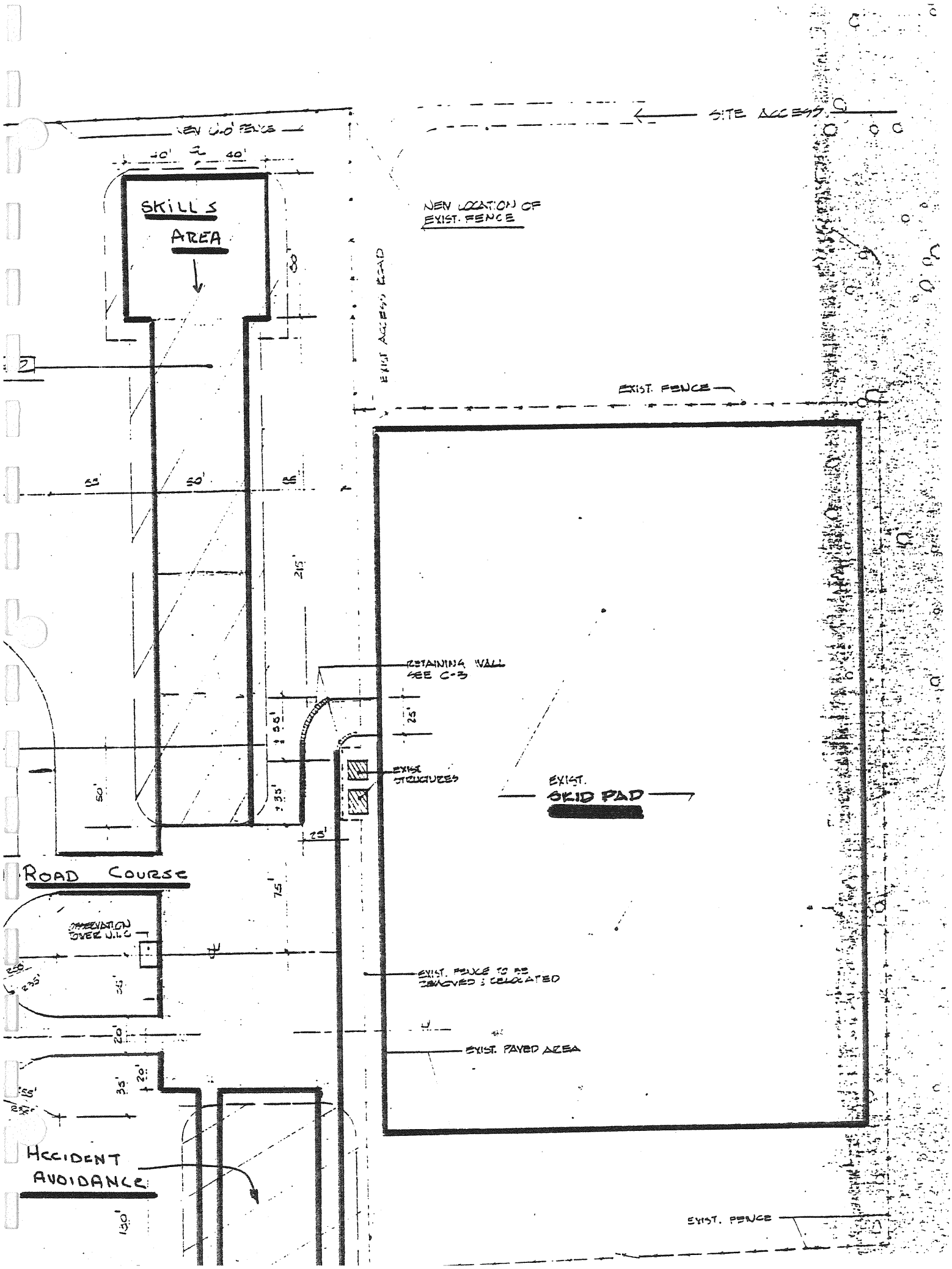
(313) 685-5000

Re: Mr. R. A. Whitworth, Manager
Traffic Safety department

Instructor Courses and excellent Driver Training Manual.


ROAD COURSE
EXIST. FENCE TO BE RELOCATED
NEW LOCATION OF EXIST. FENCE
LIMITS OF CONSTRUCTION
NEW 6'-0" HIGH FENCE
±630'


OBSERVATION TOWER U.I.C
EXIST. FENCE TO BE REMOVED & RELOCATED
EXIST. PAVED AREA
EXIST. FENCE
ACCIDENT AVOIDANCE
NEW LOCATION OF EXIST. FENCE
ALTERNATE # 1
LIMITS OF CONSTRUCTION


SITE ACCESS
NEW 6'-0" FENCE
40'
40'
SKILLS AREA
NEW LOCATION OF EXIST. FENCE
EXIST ACCESS ROAD
EXIST. FENCE
55'
50'
55'
215'
RETAINING WALL SEE C-3
25'
35'
35'
EXIST STRUCTURES
EXIST. SKID PAD
50'
25'
ROAD COURSE
75'
OBSERVATION TOWER U.I.C.
EXIST. FENCE TO BE REMOVED & RELOCATED
EXIST. PAVED AREA
20'
20'
35'
55'
ACCIDENT AVOIDANCE
130'
EXIST. FENCE

FEDERAL LAW ENFORCEMENT TRAINING CENTER
Glynco, Georgia 31524

(912) 267-2334

James D. Lanier, Director
George Graves, Chief
Marine/Driver Training Center

Notes

Field Trip
November 20, 1985

General Information:

The FLETC is located outside Brunswick, Georgia, at an abandoned Navy Air Base. The grounds cover approximately 1,500 acres, with the typical variety of military buildings and dormitories built at various times in the past several decades. The building used for driver training classroom instruction is a newer one-story, multi-classroom facility. The driving course is located on the abandoned airstrips, which are old, deteriorating asphalt.

The variety of agencies using the center, and the differing needs, creates a situation where they have about 15 different driver training programs. This includes 2-wheel patrol type programs, 4-wheel drive vehicle programs, bus programs (for corrections personnel) and "ramming" programs for executive protection personnel.

The driving facility includes an area with intersections, traffic lights, large flat space for cone exercises, skid pan areas and two "high speed" tracks. Two skid pan areas are regularly used. One is a traditional sealed and watered skid pan, except it is heart shaped rather than oval. The other skid pan is a rectangle for driving straight into. A third, non-used skid pan, was built out of concrete with curbs. The high speed "highway Response Course" includes two tracks, one is 1.5 miles long and the other is 1.7 miles long. Each high speed track requires about 80 acres. Each track is just a winding strip of new flat asphalt laid over old, cracked asphalt airstrip. Several control towers and other accessories have been added by the FLETC to control the various driving courses.

See sketch.

Very large and extensive facility.

The "police patrol" type of basic training consists of lecture and then 24 hours of driving, which is divided into 8 hours of defensive driving, 8 hours of skid pan and 8 hours of high speed. The actual driving is spread over a six-day period as it is 4 hours each afternoon. Students are divided into

Scheduling

Notes

General Information (cont'd):

groups and spend about one hour on each "range" before being rotated to the next set of exercises. Three instructors handle 24 students on the three ranges, for an instructor/student ratio of 1:8. (Varies with program from 1:12 to 1:3)

Several aspects of the program were particularly interesting. The range with intersections, street lights, and traffic lights also had "mechanical pedestrians," which could be activated by an instructor in the tower to cross the roadways and create hazards. These "pedestrians" come out of boxes on the roadside and cross the roadways on implanted metal tracks. However, it was specifically stated that the range is not used at night, and it was implied that the "pedestrians" and tower are not used.

Running man.

An aspect of the highway course that was different is the fact that they put the students through at night. The instructors have found that a number of drivers can do well on the course during daylight hours, but have vision problems driving it after dark.

Vehicles:

- Four-wheel drive 15
- Buses 8
- Sedans 67

Maintenance:

Garage on site - 4 mechanics

Students:

- Basic driving 24 hours
- In-service 8 hours
- Instructor 80 hours

10,000 to 12,000 students annually

FEDERAL LAW ENFORCEMENT TRAINING CENTER

Notes

Courses:

- Highway response
- Skid recovery
- Skills/placement
- Accident avoidance
- Pursuit
- Off-road (dirt)
- Off-road recovery

Dirt road and hill.

Curb on highway course.

Front-Wheel Driver:

Believe that Chevrolet will be supplying front-wheel drive vehicles in 1990 and Ford in 1989. Have done preliminary research and find that only serious modifications to course will be in the skid pan design.

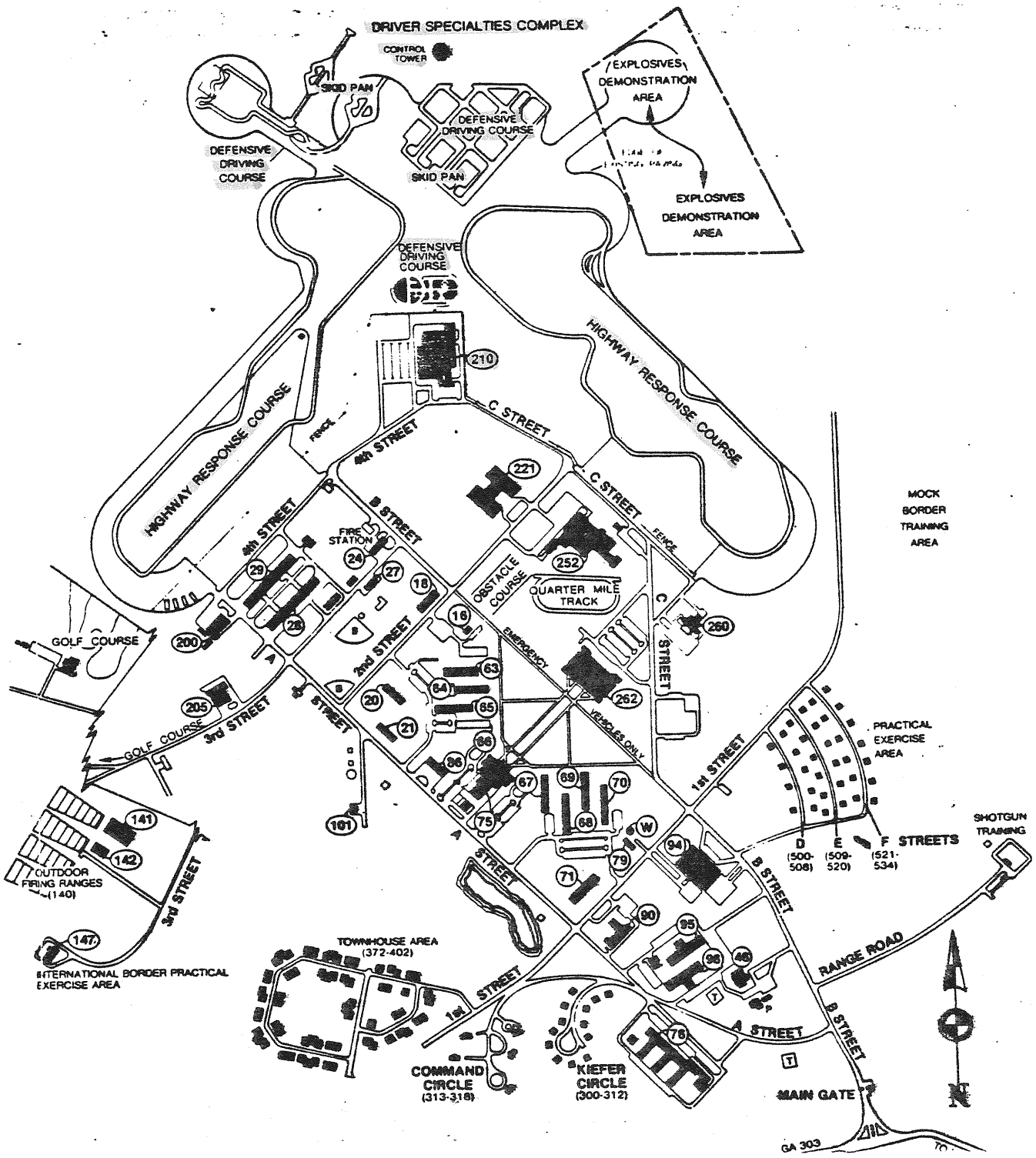
Front-wheel drive 1989 and 1990.

Modification to skid pan design.

Recommendations For Skid Pan Design:

- Large rectangle, approximately 150' x 300' (skidding surface)
  - Watering system
  - Playground asphalt
  - Sealer (several coats)
- Recovery area 24' x 30' surrounding skid pad
- Entry and exit lanes to allow for speed build up.

See sketch.


