

NATIONAL TRAFFIC SAFETY SUMMIT

OCTOBER 14-17, 2013 – BRINGING LAW ENFORCEMENT / CRIME LABS / PROSECUTORS TOGETHER

UNDERSTANDING THE SET-UP

A section of Interstate 44 between Tulsa and Claremore, Oklahoma is closed and being used for our crash on day one.

Participants will watch the crash and all crash data, photographs and forensics from the crash will be used during the week's presentations. Participants will have access to all collected information through a DropBox account established for attendees.



Training that mirrors the real world.



TRAFFIC CRASH SENARIO

A husband and wife are traveling on Interstate 44 near between Tulsa and Claremore. They enter an established work zone where a temporary traffic control zone is set up in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). The right lane closed and traffic is merging into the left lane. Due to congestion they are forced to temporarily stop in the left lane of traffic.

Behind them and traveling in the same direction is a vehicle (bullet vehicle). Several 911 calls are received that the bullet vehicle is driving erratically and this is broadcast to area units. A short time later 911 calls are received that the bullet vehicle has struck the victim vehicle in the rear.

Upon arrival of law enforcement both occupants of the victims' vehicle are deceased. The two occupants of the bullet vehicle are highly intoxicated and both deny being the driver.

“We are working from the stand point that this is a traffic homicide with an unknown driver, full forensics will be employed to determine the driver including the use of blood spatter on airbags and the vehicle interior.”

Capt. Ronnie Hampton, Oklahoma Highway Patrol

Q: How does the scenario develop from here?

A: Air bags are deployed in the bullet vehicle with fiber and biological evidence transferred onto the deployed air bags. An investigative plan is put together for interviews, evidence collection and evidence submission to include:

- Imaging of the Air Bag Control Module (ACM) for both vehicles.
- Search Warrants obtained for both vehicles post collision inspection along with interior/exterior evidence collection
- Known samples are obtained thru the state medical examiner and search warrants for all occupants of both vehicles.
- Clothing is obtained for all occupants.
- Crash Team processes the scene for photography and mapping.
- Lamps are obtained from the rear of the victim's vehicle for analysis



We are going to put all of your training to use.

Q: What forensic evidence is obtained and submitted to the State Crime Laboratory?

A: The following forensic evidence is obtained and submitted to the state’s crime laboratory:

- Open containers of what appear to be containers holding alcohol - contents submitted to toxicology, containers submitted first to serology for swabbing of the rim then to latent prints.
- Deployed air bags are submitted to serology for identification of red stains then to trace for trace analysis
- Clothing submitted to trace
- Blood is obtained using Exigent Circumstances pursuant to McNeely and submitted to Toxicology
- Forensically the scene is reconstructed to determine occupant kinematics to describe how the occupants moved inside the vehicle. Forensic Biology determines who the contributors are to the stains left on each deployed air bag, Trace Evidence determines who contributed fibers to the deployed air bags and Blood Stain Pattern Expert determines whom/when the stains were deposited on the deployed bags to a cumulative conclusion of the various disciplines as to WHO was sitting in each position of the bullet vehicle.
- Toxicology determines the BAC of the identified driver.

Q: The forensics are in, what now?

A: The reconstruction shows the work zone was properly established in accordance with the MUTCD and the case is presented to the prosecutor’s office for 2nd degree Murder as the driver has a previous DUI within 10 years.

Prosecutors will discuss the attacks anticipated during motion to suppress evidence by defense attorneys and managing the case and case file.

GET INVOLVED IN THE ACTION

This training opportunity is one of a kind. At no other event will you see a live crash work with the crash data from the event all week from all law enforcement disciplines. The data collected, photographs taken, crime lab reports, analysis of serology and imprinting on air bags, to crash data recorders will be uploaded into a drop box account for participants. Law enforcement, crime lab personnel, and prosecutors will all actively participant in this hands-on training and information sharing event. The event will be worked from crash to prosecution (cradle to grave) in four short days.



	<p>NATIONAL TRAFFIC SAFETY SUMMIT 152 Woody Road Jackson, GA 30233 (877) 468-2392 www.ncea314.com</p>		<p>The Accreditation Commission For Traffic Accident Reconstruction (ACTAR) has pre-approved this event for 33 Continuing Education Units (CEUs) toward a reconstructionist ACTAR re-accreditation training requirement. ACTAR is also offering a certification test following the training on October 18th. Visit www.actar.org for more Information on the Accrediation exam.</p>
		<p>Registration Fee: \$150.00 before September 20th \$185.00 before October 4th \$210.00 at the door</p>	