

<b>PALM BEACH GARDENS POLICE DEPARTMENT</b>		
<b>SELECTIVE TRAFFIC LAW ENFORCEMENT</b>		
<b>POLICY AND PROCEDURE 4.2.3.19</b>		
<b>Effective Date :</b> 09/15/94	<b>Accreditation Standards:</b> CALEA 61.1.1 CFA 22.04M	<b>Review Date:</b>

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**PURPOSE:** To establish guidelines for enhancing traffic enforcement so that it is proportional to traffic crashes in respect to time and place, congestion, and citizen complaints.

**SCOPE:** This policy and procedure applies to all officers.

**REVIEW REESPONSIBILITY:** Patrol Operations Bureau Major

**POLICY:** The basis for selective enforcement is complete and accurate information relating to the times and locations of crashes and identifying the violation frequently involved. Careful interpretation of all crash statistics is essential, with accurate information and analysis it can be determined with some assurance where the high crash locations are, and what the peak periods are of the day and the week when they occur. Low volume periods are also clearly identifiable. For selective enforcement to be successful the department must achieve maximum crash reporting by the public; the best possible investigation of crashes by officers; and consistent analysis of the data compiled. Assignment of officers to both regular patrol and special enforcement patrol duties, commonly referred to as "selective enforcement," is considered to be the most efficient means available for a police agency to address highway traffic problems and use the limited manpower resources available. Selective assignment should be based on traffic volume, crash experience, and frequency of traffic violations, emergency and service needs.

### **1. TRAFFIC ENFORCEMENT RESPONSIBILITY**

- a. The enforcement of all traffic laws and regulations is the responsibility of all uniform, patrol and traffic officers.
- b. Traffic officers assigned to selective enforcement duties shall be so assigned by the Patrol Operations Bureau Major or the Traffic Sergeant.
- c. Selective enforcement activities will be based on traffic data and the assigning of officers to an area at a designated time.
- d. Traffic officers will be instructed as to the type of enforcement to be emphasized, the equipment needed, marked or unmarked cars, motorcycles, or other specialized vehicles.

- e. The traffic officer's responsibility will also include traffic enforcement and crash investigation.
  - i. When available and not engaged in directed traffic assignments, traffic officers may be called first to respond to and investigate traffic crashes.
  - ii. Whenever this occurs, circumstances may dictate who should respond to the investigation of crashes.
  - iii. The responsibility of crash investigation lies first with the crash investigation unit. When the crash investigation unit is not available, a traffic motorcycle officer will be utilized.

## **2. PROCEDURE FOR SELECTIVE ENFORCEMENT**

- a. Officers assigned to the traffic unit shall be directed to assume the following responsibilities:
  - i. Officers shall complete reports on individual activity thoroughly and accurately;
  - ii. Daily field reports shall be reviewed by the Traffic Sergeant for completeness, accuracy, classification, and distribution;
  - iii. Crash report data is maintained in the records management system or filed in the Records Section.
  - iv. Data summaries (print outs or completed tally sheets) will be forwarded to the traffic division upon request.
  - v. The Traffic Sergeant will review the summaries relative to where crashes occur, when they occur, causes contributing to those crashes, violations identified in the crashes where enforcement action has been taken, or what times enforcement action is predominant, and the violations resulting in enforcement action.
  - vi. The consolidated summaries may provide information that identify locations with a higher percentage of injury related crashes and need for selective enforcement.

## **3. REVIEW OF CRASHES**

- a. Review of crashes will be focused on the following factors:
  - i. Number of crashes by time and day of the week;
  - ii. Type of crashes;
  - iii. Location of crashes;
  - iv. Violations causing crashes;
  - v. Type of vehicles involved; and
  - vi. On a priority basis, to modify crash-causing behavior.
- b. On a monthly basis, unless otherwise designated by the Bureau Major, the crime analyst will be requested to provide a summary report utilizing the above factors or other source factors and provide such report to the traffic unit and/or sections that shall benefit from such reports.
- c. Other crash summary reviews may be prepared for each month by comparing the base year data for the same month of the previous year and will include cumulative total year to date this year, and cumulative total year to date last year with a percentage of change (increase or decrease) from the previous year's crashes.
- d. Violations causing crashes may be identified for each month and specific categories may be established to encompass the majority of crashes causing violations. The report may contain a list of violations and indicate the number of violations in each category and a percentage of total crashes caused by each violation category.