DRIVER SPECIALTIES COMPLEX
CONTROL TOWER
SKID PAN
DEFENSIVE DRIVING COURSE
DEFENSIVE DRIVING COURSE
SKID PAN
EXPLOSIVES DEMONSTRATION AREA
EXPLOSIVES DEMONSTRATION AREA
DEFENSIVE DRIVING COURSE
HIGHWAY RESPONSE COURSE
HIGHWAY RESPONSE COURSE
FENCE
4th STREET
C STREET
C STREET
FENCE
4th STREET
B STREET
FIRE STATION
OBSTACLE COURSE
QUARTER MILE TRACK
C STREET
EMERGENCY
VEHICLES ONLY
2nd STREET
A STREET
3rd STREET
GOLF COURSE
GOLF COURSE
3rd STREET
OUTDOOR FIRING RANGES (140)
INTERNATIONAL BORDER PRACTICAL EXERCISE AREA
TOWNHOUSE AREA (372-402)
1st STREET
COMMAND CIRCLE (313-318)
KIEFER CIRCLE (300-312)
A STREET
B STREET
1st STREET
B STREET
RANGE ROAD
MAIN GATE
GA 303
MOCK BORDER TRAINING AREA
PRACTICAL EXERCISE AREA
D (500-508)
E (509-520)
F (521-534)
STREETS
SHOTGUN TRAINING
N

Federal Law Enforcement Training

LEGEND:
■ Indicates building in use
□ Indicates building not presently in use
B Baseball Diamond
P Outdoor Pool
T Tennis Courts
W Water Tower

Building No.	Building Name/Purpose
16	Jail Practical Exercise Area
18	Media Support Division ● Media Production Branch Graphic Arts Photography Television Production Advanced Law Enf. Photography School
20	Agency Training Offices ● Alcohol, Tobacco & Firearms - 1st Floor ● State Department - 2nd Floor
21	Agency Training Offices ● Bureau of Prisons - 1st & 2nd Floors
24	Fire Station
27	Vehicle Search Training Area
28	Administrative Services Division ● Procurement and Contract Administration ● Property Management ● Shipping and Receiving ● Student Uniform Issue
29	Printing Office
46	Registration & Dormitory Assignment
63	Dormitory
64	Agency Training Offices ● Capitol Police - 1st Floor ● Department of Agriculture - 2nd Floor ● Forest Service - 2nd Floor ● Immigration & Naturalization Service - 1st, 2nd & 3rd Floors ● Internal Revenue Service - 1st Floor ● National Park Service - 2nd Floor ● Park Police - 2nd Floor
65	Auxiliary Classrooms
66	Vacant
67	Agency Training Offices ● Drug Enforcement Administration - 1st & 2nd Floors
68	Faculty Instructor Offices ● Ass't Director (General Training) Enforcement Techniques - 1st Floor Enforcement Operations - 2nd Floor Behavioral Science - 3rd Floor
69	Hall of Justice ● Faculty Instructor Offices Legal - 2nd Floor Agency Training Offices ● Federal Protection & Safety - 3rd Floor ● Fish and Wildlife Service - 3nd Floor
70	Agency Training Offices ● Department of Justice - 1st Floor ● U. S. Customs Service - 1st, 2nd & 3rd Floors ● U. S. Marshals Service - 2nd Floor
71	Dormitory
75	Dining Hall
76	Dormitory
79	Office Building ● Role Players
86	Convenience Complex ● Barber Shop ● Convenience Store ● Credit Union ● Laundromat ● Laundry & Dry Cleaning - Pick Up & Delivery Service ● Post Office
90	Auditoriums ● Conference Center
94	Administration Building ● Office of the Director Legal Counsel Public Affairs ● Office of the Assistant Director (Administration) Center Security Health Unit Personnel ● Board Room
95	Dormitory
96	Dormitory
101	Transportation ● Bus Drivers ● Motor Pool ● Service Station (Industrial)
140	Outdoor Firing Ranges
141	Firearms Division Offices Classroom
142	Firearms Division Classroom Weapons Cleaning Judgment Pistol Shooting
147	International Border Practical Exercise Area
200	Facilities Management Division (FAC)
205	FAC Garage
210	Classroom Building ● Advanced Classrooms ● Computer & Economic Crime ● Ass't Director (Special Training) ● Driver & Marine Classroom & Offices
221	Indoor Firing Range ● Firearms Chief & Instructor Offices ● Armory
252	Physical Techniques Complex ● Athletic Trainer ● Physical Techniques Instructor Offices ● Recreation Specialist
260	Student Center
262	Steed Classroom Building ● Basic Training Classrooms ● Office of the Assistant Director (State & Local Programs) ● Office of Administration Planning & Allocation Staff Scheduling Office Admissions Coordinator Student Travel Coordinator Training Services Division Educational Aids Library Equipment and Materials Research and Testing Agency Advanced Program Coordination Role Play Coordination
300-312	Kiefer Circle - Visiting Instructor Housing
313-318	Command Circle - Visitor Housing
372-402	Townhouses - Student Housing
500-534	Practical Exercise Houses ● D Street (500-508) ● E Street (509-520) ● F Street (521-534)

AS BUILT

DEPARTMENT OF THE TREASURY
FEDERAL LAW ENFORCEMENT TRAINING CENTER

GLYNCO, GEORGIA

PROJECT NO. NGA-77306

DESIGN PACKAGE NO. III

BID PACKAGE NO. 6

DRIVING RANGE AND CONTROL TOWER BUILDING AND PAVING FOR BUILDING 221

GENERAL SERVICES ADMINISTRATION

CONSTRUCTION MANAGEMENT DIVISION

REGION 4 ATLANTA, GEORGIA

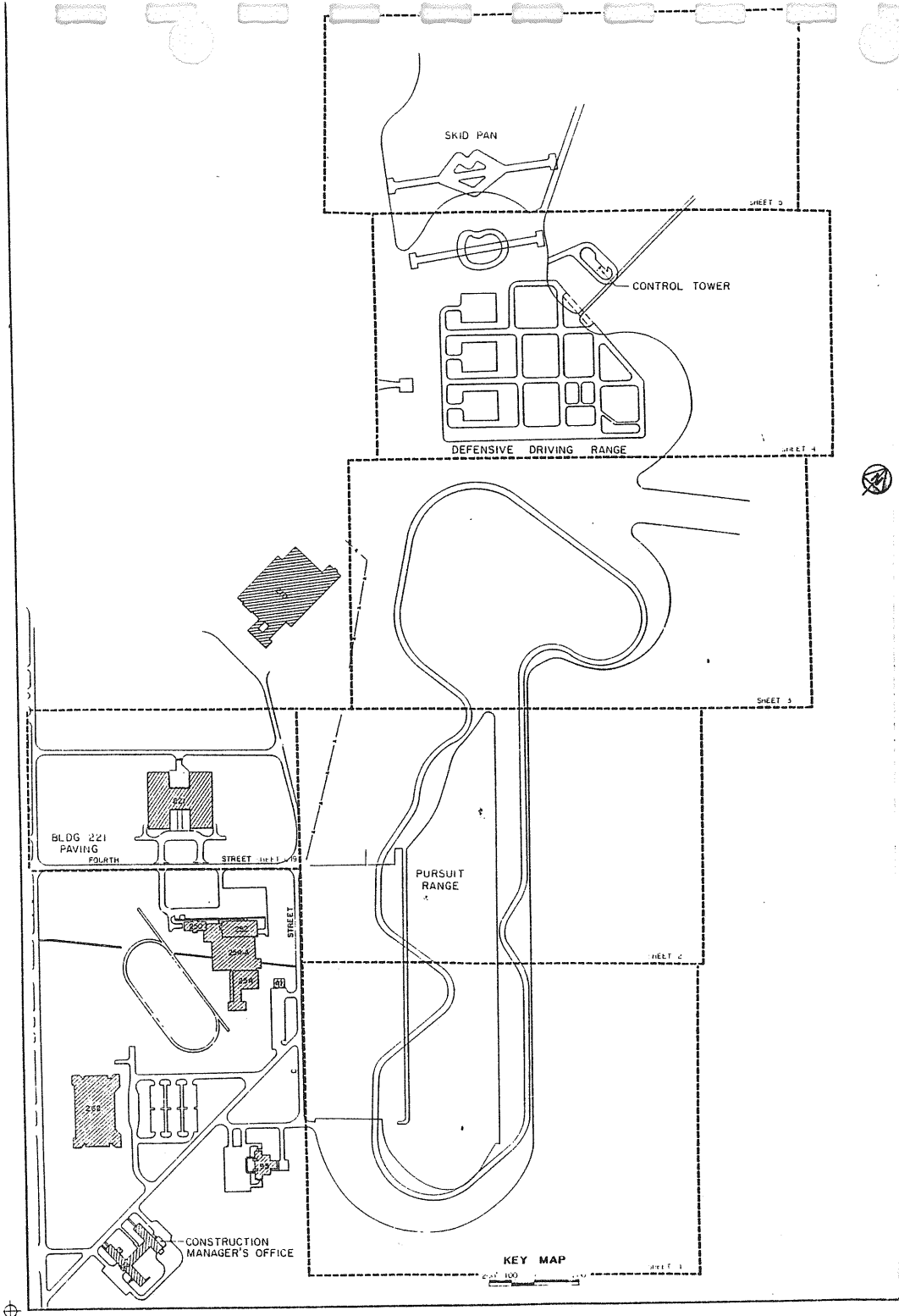
AECK ASSOCIATES, INC. & JOHN J. HARTE ASSOCIATES, INC.

A JOINT VENTURE

ARCHITECTS AND ENGINEERS

LASKER - GOLDMAN / ST. SIMONS

CONSTRUCTION MANAGERS



SHEET	DESCRIPTION	SHEET	DESCRIPTION
	GENERAL INFORMATION		
	TITLE SHEET		
G-1	KEY MAP AND INDEX OF DRAWINGS		**MECHANICAL**
	CIVIL	M-1	MECHANICAL PLANS
C-1	TYPICAL SECTIONS		
C-2	ALIGNMENT PLAN & DATA SHT 1		
C-3	ALIGNMENT PLAN & DATA SHT 2		
C-4	ALIGNMENT PLAN & DATA SHT 3		
C-5	ALIGNMENT PLAN & DATA SHT 4		
C-6	ALIGNMENT PLAN & DATA SHT 5		
C-7	GRADING AND DRAINAGE PLAN SHT 1		
C-8	GRADING AND DRAINAGE PLAN SHT 2		
C-9	GRADING AND DRAINAGE PLAN SHT 3		
C-10	GRADING AND DRAINAGE PLAN SHT 4		
C-11	GRADING AND DRAINAGE PLAN SHT 5		
C-12	PROFILE AND SUPERELEVATION DIAGRAM		
C-13	CONSTRUCTION DETAILS		
C-14	WATER DISTRIBUTION PLAN SHT. 2		
C-15	WATER DISTRIBUTION PLAN SHT. 4		
C-16	WATER DISTRIBUTION PLAN SHT 5		
C-17	SOILS DATA		
C-18	SOILS DATA		
C-19	PAVING FOR BUILDING 221		
			ELECTRICAL
		E-1	CONTROL TOWER-ELECTRICAL
	STRUCTURAL	E-2	CONTROL TOWER-DETAILS
S-1	STRUCTURAL FRAMING PLANS	E-3	DRIVING RANGE PART 1-ELECTRICAL
S-2	STRUCTURAL SECTIONS & DETAILS	E-4	DRIVING RANGE PART 2-ELECTRICAL
		E-5	DRIVING RANGE ELECTRICAL DETAILS
		E-6	DIAGRAMS AND SCHEDULES
		E-7	ELECTRIC GATE CONTROL
	ARCHITECTURAL		
A-1	ARCHITECTURAL PLANS		
A-2	ARCHITECTURAL DETAILS		

GEORGIA REGISTERED ARCHITECT FRANK W. FORDHAM

NO	REVISION	DATE

AECK ASSOCIATES, INC.
JOHN J. HARTE ASSOCIATES, INC.
ARCHITECTS AND ENGINEERS
A JOINT VENTURE

APPROVED	DRAWN	DESIGNED	CHECKED	APPROVED
	CJW	FWF	BKD	

CONSTRUCTION MANAGEMENT DIVISION
REGION 4 - ATLANTA, GEORGIA

GENERAL SERVICES ADMINISTRATION
PUBLIC BUILDINGS SERVICE - WASHINGTON, D.C.

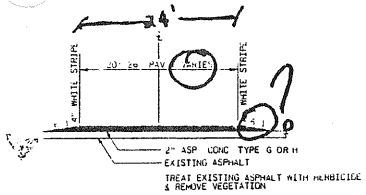
PROJECT	DRIVING RANGE AND CONTROL TOWER
	BUILDING AND PAVING FOR BUILDING 221
LOCATION	GLYNCO, GEORGIA
STREET	
PROJ NO	NGA 77306
CONTR NO	
DATE	12-11-78

KEY MAP AND
INDEX OF DRAWINGS
DRAWING TITLE

6
BID PACK

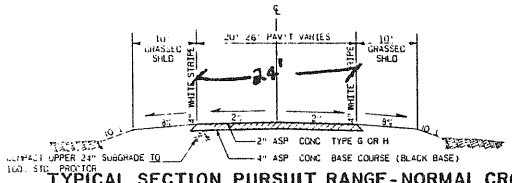
G-1
DRAWING NO

1/2 SCALE REDUCED DRAWING USE GRAPHIC SCALE



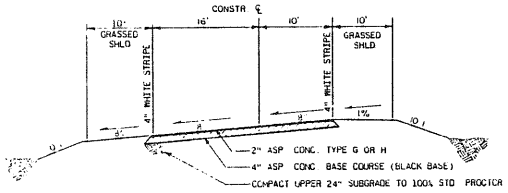
TYPICAL SECTION PURSUIT RANGE - OVERLAY

STA. 0+00 - STA. 23+07; STA. 37+26 - STA. 83+38.06
NO SCALE



TYPICAL SECTION PURSUIT RANGE - NORMAL CROWN

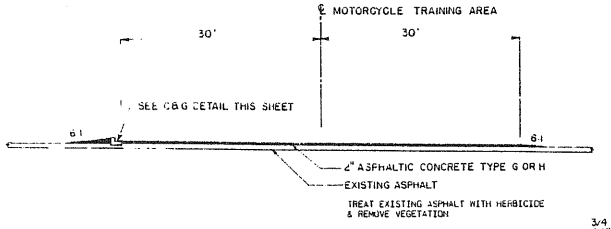
STA 23+07 - STA 24+03; STA 27+42 - STA. 27+93; STA. 32+32 - STA 33+29; STA 36+69 - STA 37+26
NO SCALE



DELETE

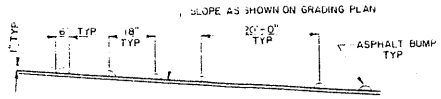
TYPICAL SECTION PURSUIT RANGE — SUPERELEVATION

