Frequently Asked Questions About DDACTS

1. What do I need to get started?

Once an agency decides to adopt the DDACTS model, we recommend attending the 16-hour DDACTS Implementation Workshop. During the workshop, agency staff—usually a commander, supervisor, and an analyst or person serving in that capacity—explore each of the seven guiding principles, first as an agency team, and then individually by function. Each agency team then reconvenes to develop an agency implementation plan.

In addition, each workshop participant receives the DDACTS Operational Guidelines, as well as more than 200 articles, research studies, press releases, and SOPs supporting the DDACTS model.

Contact your NHTSA regional office or State highway safety office to request a workshop or technical assistance.

2. Does it cost anything to attend a DDACTS workshop?

Currently, there is no fee to attend a DDACTS Implementation Workshop and receive technical support under the present NHTSA agreement. In 2016, however, DDACTS workshop fees will vary, depending on the workshop option selected.

3. What software do I need to implement the DDACTS model?

To implement a data-driven approach, agencies need to identify spatial patterns of crashes and crime and analyze the characteristics of those patterns. This process is best accomplished with computer applications that can extract data from your existing databases (including your records management system), facilitate the analysis process, and represent the data on a map.

With an analyst or someone trained in analysis techniques this process can be accomplished with computer applications you may already have, including Microsoft Office and a geographic information system (GIS). Some agencies do not have a GIS but may be able to get a license for a GIS application from their city or county GIS departments, or establish partnerships with those departments or universities to facilitate mapping.

4. Do I need a full-time crime analyst?

No… but a full-time crime analyst *does* greatly help the analysis, reporting, and evaluation steps of the DDACTS process, but it is not necessary for an agency to have one. Many agencies that successfully implement DDACTS are not large enough to justify a full-time analyst. (The International Association of Crime Analysts, a DDACTS national partner, recommends that agencies serving populations greater than 50,000 employ a full-time analyst.)

Depending on your particular approach to DDACTS, you will probably need someone trained in analytical techniques. Agencies without full-time analysts often appoint officers, records clerks, dispatchers, or IT personnel to serve in the capacity of analysts for the purposes of DDACTS and other analysis functions. We also recommend using partners, such as universities, municipal and county GIS departments, and fusion centers for analytical assistance.

5. How will implementing the DDACTS model help our agency and community?

An agency implementing the DDACTS model can expect the following.

o   A notable decrease in crashes and crime and other identified social harms
o   An identified spatial relationship between crashes and crime. Oftentimes, they overlap
o   Renewed emphasis on traffic safety contacts, not tickets
o   A flexible approach whereby agencies adopt the strategy to fit their demographics and resource deployment strategy
o   Compliance with more than 27 CALEA standards
o   Increased agency accountability and productivity
o   Stronger relationships with stakeholders and partners
o   Strengthened relationships with community partners and stakeholders
o   Justification for the efficient deployment of sparse resources
o   An effective cost/benefit savings for the department and the community
o   Reduced calls for service
o   Increased use of field interview contacts that help solve other crimes

6. What types of support will my agency receive after attending a DDACTS workshop?

After attending a DDACTS workshop, staff members are invited to contact your State highway safety office for continued technical support to include:

o   Additional training for other staff,
o   Direct one-to-one technical support for the analytical function, and
o   Direct one-to-one support for leaders and supervisors using our current DDACTS subject matter experts.
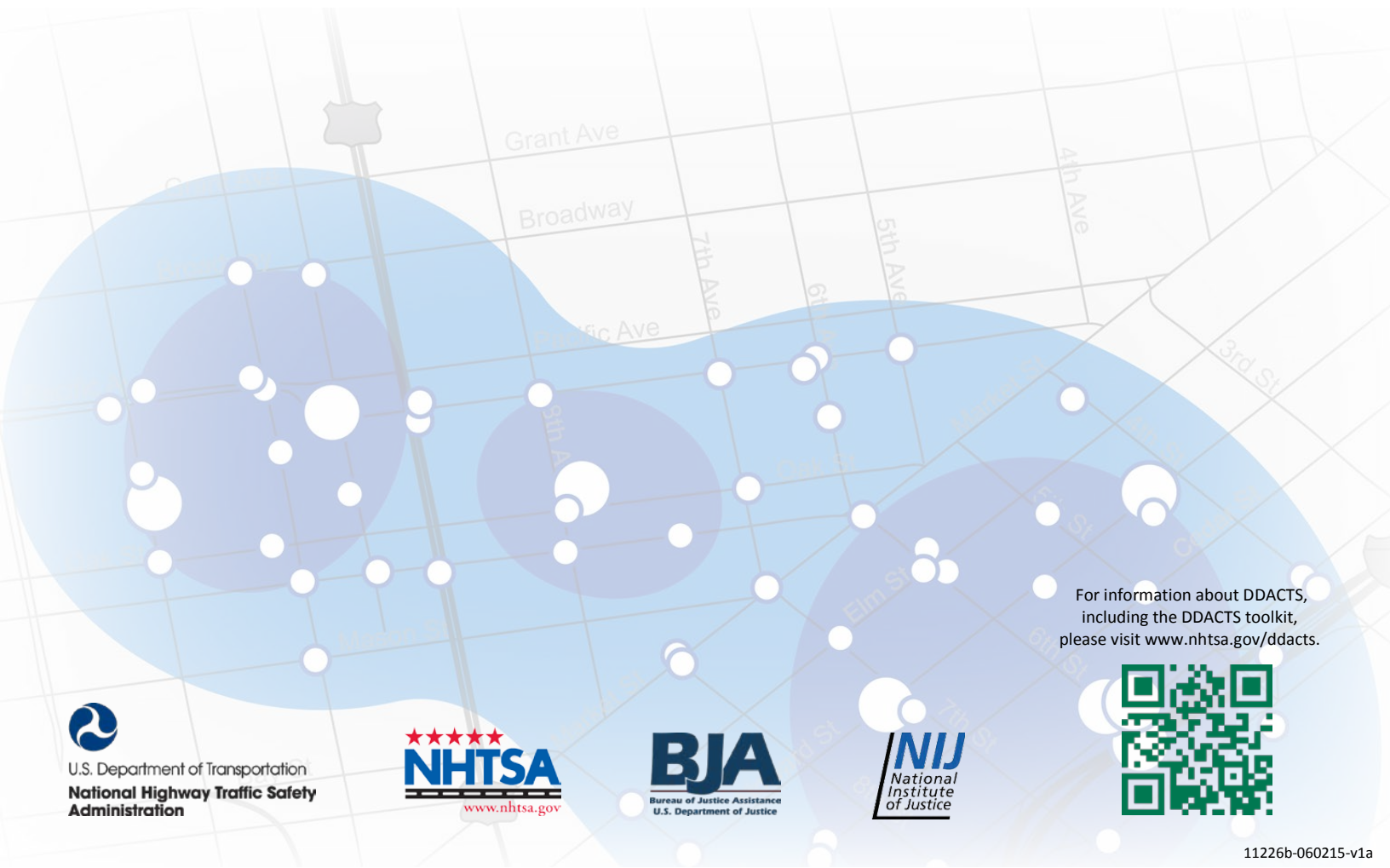
7. DDACTS seems to support a lot of approaches. How do I know if I am "doing DDACTS"?

DDACTS is meant to be inclusive. There are many ways to implement a data-driven approach to crime and traffic safety, including models that incorporate problem-oriented policing, intelligence-led policing, community policing, CompStat, predictive policing, and other tactics and strategies that target hot spots, patterns, and long-term problems.

An agency is "doing DDACTS" if it:

- Sets specific outcome goals for crash and crime reduction;
- Uses analysis to identify target areas and direct enforcement;
- Develops responses that affect both crashes and crime;
- Monitors response implementation and objectively evaluates effects;
- Communicates with partners and stakeholders throughout the process; and
- Shares goals/objectives/data with internal staff members, including patrol officers.

For more information, visit www.nhtsa.gov/ddacts.

For information about DDACTS, including the DDACTS toolkit, please visit www.nhtsa.gov/ddacts.

U.S. Department of Transportation
National Highway Traffic Safety Administration

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