## **4. REVIEW OF TRAFFIC ENFORCEMENT**

- a. The Traffic Sergeant shall initiate statistical analysis reports of crashes, and enforcement data, from the crime analyst.
- b. Review or analysis of traffic activities will be conducted by the Traffic Sergeant.
- c. The Traffic Sergeant shall be designated as the person responsible for traffic analysis unless otherwise assigned by the Bureau Major.

- d. All statistical analysis of enforcement/traffic activities shall be provided to the Traffic Sergeant to identify enforcement problems in order to deploy officers and equipment resources effectively.

## **5. IMPLEMENTATION OF SELECTIVE ENFORCEMENT TECHNIQUES**

- a. Implementation of selective enforcement techniques shall be accomplished through:
  - i. Assignment of officers to both regular patrol and special enforcement duties identified by traffic volume, crash experience, type and frequency of traffic violations, emergency and service needs.
- b. The scheduling of traffic enforcement officers should vary based on selective enforcement measures.

## **6. DEPLOYMENT OF TRAFFIC ENFORCEMENT OFFICERS**

- a. The deployment of traffic enforcement officers should be based on an analysis of traffic crashes and traffic related calls for service. Crash experience during the past three years should be examined to provide data that includes seasons of the year, variations that occur as the result of population shifts, and seasonal increases or reductions in traffic volumes. A profile of all calls for service may be developed and analyzed along with crash data.
- b. High crash locations shall be identified through an annual analysis of all traffic crash data. The leading locations where crashes most frequently occur will be identified and forwarded to the traffic unit for increased deployment of traffic officers to that area.
- c. Enforcement activities in these locations will be monitored and progress will be reported in the monthly traffic unit statistical report. The monthly report will also identify high crash locations for that particular month and identify the violations contributing to crashes at each location.
- d. The days and times that crashes most frequently occur will be identified in each monthly traffic statistical report so that the traffic unit officers can be so deployed that manpower will be concentrated on days during times when crashes and traffic problems most frequently occur.
- e. The purpose of tactically deploying traffic unit officers is to achieve the department's goal of reducing injury, fatal crashes and keeping those rates as low as possible. Patrol is apprised of traffic crash information to insure coverage during the hours the traffic unit is not in service.

## **7. DEPLOYMENT BASED ON THREE YEAR ANALYSIS**

- a. The deployment and scheduling of traffic officers shall be based on the most recent three year period of traffic crash analysis reports and traffic related calls for service. This will allow for any variations that may occur as the result of weather changes, population shifts, and monthly or seasonal increases in traffic volume.

## **8. EFFECTIVENESS & EVALUATION OF SELECTIVE ENFORCEMENT ACTIVITIES**

- a. The evaluation of selective enforcement effectiveness shall be accomplished by reviewing daily traffic citations, written warnings, activities of enforcement officers and comparing such reviews to crash rate(s) or citizen complaints.
- b. During targeted selective enforcement location, evaluation will include reviewing documentation of violations, frequency and reduction of the activities.
- c. Evaluation of selective enforcement activities and effectiveness will be observed/documented using pin map tracking to record daily statistics for the month regarding crashes and other noted activities.
- d. Reports of selective enforcement measures/effectiveness will be included in monthly report submitted to the Chief of Police via Patrol Operations Bureau Major from the Traffic Sergeant.
- e. The effectiveness of traffic selective enforcement program will be evaluated on an annual basis.
- f. The programs progress will also be evaluated by reviewing all available quarterly and previous year reports.

g. This evaluation will include analysis of monthly traffic officer reports, monthly crash reports, citizen complaints, overall department citation activity with comparison to previous year's statistics from the same time frame.

## 9. DEFINITIONS:

**Selective Traffic Enforcement** - The assignment of officers to traffic enforcement activities at times and locations where hazardous or congested conditions exist. Assignments are usually based on factors such as traffic volume, crash experience, frequency of traffic violations, emergency and service needs.

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## INDEX AS:

- SELECTIVE TRAFFIC LAW ENFORCEMENT

## RESPONSIBILITY INDEX

- PATROL OPERATIONS BUREAU MAJOR
- TRAFFIC SERGEANT
- OFFICERS

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### APPROVED:



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Chief of Police

03/10/2003  
Date