STA 24+03 - STA. 27+42; STA. 27+93 - STA. 32+32; STA. 33+29 - STA. 36+69
NO SCALE



MOTORCYCLE TRAINING AREA

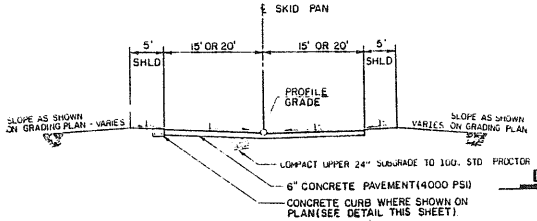
SCALE 1/8" = 1'-0



NOTE PROVIDE 7 - 4 BUMP SETS

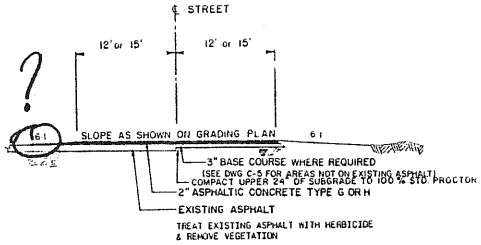
BUMPY ROAD

LONGITUDINAL SECTION - NTS



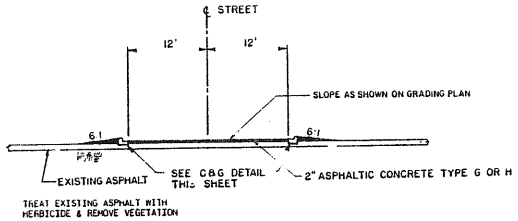
SKID PAN

SCALE 1/8" = 1'-0



DEFENSIVE DRIVING RANGE - STREET NETWORK

SCALE 1/8" = 1'-0

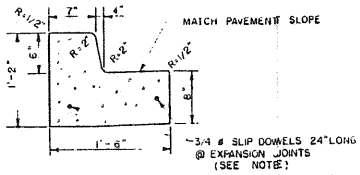


DEFENSIVE DRIVING RANGE - STREET NETWORK WITH C & G

SCALE 1/8" = 1'-0

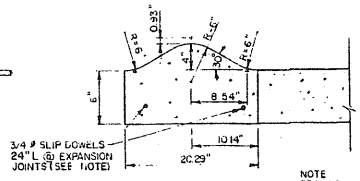
NOTE C&G, CURB AND GUTTER

NOTE
PROVIDE EXPANSION JOINTS @ 20 FT INTERVALS - 1/2" PREFORMED JOINT FILLER.



CURB & GUTTER DETAIL

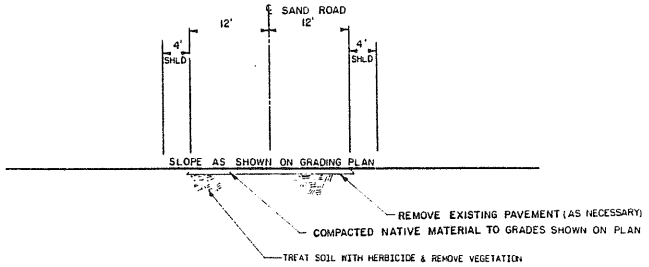
SCALE 1 1/2" = 1'-0



NOTE
PROVIDE EXPANSION JOINTS @ 20 FT INTERVALS - 1/2" PREFORMED JOINT FILLER

CURB DETAIL

SCALE 1 1/2" 1'-0



DELETE

SAND ROAD

SCALE 1/8" = 1'-0

GRAPHIC SCALE
1/8" = 1'-0"
1 1/2" = 1'-0"

NO	REVISION
	AECK ASSOCIAT JOHN J. HARTE ASSO ARCHITECTS AND E A JOINT VENT

APPROVED	DRAWN	DESIGNED	CHECK
	NAP	BKD	FW

CONSTRUCTION MANAGE
REGION 4 - ATLANTA
GENERAL SERVICES AD
PUBLIC BUILDINGS SERVICE

PROJECT	DRIVING RANGE AND BUILDING AND PAVIN
LOCATION	GLYNCO, GEORG
STREET	
PROJ NO	NGA 77306
CONTR NO	

TYPICAL SEC
DRAWING TI

6
BID PACK

1/2 SCALE REDUCED DRAWING US

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA. PLANE COORD. N	GA. PLANE COORD. E
9	PC	28+99.84	451912.21	718172.78
	PI	30+61.61	451941.37	718331.91
	PT	31+25.37	451780.57	718316.07

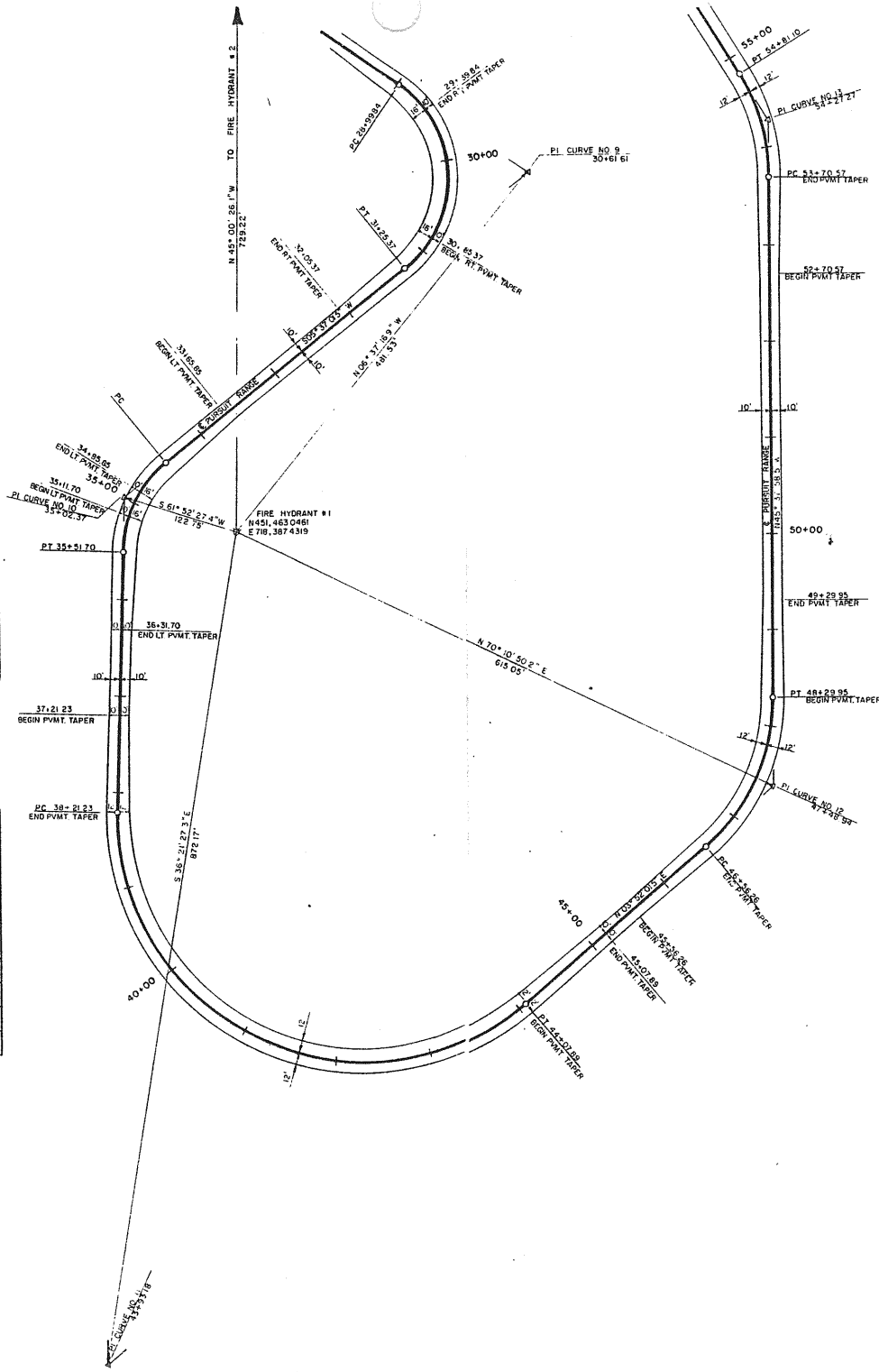
DATA	
DELTA = 106°00'00.0" RT	CH = 194.7168'
DC = 47°00'00.0"	T = 161.7746'
R = 121.9059'	E = 80.6578'
L = 225.5319'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA. PLANE COORD. N	GA. PLANE COORD. E
10	PC	34+45.85	451461.43	718284.71
	PI	35+02.37	451405.18	718279.17
	PT	35+51.70	451364.61	718318.53

DATA	
DELTA = 49°45'00.0" LT	CH = 102.5570'
DC = 47°00'00.0"	T = 56.5222'
R = 121.9059'	E = 12.4660'
L = 105.8511'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA. PLANE COORD. N	GA. PLANE COORD. E
11	PC	38+21.23	451171.16	718506.21
	PI	43+93.18	450760.66	718904.47
	PT	44+07.89	451331.31	718943.05

DATA	
DELTA = 132°00'00.0" LT	CH = 465.2249'
DC = 22°30'00.0"	T = 571.9486'
R = 254.6479'	E = 371.4277'
L = 586.6667'	



ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA. PLANE COORD. N	GA. PLANE COORD. E
13	PC	53+70.57	452114.42	718513.32
	PI	54+27.27	452154.07	718472.78
	PT	54+81.10	452166.69	718417.51

DATA	
DELTA = 31°30'00.0" LT	CH = 109.1396'
DC = 28°30'00.0"	T = 56.6985
R = 201.0378'	E = 7.8424'
L = 110.5263'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA. PLANE COORD. N	GA. PLANE COORD. E
12	PC	46+56.26	451579.11	718959.80
	PI	47+48.94	451671.58	718966.05
	PT	48+29.95	451736.39	718899.79

DATA	
DELTA = 49°30'00.0" LT	CH = 168.3329'
DC = 28°30'00.0"	T = 92.6797'
R = 201.0378'	E = 20.3346'
L = 173.6842'	

MATCH LINE

MATCH LINE

MATCH LINE

MATCH LINE

KEY PL

0 500

SCALE

NO	REVISION

AECK ASSOCIA
JOHN J. HARTE ASS
ARCHITECTS AND
A JOINT VE

APPROVED	DRAWN	DESIGNED	CHE
	NAP	BKD	

CONSTRUCTION MANA
REGION 4 - ATLAN

GENERAL SERVICES A
PUBLIC BUILDINGS SERVICE

PROJECT	DRIVING RANGE A
	BUILDING AND PAV
LOCATION	GLYNCO, GEOR
STREET	
PROJ NO	NGA 77308
CONTR NO	

ALIGNMENT PL
SHT.
DRAWING

6
BID PACK

Note: Pavement width is 24' at all points

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
3	PC	14+06 19	452829 05	717378 21
	PI	15+26 18	452845 51	717497 07
	PCC	15+94 67	452726 65	717513 53

DATA	
DELTA = 90°00'00 0" RT	CH = 169 6931'
DC = 47°45 00 0"	T = 119 9912'
R = 119 9912'	E = 49 7020'
L = 188 4817'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
4	PCC	15+94 67	452726 65	717513 53
	PI	16+28 10	452693 54	717518 11
	PRC	16+60 46	452661 59	717508 27

DATA	
DELTA = 25°00'00 0" RT	CH = 65 2688'
DC = 38°00'00 0"	T = 33 4268'
R = 150.7784'	E = 3 6608'
L = 65 7895'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
5	PRC	16+60 46	452661 59	717508 27
	PI	18+27 62	452501 84	717459 07
	PRC	19+65 73	452375 46	717568 48

DATA	
DELTA = 58°00'00 0" LT	CH = 292 3952'
DC = 19°00'00 0"	T = 167 1556'
R = 301 5567'	E = 43 2294'
L = 305 2632'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
6	PRC	19+65 73	452375 46	717568 48
	PI	20+06 13	452344 92	717594 92
	PT	20+44 67	452305.24	717602.55

DATA	
DELTA = 30°00'00 0" RT	CH = 78.0486'
DC = 38°00'00 0"	T = 40 4009'
R = 150 7784'	E = 5 3189'
L = 78 9474'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
7	PC	22+42 01	452111 46	717639 81
	PI	23+02 04	452052 51	717651 14
	PT	23+58 67	452009 43	717692 94

DATA	
DELTA = 33°15'00 0" LT	CH = 115 0365'
DC = 28°30'00 0"	T = 60 0275'
R = 201 0378'	E = 8 7704'
L = 116 6667'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
8	PC	25+12 53	451899 00	717800 06
	PI	25+77 69	451852.23	717845 45
	PT	26+32 21	451863 98	717909 94

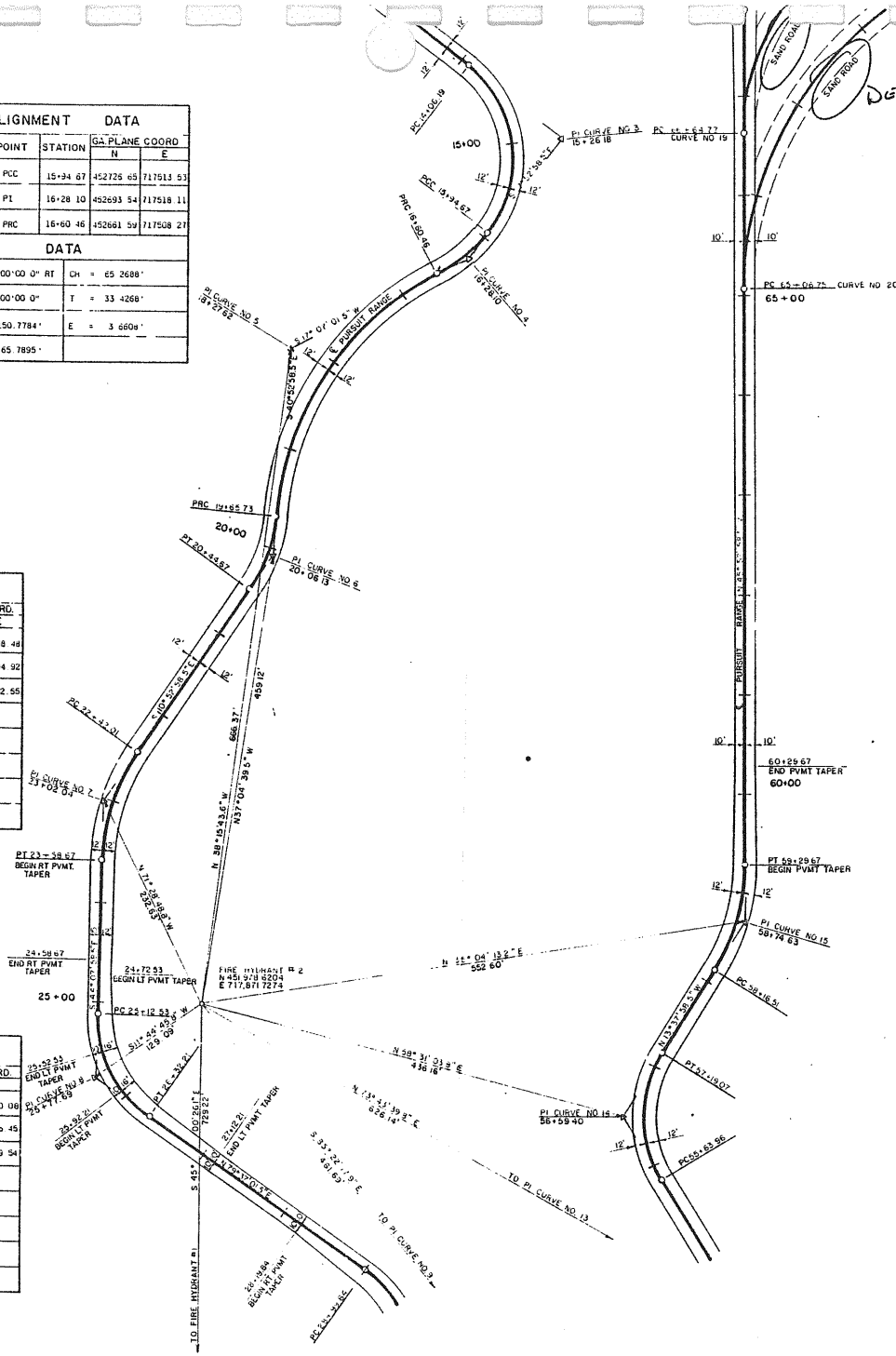
DATA	
DELTA = 56°15'00 0" LT	CH = 114 9321'
DC = 47°00'00 0"	T = 65 1601'
R = 121 9059'	E = 16 3217'
L = 119 6609'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
15	PC	58+16 51	452374 41	718202 94
	PI	58+74 63	452430 89	718185 24
	PT	59+29 67	452471 35	718147 51

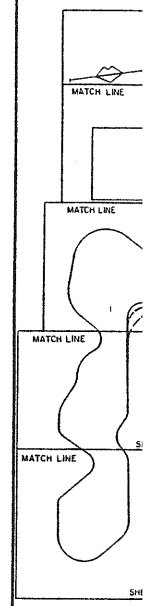
DATA	
DELTA = 32°15'00 0" LT	CH = 111 6700'
DC = 28°30'00 0"	T = 58 1216'
R = 201.0378'	E = 8 2331'
L = 113 1579'	

ALIGNMENT DATA				
CURVE NO.	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
14	PC	55+83 96	452189 60	718317 23
	PI	56+59 40	452206 40	718243 69
	PT	57+19 07	452279 71	718225 90

DATA	
DELTA = 63°30'00 0" RT	CH = 128 2972'
DC = 47°00'00 0"	T = 75 4377'
R = 121 9059'	E = 21 4534
L = 135 1064'	



NOTE: PAVEMENT WIDTH IS 24' AT ALL POINTS



KEY PLA

SCALE

NO	REVISION

AECK ASSOCIAT
JOHN J HARTE ASSO
ARCHITECTS AND E
A JOINT VENT

APPROVED	DRAWN	DESIGNED	CHECK
	NAP	BKD	FW

CONSTRUCTION MANAGE
REGION 4 - ATLANT

GENERAL SERVICES AD
PUBLIC BUILDINGS SERVICE -

PROJECT	DRIVING RANGE AND
	BUILDING AND PAVING
LOCATION	GLYNCO, GEORGI
STREET	
PROJ NO	NGA 77306
CONTR NO	

ALIGNMENT PLA

SHEET
DRAWING TITLE

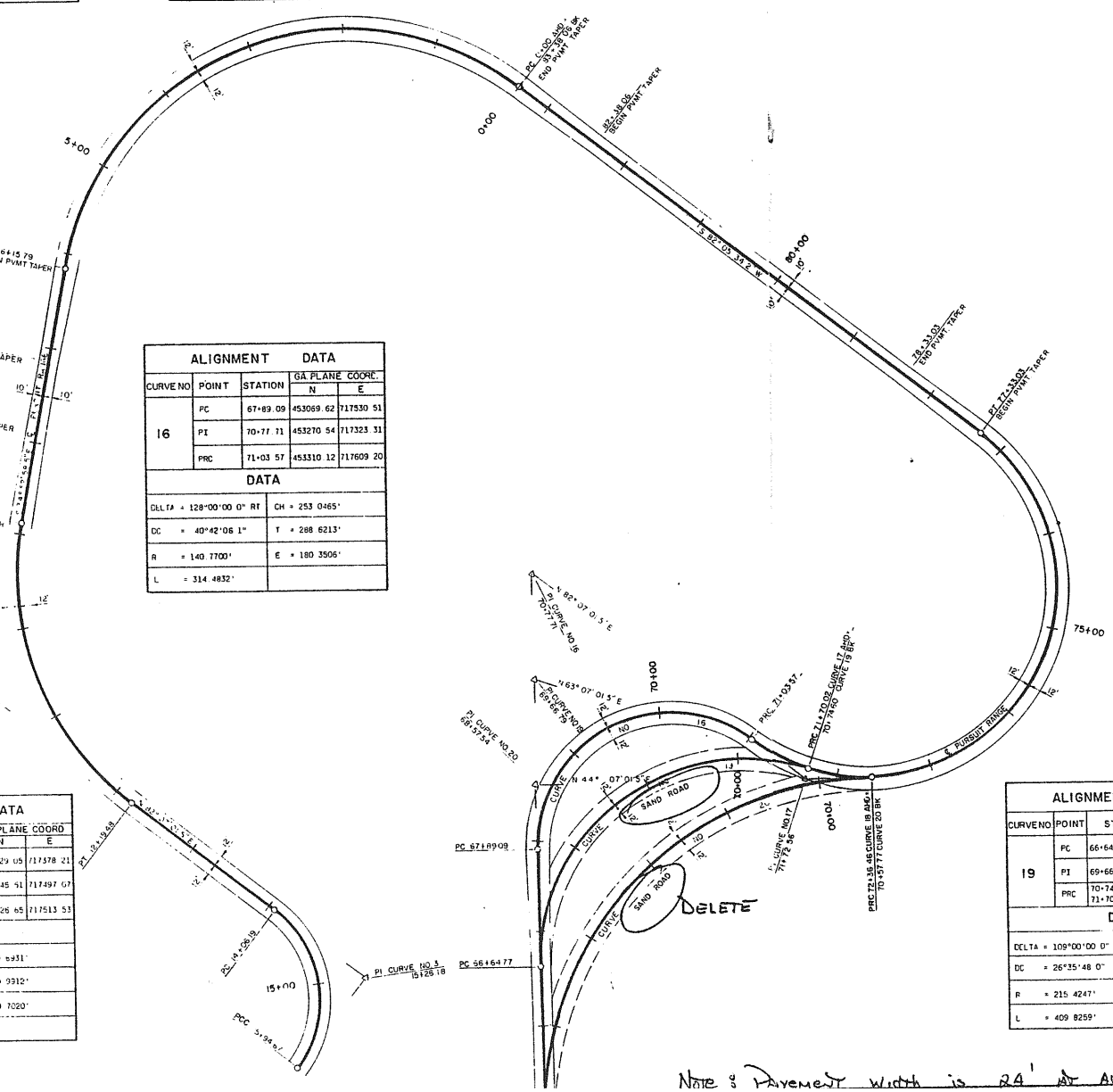
6

ALIGNMENT DATA				
CURVE NO	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
2	PC	[illegible]	452929 69	716904 5[illegible]
	PI	[illegible]	452778 10	717010 21
	[illegible]	12+19 48	452803 44	717193 26

DATA	
[illegible] LT	CH = 315 1259'
[illegible]	T = 184 7942'
[illegible]	E = 52 1174'
[illegible]	

ALIGNMENT DATA				
CURVE NO	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
1	PC	0+00 00 AHD= 83+38 06 BK	453624 07	716954 93
	PI	4+92 10	453556 58	716467 48
	PT	6+15 79	453152 91	715748 91

DATA	
DELTA = 117°00'00 0" LT	CH = 514 2388'
DC = 19°00'00 0"	T = 492 0959'
R = 301 5567'	E = 275 5869'
L = 615 7895'	



ALIGNMENT DATA				
CURVE NO	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
16	PC	67+89 09	453069 62	717530 51
	PI	70+77 71	453270 54	717323 31
	PRC	71+03 57	453310 12	717609 20

DATA	
DELTA = 128°00'00 0" RT	CH = 253 0465'
DC = 40°42'06 1"	T = 288 6213'
R = 140 7700'	E = 180 3506'
L = 314 4832'	

ALIGNMENT DATA				
CURVE NO	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
18	PCC	72+36 46	453369 11	717725 57
	PI	78+18 35	453786 86	718130 64
	PI	77+33 03	453707 06	717554 24

DATA	
DELTA = 142° 00'00" LT	CH = 378 8901'
DC = 28°35'46 6"	T = 581 8906'
R = 200 3610'	E = 415 0585'
L = 496 5682'	

ALIGNMENT DATA				
CURVE NO	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
17	PRC	71+03 57	453310 12	717609 20
	PI	71+72 56	453319 58	717677 54
	PCC	72+36 46	453369 11	717725 57

DATA	
DELTA = 38°00'00 0" LT	CH = 130 4623'
DC = 28°35'46 6"	T = 68 9898'
R = 200 3610'	E = 11 5449'
L = 132 8844'	

ALIGNMENT DATA				
CURVE NO	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
3	[illegible]	[illegible]	452929 05	717378 21
	[illegible]	[illegible]	452945 51	717497 07
	[illegible]	[illegible]	452726 65	717513 53

DATA	
[illegible]	CH = 189 6931'
[illegible]	T = 119 9912'
[illegible]	E = 49 7020'
[illegible]	

ALIGNMENT DATA				
CURVE NO	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
19	PC	66+64 77	452983 08	717619 76
	PI	69+66 79	453193 32	717402 94
	PRC	70+74 60 BK= 71+70 02 AHD	453329 88	717672 32

DATA	
DELTA = 109°00'00 0" RT	CH = 350 7612'
DC = 26°35'48 0"	T = 302 0142'
R = 215 4247'	E = 155 5476'
L = 409 8259'	

ALIGNMENT DATA				
CURVE NO	POINT	STATION	GA PLANE COORD N	GA PLANE COORD E
20	PC	65+06 75	452873 08	717733 21
	PI	68+57 54	453117 27	717481 37
	PRC	70+57 77 BK= 72+36 46 AHD	453369 11	717725 57

DATA	
DELTA = 90°00'00 0" RT	CH = 496 0937'
DC = 16°20'00 0"	T = 350 7912'
R = 350 7912'	E = 145 30 26'
L = 551 0215'	

25' 0 50'
SCALE

Note: Pavement width is 24' at all points

NOT TO SCALE REDUCED DRAWING

MATCH LINE

MATCH LINE

MATCH LINE

MATCH LINE

KEY PLA

0 500
SCALE

NO	REVISION

AECK ASSOCIA
JOHN J. HARTE ASS
ARCHITECTS AND E
A JOINT VEN

APPROVED	DRAWN	DESIGNED	CHE
	NAP	BKD	FV

CONSTRUCTION MANAG
REGION 4 - ATLAN

GENERAL SERVICES A
PUBLIC BUILDINGS SERVICE

PROJECT	DRIVING RANGE AN
	BUILDING AND PAVI
LOCATION	GLYNCO, GEOR
STREET	
PROJ NO	NGA 77306
CONTR NO	

ALIGNMENT PL
SHT
DRAWING 3

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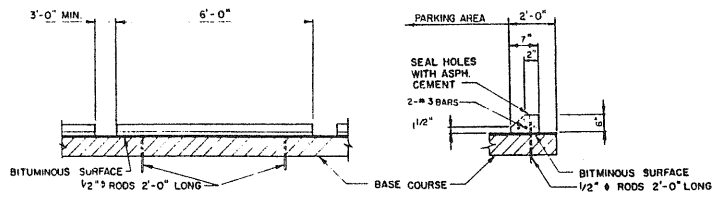


NOTE: ANCHOR RODS TO BE SLEEVED OR GREASED THROUGH CONC. CURBS TO PERMIT RELOCATION OF CURBS

NOTE: CONTRACTOR MAY USE A LOCALLY AVAILABLE PRECAST BUMPER IN LIEU OF THIS DETAIL IF APPROVED BY THE GOVERNMENT

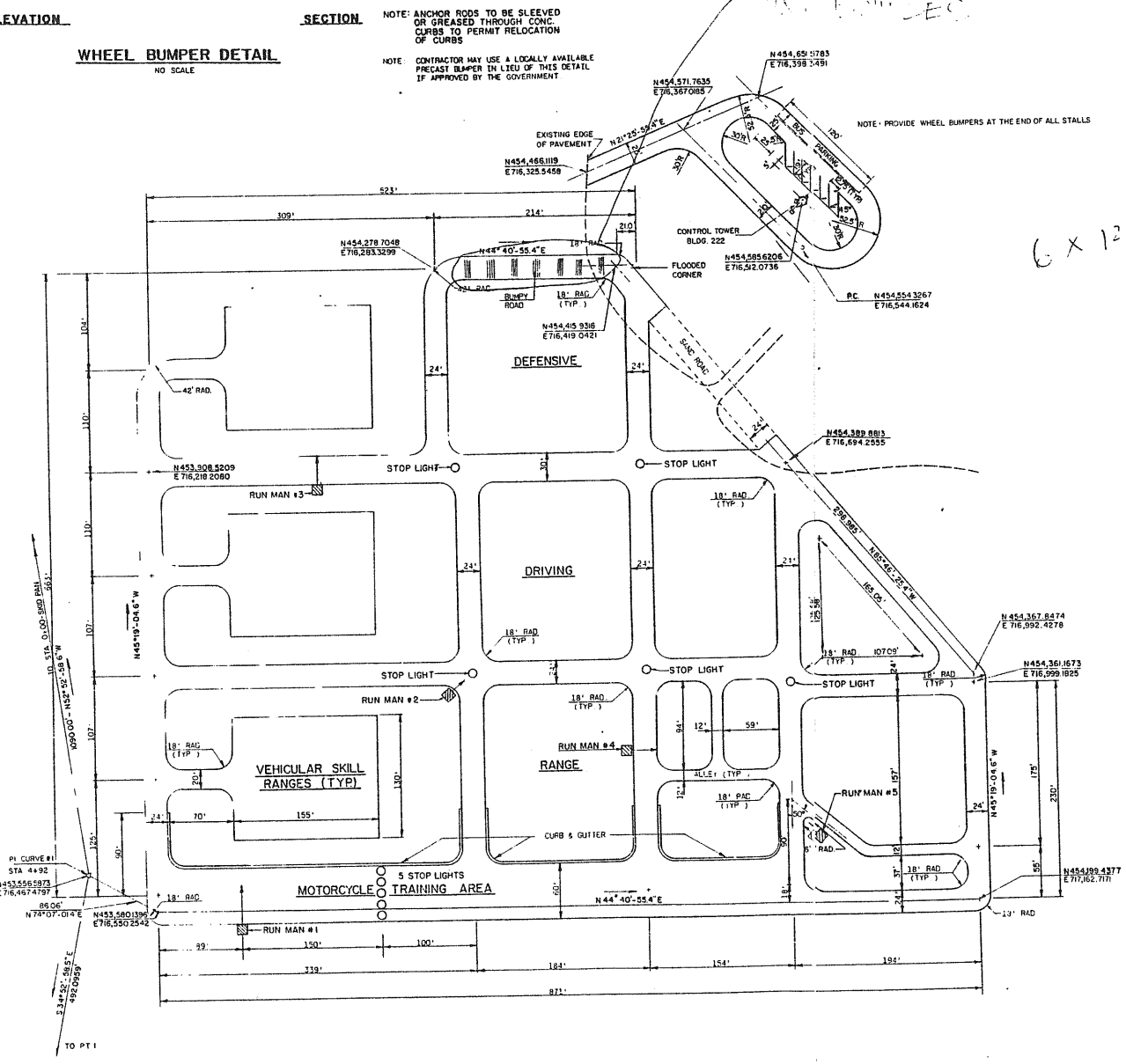
WHEEL BUMPER DETAIL

NO SCALE

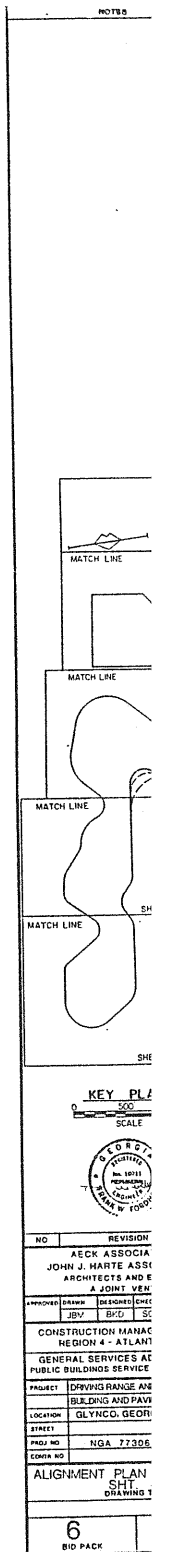
CHANGED TO PER [illegible]

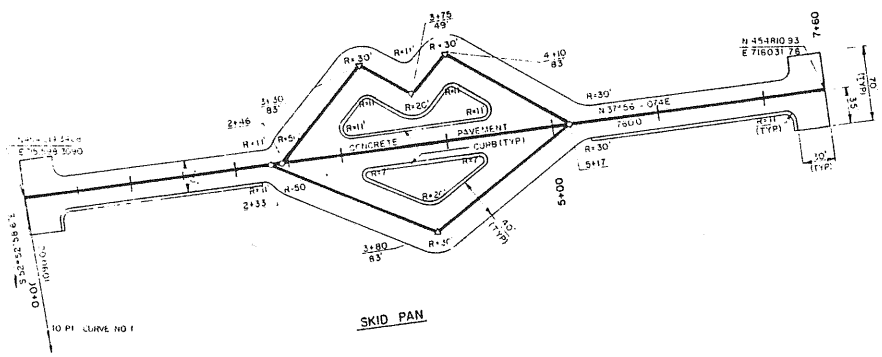
6 X 12.75 = 76.50

NOTE: PROVIDE WHEEL BUMPERS AT THE END OF ALL STALLS

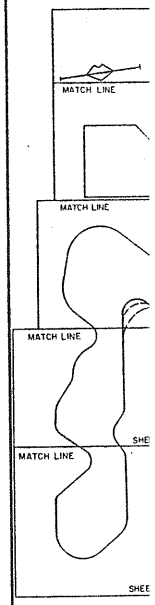


25' 0 50
SCALE





SKID PAN



KEY PLA

SCALE

NO	REVISION

AECK ASSOCIAT
JOHN J. HARTE ASSO
ARCHITECTS AND EN
A JOINT VENTU

APPROVED	DRAWN	DESIGNED	CHECK
	JBM	BKD	FW

CONSTRUCTION MANAGE
REGION 4 - ATLANTA

GENERAL SERVICES ADM
PUBLIC BUILDINGS SERVICE -

PROJECT	DRIVING RANGE AND
	BUILDING AND PAVING
LOCATION	GLYNCO, GEORGI
STREET	
PROJ NO	NGA 77306
CONTR NO	

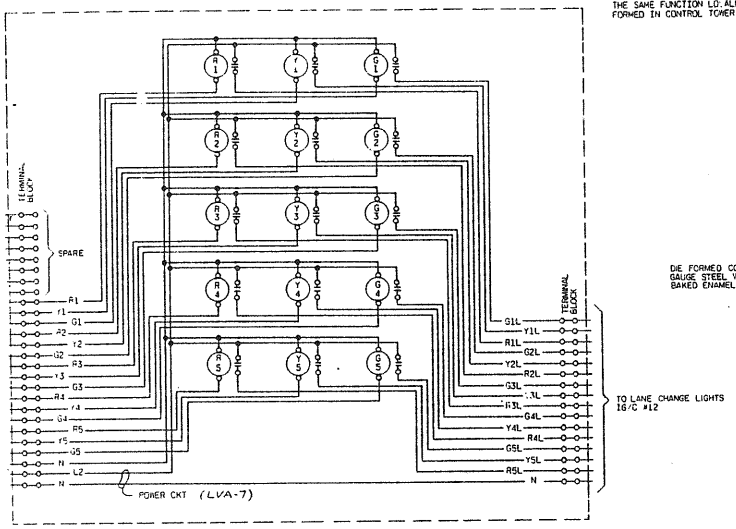
ALIGNMENT PLAN
SHT. 5
DRAWING TIT

6
BID PACK

25 0 50
SCALE

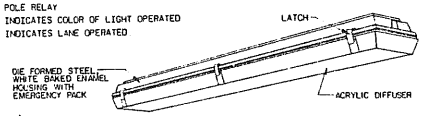
NOTES

1. PROVIDE IN CONTROL CABINET #6 PARALLEL CONTROL FOR LANE CHANGE LIGHTS CONSISTING OF SWITCHES & INDICATING LIGHTS, WIRED TO PERFORM THE SAME FUNCTION LOGICALLY AS PERFORMED IN CONTROL TOWER

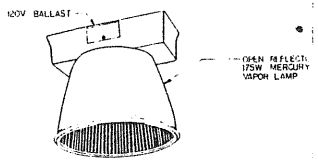


CONTROL CABINET NO.6

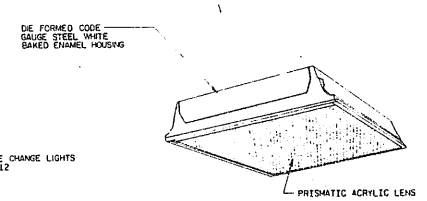
R 5 — SINGLE POLE RELAY
LETTER INDICATES COLOR OF LIGHT OPERATED
FIGURE INDICATES LANE OPERATED



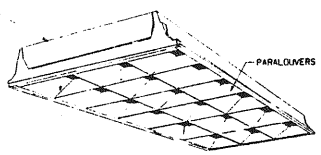
TYPE B



TYPE D



TYPE C



TYPE A

LIGHTING FIXTURE DETAILS

NO SCALE

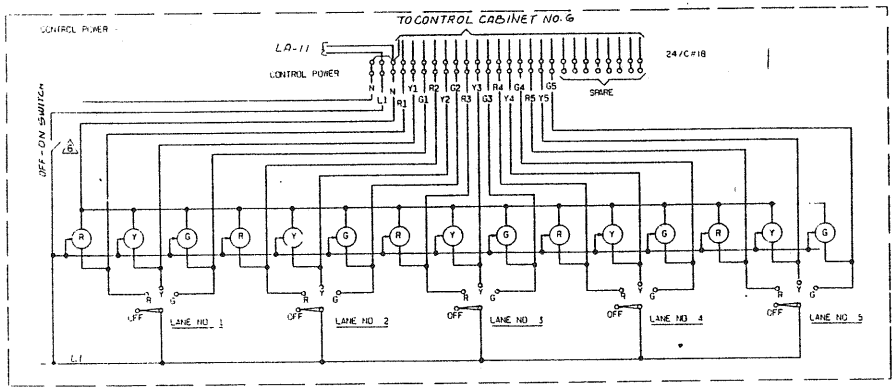
PANEL LVA				PHASE 1 ø				VOLTAGE 120/240 CIRCUIT BREAKER INTERRUPTING CAPACITY - R.M.S. SYM. AMP. 10M			
TYPE CB				TYPE 100A MAIN BKR							
AMPS	POLES	CIRCUIT DESIGNATION	CIRC WATTS	CIRC NO	LOAD (WATTS) øA	LOAD (WATTS) øB		CIRC NO	CIRC WATTS	CIRCUIT DESIGNATION	POLES	AMPS
30	1	CONTROL CABINET # 1	1800	1	3600			2	1800	CONTROL CABINET # 5	1	30
30	1	CONTROL CABINET # 2	1800	3		3600		4	1800	CONTROL CABINET # 4	1	30
30	1	CONTROL CABINET # 3	1800	5	2700			6	900	INCANDESCENT ST LIGHTS	1	20
30	1	CONTROL CABINET # 6	1800	7		2700		8	900	INCANDESCENT ST LIGHTS	1	20
20	1	SPARE		9				10		SPARE	1	20
20	1	SPARE		11				12		SPARE	1	20
		PHASE TOTALS			6300	6300						
TOTAL CONNECTED LOAD 12,600 WATTS ÷ 240 = 52 AMPERES												

PANEL LVB				PHASE 1 ø				VOLTAGE 120/240 CIRCUIT BREAKER INTERRUPTING CAPACITY - R.M.S. SYM. AMP. 10M			
TYPE CB				MAINS 100A MAIN BKR							
AMPS	POLES	CIRCUIT DESIGNATION	CIRC. WATTS	CIRC NO	LOAD (WATTS) øA	LOAD (WATTS) øB		CIRC NO	CIRC WATTS	CIRCUIT DESIGNATION	POLES	AMPS
20	2	RUNNING MAN # 1	2300	1	2300	2300		2	2300	RUNNING MAN # 2	2	20
20	2	RUNNING MAN # 3	2300	3	2300	2300		4	2300	RUNNING MAN # 4	2	20
20	2	RUNNING MAN # 5	2300	5	2050	2050		6	900	ST LTS INCAND	1	20
								8	900	ST LTS INCAND	1	20
		PHASE TOTALS			6650	6650						
TOTAL CONNECTED LOAD 13,000 WATTS ÷ 240V = 56 AMPERES												

* CKTS 6 & 8 FEED LIGHTS THRU CONTACTOR C4

PANEL HVA				PHASE 3ø, 4W				VOLTAGE 480Y/277 CIRCUIT BREAKER INTERRUPTING CAPACITY - R.M.S. SYM. AMP. 10M			
TYPE CB				MAINS 100A M.L.O.							
AMPS	POLES	CIRCUIT DESIGNATION	CIRC WATTS	CIRC NO	LOAD (WATTS) øA	LOAD (WATTS) øB	LOAD (WATTS) øC	CIRC NO	CIRC WATTS	CIRCUIT DESIGNATION	POLES	AMPS
20	2	2 FL TOWERS SKILL PAN	2400	1	1200	1200		2		SPARE	2	20
20	2	2 FL TOWERS SKILL PAN	2400	3		1200	1200	4		SPARE	2	20
20	2	2 FL TOWERS SKILL PAN	2400	5	1200		1200	6		SPARE	2	20
		PHASE TOTALS			2400	2400	2400					
TOTAL CONNECTED LOAD 7200 WATTS ÷ 860 = 9 AMPS												

PANEL HVB				PHASE 3ø, 4W				VOLTAGE 480Y/277 CIRCUIT BREAKER INTERRUPTING CAPACITY - R.M.S. SYM. AMP. 10M			
TYPE CB				MAINS 100A M.L.O.							
AMPS	POLES	CIRCUIT DESIGNATION	CIRC WATTS	CIRC NO	LOAD (WATTS) øA	LOAD (WATTS) øB	LOAD (WATTS) øC	CIRC NO	CIRC. WATTS	CIRCUIT DESIGNATION	POLES	AMPS
20	1	ST. LTS. 2-400W	800	1	1600			2	800	ST LTS 2-400W	1	20
20	1	ST. LTS. 2-400W	800	3		1600		4	800	ST LTS 2-400W	1	20
20	1	ST. LTS. 2-400W	800	5			1600	6	800	ST LTS 2-400W	1	20
20	1	SPARE		7				8		SPARE	1	20
20	1	SPARE		9				10		SPARE	1	20
20	1	SPARE		11				12		SPARE	1	20
		PHASE TOTALS			1600	1600	1600					
TOTAL CONNECTED LOAD 4800 WATTS ÷ 860 = 5 AMPS												



LANE CHANGE LIGHTS - SWITCHING DIAGRAM
(IN CONTROL TOWER)

NOTE: ALL INDICATING LIGHTS "PUSH-TO-TEST" TYPE

MAIN SWITCH FOR LANE CHANGE LIGHTS CONTROL CIRCUIT

(R) RED INDICATING LIGHT

(Y) YELLOW INDICATING LIGHT

(G) GREEN INDICATING LIGHT

LEGEND DRIVING RANGE

- (T1) TRAFFIC SIGNAL POLE LETTER DENOTES TYPE
- (LT1) POLE MOUNTED LUMINAIRE & TRAFFIC SIGNAL COMBINATION LETTER DENOTES TYPE
- (L1) POLE MOUNTED LUMINAIRE, LETTER DENOTES TYPE
- THREE WAY TRAFFIC SIGNAL MOUNTED ON MAST ARM OR MESSENGER CABLE
- FOUR WAY TRAFFIC SIGNAL, MAST ARM MOUNTED
- ONE WAY TRAFFIC SIGNAL, BRACKET MOUNTED
- ONE WAY (DECISION TRAFFIC SIGNAL) MOUNTED ON MESSENGER CABLE
- TRAFFIC CONTROL CABINET
- 277V/480V BRANCH CIRCUIT
- 120V BRANCH CIRCUIT
- CONTROL WIRING FOR TRAFFIC SIGNAL

NOTES

NO	REVISION	D

AECK ASSOCIATES, INC.
JOHN J. HARTE ASSOCIATES, INC
ARCHITECTS AND ENGINEERS
A JOINT VENTURE

APPROVED	DRAWN	DESIGNED	CHECKED	APPROVED
	TJF	EGB	SNK	

CONSTRUCTION MANAGEMENT DIVIS
REGION 4 - ATLANTA, GEORGIA

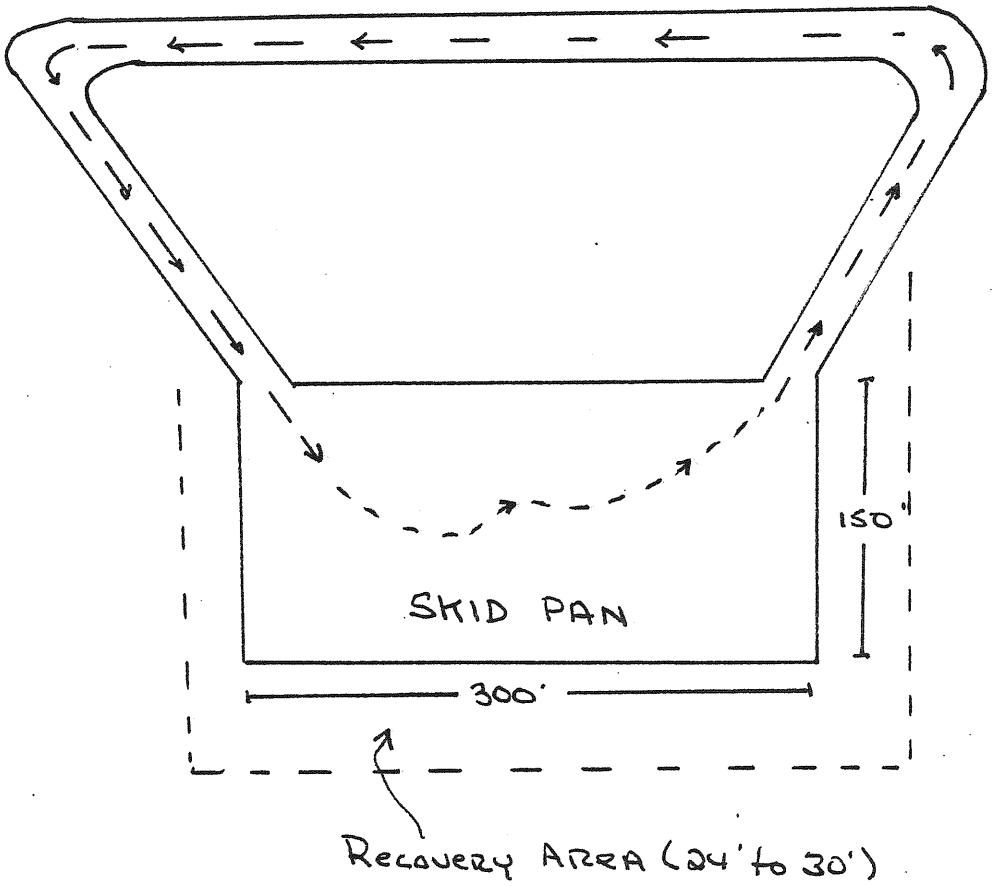
GENERAL SERVICES ADMINISTRATIC
PUBLIC BUILDINGS SERVICE - WASHINGTON

PROJECT	DRIVING RANGE AND CONTROL TO
	BUILDING AND PAVING FOR BUILDIN
LOCATION	GLYNCO, GEORGIA
STREET	
PROJ NO	NGA 77306
CONTR NO	

DA 12-1

DIAGRAMS AND SCHEDULES
DRAWING TITLE

6 | E-6



Notes

Recommend Skid Pad Design:

George Graves
F.L.E.T.C.

GEORGIA PUBLIC SAFETY TRAINING CENTER
156 Trinity Avenue, Suite 302
Atlanta, Georgia 30303

Notes

Field Trip
November 21, 1985

Paul C. McPiphin, Manager Physical Plant

(404) 656-4189 Office

(912) 994-9874 Forsyth facility

On-site manager

General Information:

The Georgia Public Safety Training Center, Forsyth, Georgia, is presently under construction. It will consist of the following general elements:

Administrative classroom building and Correction Center approximately 70% complete.

Driver training courses are approximately 80% complete.

- Classrooms
- Administrative Offices
- Library & A/V Production
- Physical & Aquatic Training
- Auditorium & Chapel
- Conference, Dining & Kitchen
- Dormitories
- Emergency Response Driving Course
- Tactical Driving Coruse
- Skid Pad
- Driver Skills Building
- Vehicle Maintenance
- Corrections Complex
- Training & Apparatus Building
- Training Tower & Burn Building
- Flammable Liquids
- Burn Pads
- Shotgun Range
- Pistol Range
- Multi-purpose Range
- Rifle Range
- Explosives Area
- Boat Launch & Classroom/Storage
- Photographic Laboratory
- Forensic Laboratory
- Polygraph Laboratory
- Interview Sets
- Courtroom
- Communication Center (Dispatching)
- Intoximeter Laboratory
- Practical Exercise Complex

Notes

General Information (cont'd):

The operational concept of the center is unique in as much as it represents a "joint-use" complex to be shared by all public safety and emergency services personnel throughout the State. It is anticipated that the following agencies and/or training units will be permanently housed at the Center: Georgia Police Academy, Georgia Fire Academy, Georgia Department of Offender Rehabilitaiton Training Unit, Georgia Bureau of Investigation Training Unit, Georgia Department of Natural Resources Training Unit, Georgia Emergency Management Agency (Civil Defense) Training Unit, Emergency Medical Services/ Rescue Training Unit, Staff Personnel of the Georgia Peace Officer Standards and Training Council, Staff Personnel of the Firefighters Standards and Training Council and State Board of Pardons and Paroles Training Unit. Additionally, the Prosecuting Attorney's Council of Georgia has expressed a desire to conduct training programs for Judicial personnel at the Center and assist with the judicial aspects of law enforcement and corrections training.

Joint use.

The total anticipated cost of the Center, which has been expanded to include a 300-bed correctional training component, will be approximately $40 million. The Center will operate on an estimated annual budget of approximately $4 million. Although, the construction and operation of the Center will represent a significant expenditure of State tax dollars, the "consolidated/joint-use" nature of the facilities will provide improved training at a reduced cost to the taxpayers of Georgia.

The Georgia Public Safety Training Center will be a comprehensive training complex consisting of sixteen (16) major components which include academic and administrative facilities, library and media production facilities, physical and aquatic training facilities, firefighters training facilities, corrections training complex, driver training facilities, firearms training facilities, practical exercise village, hazardous materials and explosive devices training area, as well as complete maintenance, dormitory, cafeteria and security units. The Center will accommodate an average daily attendance of 500 students and approximately 300 full-time employees of the various resident agencies.

Multi-discipline

GEORGIA PUBLIC SAFETY TRAINING CENTER

Notes

General Information (cont'd):

The Center will be constructed on a 560 acre building site located just north of Forsyth, adjacent to the west boundary of Interstate 75. The property was donated to the State of Georgia by Monroe County and the City of Forsyth, Georgia, specifically for the construction of the Public Safety Training Center.

The primary objective of the Center will be to provide quality training for law enforcement, firefighting, corrections, and other emergency services personnel in the State of Georgia. Secondary objectives will be to promote cooperation and cross-training among the various agencies utilizing the facility.

Integrated training.

Driver Training Complex:

- Highway Response Course
  - 1.5 miles
  - Curves
    - Banks 7° or less
    - Some negative banks 2°
    - Decreasing and increasing radius curves
    - Some blind
    - Tire cooling and inspection.

See sketch (#8) curves, hills, dips and straightaways.

Increase tire life - 4" to 6" water trap

- Road Course/Tactical Driving
  - Size approximately 1,600' x 600'
  - Skills area 600' x 300'
  - Varying size roadways
  - Roadway recovery curb
  - Various surfaces
    - Asphalt
    - Brick
    - Macadam
    - Concrete
  - Tire cooling and inspection area
  - Auxilary skid pad

See sketch (#9)

200' x 300'

Small area to experience surfaces.

4" to 6" water trap

- Skid Pad
  - Heart shaped
    - Sprinklers - sectioned
  - Long entry and exit lanes
  - Concrete stagging area for heavy equipment

See sketch (#10)

4- separate areas.

Prevent asphalt damage

Notes

Driver Training Complex:

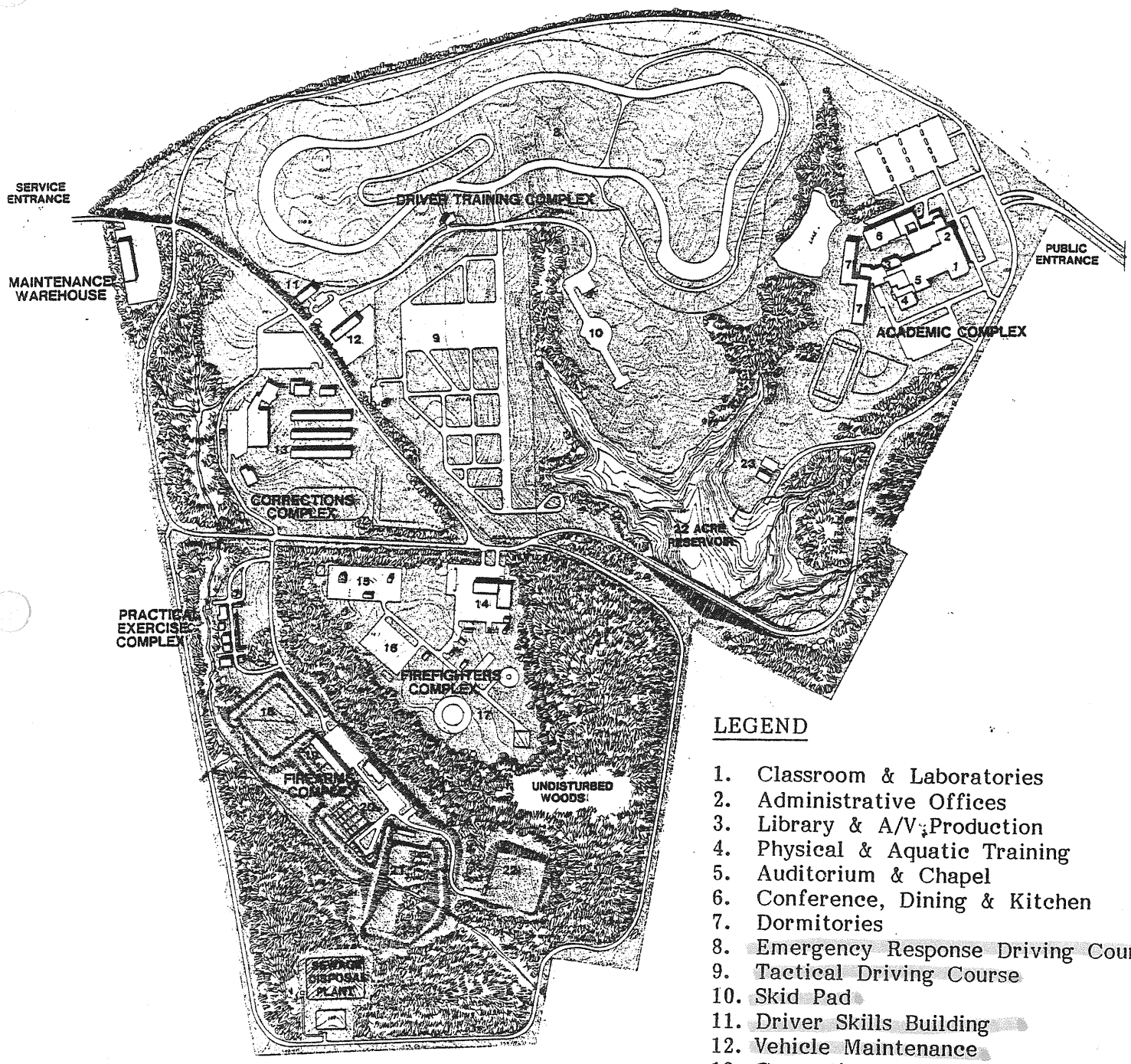
- Skid Pad (cont'd):
  - Road and highways generally consist of the following construction:
    - 8" of stone
    - 2" of asphalt base
    - 2" of asphalt topping

Further Information:

Jim Presley, Captain
Georgia State Police
Atlanta, Georgia

(404) 656-4189

GEORGIA PUBLIC SAFETY TRAINING CENTER



LEGEND

1. Classroom & Laboratories
2. Administrative Offices
3. Library & A/V Production
4. Physical & Aquatic Training
5. Auditorium & Chapel
6. Conference, Dining & Kitchen
7. Dormitories
8. Emergency Response Driving Course
9. Tactical Driving Course
10. Skid Pad
11. Driver Skills Building
12. Vehicle Maintenance
13. Corrections Complex
14. Training & Apparatus Building
15. Training Tower & Burn Building
16. Flammable Liquids
17. Burn Pads
18. Shotgun Range
19. Pistol Range
20. Multi-purpose Range
21. Rifle Range
22. Explosives Area
23. Boat Launch & Classroom/Storage

DESIGN SPECIFICATION

DESIGN SPECIFICATIONS

Identifying skills development is the number one issue for consideration in the design of a training center. It makes the definition and delineation of skills a very important consideration of the design specification.

Skills shall be defined as those behaviors commonly called upon and used by patrol officers while performing their in-field functions. They will not be the more academic, conceptional, or philosophically based knowledge considerations necessary to practice the law enforcement profession. The professional consideration will most certainly be a part of the design of instructional delivery systems, exercise, and evaluation of the trainee's ability to apply behavioral skills.

In order to design a skills center to facilitate the numerous problems that an officer faces in the field, it will be necessary to single out those tactical situations that best address a number of skills and best represent an officer's ability to successfully handle a variety of situations. Also, a primary concern will be those kinds of incidents that create the most dangerous circumstances for both officer, citizen, and criminal suspect.

The Basic Academy Performance Objectives are certainly important documents that graphically identifies specific elements. Most field situations and F.B.I. Officer's Killed and Assaulted Summary specifically identifies areas concerning officer safety. Further research will, however, be necessary to identify the most important components of many field situations. Also, it will be necessary to formulate training guidelines with the elements of law enforcement that respond to these situations and ensures that their concerns and roles are integrated into the appropriate training setting:

Notes

Skills defined

Identify primary skills

Officer safety

Basic Academy Performance Objectives

F.B.I. Officer Killed Summary

Notes

DESIGN SPECIFICATIONS (cont'd)

- Local Enforcement
- CHP
- CDF/Local Fire Department
- Sheriff's Department Units
  - Patrol
  - Aviation
  - K-9

Design must begin with:

- Instruction Delivery System
- Demonstration
- Practical exercise
- Exercise Setting

You cannot build a training center with firing ranges, driving ranges, and mock villages, without thoroughly researching instructional phases and identifying the specific skills and behavior to "learned and evaluated". If you do, you can be sure that you will be modifying your instruction, demonstration, and exercises to fit the facility. The idea center's resources will be designed so that the facility meets the training needs.

This of course means that after identifying training needs, (the specific skills that address those needs; an instructional delivery system to teach those skills; a demonstration that will display those skills; and an exercise that reinforces those skills) you may now consider facility design.

Only in this way can you have a reliable feeling that the training is really addressing skills and behavior modification. Otherwise, we are back to the field officer's adage "that might work at the academy - but not out here in the real world".

Notes

DESIGN SPECIFICATIONS (cont'd)

Is it any wonder that seasoned patrol officers write off so much training as "academy bull" --not really, because most often it was never presented in a way that could be reasonably applied to their working conditions.

The following are various types of field incidents that should be addressed:

- Burglary-In-Progress
- Robbery-In-Progress
- Family Dispute
- Landlord/Tenant Dispute
- Handling Mental Illness
- Drunk Driving Stop
- Traffic Citation
- Traffic Accident
- Preliminary Investigations
- Robbery of a Person
- Felonious Assault
- Rape
- Homicide Scene
- Investigative Stop
- Attempt Suicide
- Bar Dispute
- Security survey (Crime Prevention)
- Petty Theft
- Pedestrian Approach
- Suspicious Subjects
- Vehicle Stops
- Prowler Call
- Barricaded Suspect

DESIGN SPECIFICATIONS (cont'd)

Below are listed some of the possible types of settings that will be necessary to generate the proper atmosphere:

- Gas Station
- Residence
- Convenience Market
- Bar/Cafe
- Two-story (Duplex)
- Warehouse
- Garage
- Isolated Building - Ranch Setting
- Field
- Park-like Setting
- Burn Building (Inside/Outside)
- Gasable Building
- Door-Kick Building (Assaultable)

The following are also necessary:

- Water/electricity to Each Site
- Fencing - Block, wood, chainlink
- Props
- Curbs
- Mail Boxes
- Trees
- Garbage Cans
- Vehicles
- Buildings Furnished
- Lawns
- Sidewalks
- Driveways
- Streetlight
- Stop Lights
- Stop Signs

Notes

Possible Settings

DESIGN SPECIFICATIONS (cont'd)

Notes

Rescue Settings

The following represent considerations for search and rescue training settings:

- Mine Shaft
- Mountain Rescue Site
- Desert Tracking Course
- Corrals For Posse Exercises
- Riverbed Search
- Command Center
- Aircraft Crash
- Water Rescue Tank
- R.V. Accident
- Map Reading Course
- ATV Course

To further generate the proper atmosphere for settings for dispatchers, field supervisors, and managers of field operations, the following exercise laboratories would be needed:

- Dispatch Center
- Computers (Simulate 28's - 29's)
- Telephones
- View of exercise Area
- Watch Commander Center
- Emergency Operations Room

In the conceptualization fo the design of a Law Enforcement Skills Training Center to meet future needs, it will be important to consider both the impact of "high tech" on law enforcement in the work place and in training settings. In the futures scenario we tried to address some of the areas we believe will be impacted by "high tech" in field operations and how this impact will occur. Obviously, a major training concern

DESIGN SPECIFICATIONS (cont'd)

will be the familiarization of officers with the use of these technologies and the necessary skills to use these technologies to their fullest capacities.

Notes

Part of every day life

The law enforcement officer of the future will have a great deal of exposure to "high tech" before entering the profession. These experiences will be in educational settings, recreational activities, and even in home appliances and computers. These officers will expect "high tech" to be an important and ever present part of their jobs. The skills that children of today learn in recreational settings and with home computers, will certainly help ready these future adults for the "high tech" wonders of tomorrow.

Training system of the future

The "high tech" training delivery systems of the future will enhance the speed and quality of all training and most often make remediation immediate. A supervisor will be able to identify a specific problem in the field, and remediate that problem instantly by referring the problem officer to an automated training system. This can easily be handled by computer assisted video (lazer disc) training programs. These systems will be extremely useful in areas dealing with cognitive skills; it will be less effective in behavioral or skill areas.

Training aids, like video libraries that officers will be able to take home, will be common place. Legal update and monthly In-Service training will most likely be handled as "electronic cottages" where the officer completes training assignments at home and simply logs in and out of an automated training system. Comprehensive examination will be easily constructed and administered; again, remediation will be immediate and retesting automatic.

DESIGN SPECIFICATIONS (cont'd)

Notes

"High Tech" and skills development

"High Tech" will also be of considerable help in behavioral and skill areas. Devices will be available to identify skill problems in all types of psycho-motor areas, and remediation training will be immediate. Some of the areas that could be addressed are:

- Firearms
- Driving
- Physical Fitness
- Arrest and Control
- Stress Mangement
- Interpersonal Communication

Simulators

Simulators will be available to assist in the training of officers. Simulators will not only address the appropriate skill, but its proper application of ethical, legal, moral, and professional considerations. Simulators will also include role players and real life settings in order that skills can be learned in an environment that requires skills demonstration coupled with a thorough understanding of the application of the legal and professional guidelines.

Information Systems

All types of information systems will be at hand to assist the officer in personal and professional growth. Cultural differances and language skills are examples that could be made available for dissemination to field officers. Much of the material will be for take-home study and interactive video courses will be accessible to all officers and especially those in isolated areas.

Design consideration

It will be important that "high tech" be a consideration in the design of a Law Enforcement Training Center. Central control rooms, electrical circuits, and conduits that tie the

DESIGN SPECIFICATIONS (cont'd)

Notes

central control room and classrooms together will be design features. Space for video monitors and computer assisted players will have to be part of the design characteristics. Many classrooms will consist solely of monitor and computer stations for computer assisted video training.

Design consideration

Practical exercise settings (building, streets, and sets) should be designed to accommodate the production of training videos and also the taping for student evaluations. Electrical power, lighting, camera stations, and acoustics will be elements to review for construction consideration.

Video productions

Many examples of simulators are presently used by trainers of aircraft pilots and this future technology will be available to law enforcement training (driving, emergency medical, fire-arms, defensive tactics, and baton). Research of pilot training centers would identify additional design consideration for a training center.

As stressed earlier, the driver training center might well be the "footprint" that the center is developed around, especially in areas where space is a problem. The major components of driver training must be part of the initial design considerations:

- Highway Response Range
- Road Response Range
- Skills and Placement Range
- Skid Recovery Range
- Accident Avoidance Range

Driver Training Ranges

See Sketch

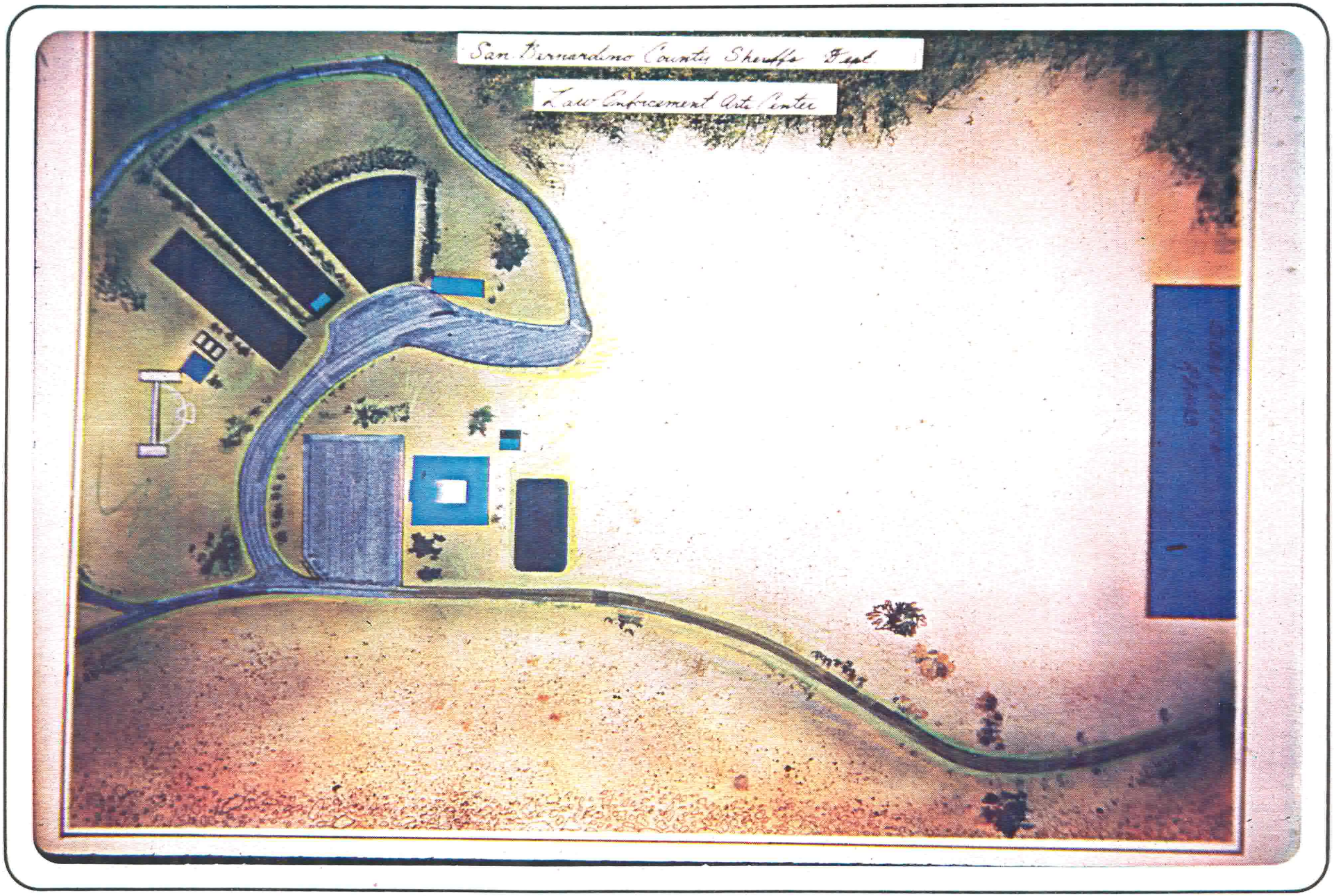
DESIGN SPECIFICATIONS (cont'd)

We have explored these considerations in many mental exercises and with several groups of trainers. Attached you will find a conceptual design of a Law Enforcement Skills Center. It was, and is only intended as a planning aid for helping to understand and conceptualize the problems ahead for the San Bernardino County Sheriff's Department in attempting this kind of training development.

Notes

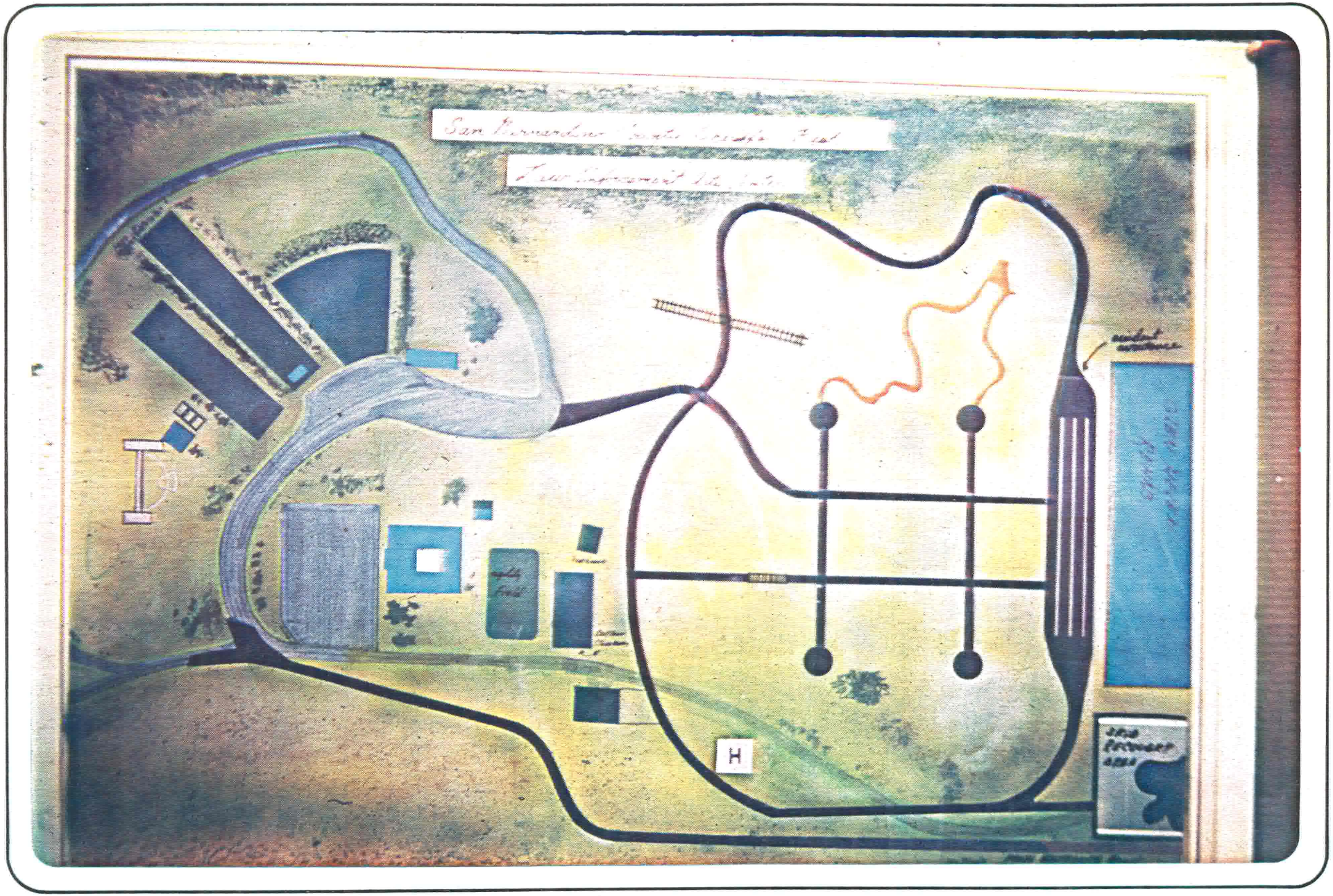
See conceptual Law Enforcement Arts Center Design

EXISTING TRAINING CENTER - SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT



- ADMINISTRATION AND CLASSROOM BUILDING
- FIREARMS RANGES
- PHYSICAL TRAINING FIELD
- PARKING LOTS

PHASE ONE DEVELOPMENT PROPOSAL



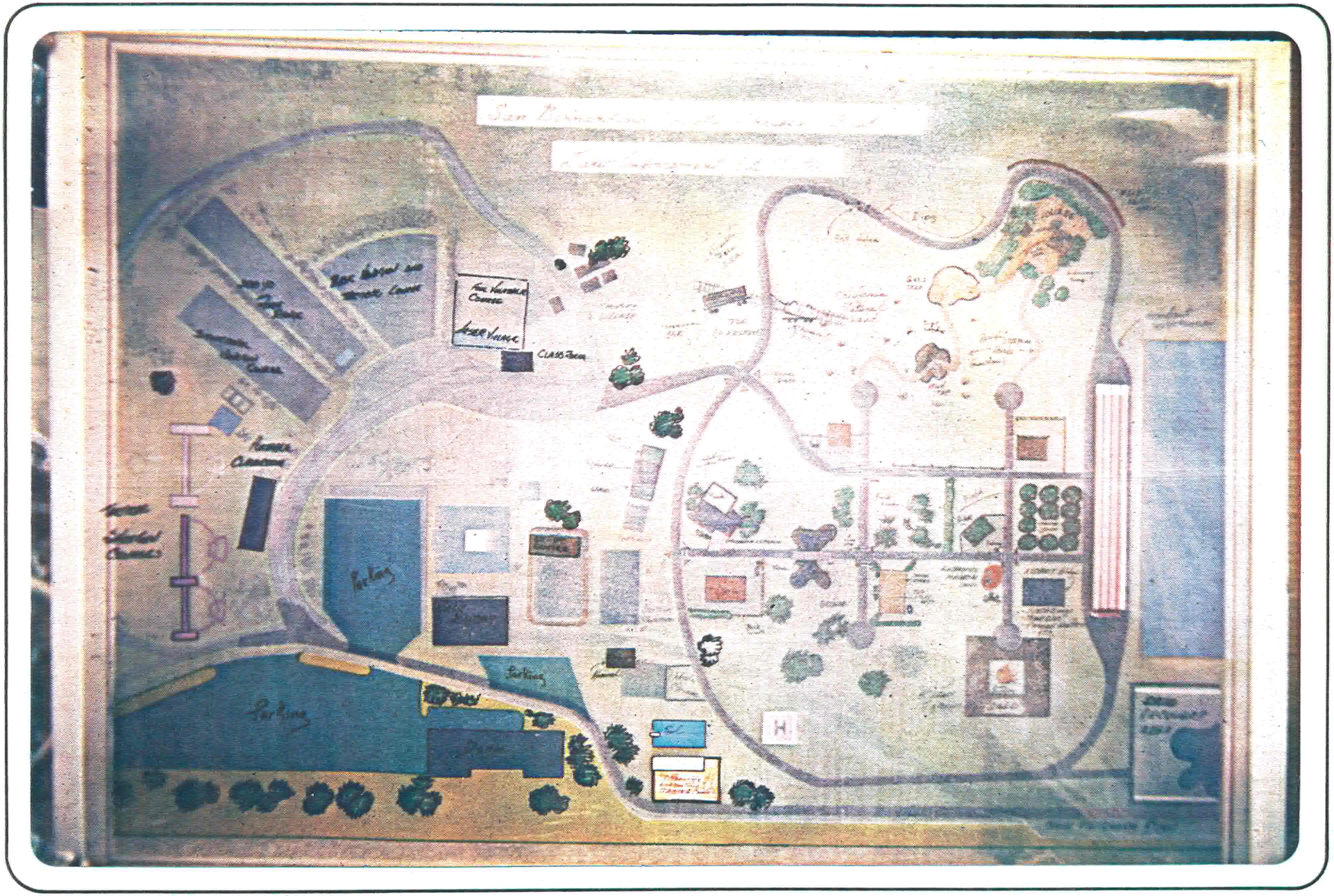
DRIVER TRAINING RANGES:

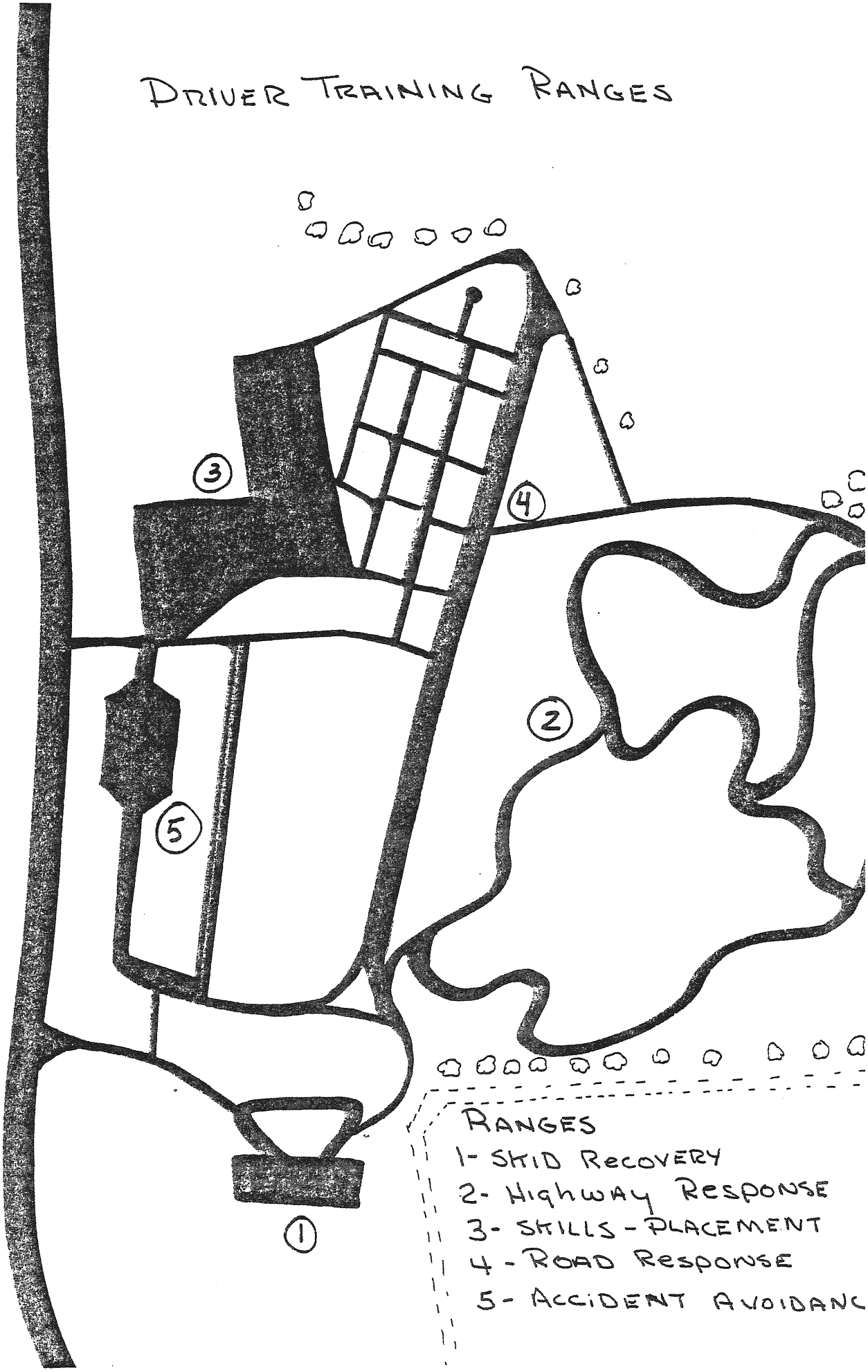
- HIGHWAY RESPONSE
- ROAD RESPONSE
- SKID RECOVERY
- ACCIDENT AVOIDANCE RANGE
- SKILLS/PLACEMENT RANGE

PHASE TWO DEVELOPMENT PROPOSAL

- TRAINING VILLAGE
- OFF-ROAD COURSE
- DISPATCH CENTER

PHASE THREE DEVELOPMENT PROPOSAL



- EXPANSION OF FIREARMS RANGES
- DORMITORIES
- WATER RESCUE
- PHYSICAL FITNESS AND DEFENSIVE TACTIC CENTER

DRIVER TRAINING RANGES