

	<h1>Garner Police Department</h1> <h2>Written Directive</h2>	
	Chapter: 800 - Operations	
	Directive: 830.01 - Traffic Administration	
Authorized by: Chief Brandon Zuidema		Effective Date: January 1, 2017
CALEA Standards: 61.1.1		Last Revision: January 21, 2013

830.1.1 - Purpose

The purpose of this directive is to establish policy and procedure for traffic administration, traffic engineering pertaining to the police function, and supplemental traffic services.

830.1.2 - Policy

It is the policy of the Garner Police Department to regard traffic duties and responsibilities as vital functions of the overall police mission, and to administer these duties and responsibilities in the most efficient and effective manner possible.

The responsibilities for traffic law enforcement are shared by all sworn personnel. Although some traffic investigations are best handled by personnel with specialized training and skills, enforcement is a requirement of all uniformed personnel.

830.1.3 - Traffic Component

A. The Traffic Safety Unit is a specialized traffic component which is comprised of:

1. Traffic Safety Sergeant - Supervises the Department traffic safety program and its team members.
2. Traffic Safety Officers – Sworn patrol officers who serve in a specialized capacity related to traffic safety. When available they will serve as the primary responding unit to the following type calls for service:
 - a. Traffic crashes,
 - b. Hit and run investigations,
 - c. Assist motorists,
 - d. Funeral escorts, and
 - e. Vehicle unlocks.
3. Crash Reconstructionists - Perform technical analysis of all fatal crashes and other serious injury crashes as deemed appropriate by a Department supervisor; are available for assistance in the investigation of all other crashes.

B. The generalized traffic component is comprised of patrol officers who, as part of their routine field duties, engage in traffic law enforcement activities. These activities include:

1. Operation of speed measuring devices (radar),
2. Traffic crash investigation,
3. Selective enforcement,
4. Parking/congestion control, and
5. General traffic law enforcement.

830.1.4 -Traffic Functions

The Traffic Safety Sergeant has primary responsibility for the Department's traffic safety functions to include:

- A. Enforcement efforts, which include (but are not limited to):
 1. Operation of speed measuring devices (Radar, Lidar, Vascar),
 2. Parking control,
 3. Traffic law enforcement,
 4. Traffic complaint investigations, and
 5. Selective traffic enforcement;
- B. Traffic crash investigation;
- C. Traffic safety education;
- D. Liaison with citizens concerning traffic safety; and
- E. Liaison on traffic issues with local, regional and/or state officials including (but not limited to):
 1. Town of Garner Engineers,
 2. North Carolina Department of Transportation (NCDOT) staff, and
 3. North Carolina Governors Highway Safety Program (NCGHSP) staff.

830.1.5 - Traffic Records and Data Analysis (61.1.1)

- A. The Department's traffic records system contains, at a minimum, the following information:
 1. Traffic crash report files (reports, investigations, and locations),
 2. Traffic enforcement data (citations, arrests, locations),
 3. Traffic enforcement activity reports,
 4. Traffic safety education reports, and
 5. Roadway hazard reports.

- B. Traffic records from the NCDOT are readily available to the Department and contain the following information:
 - 1. Traffic volume data,
 - 2. Traffic volume and distribution reports, and
 - 3. Locations and citations issued for crashes.
- C. Statistics are accessible to various search criteria and summaries from any or all of the above, and can be generated to assist in making traffic management decisions. The NCDOT provides summary reports on a number of traffic-related concerns. This data is used to guide enforcement activities and to identify traffic problems in the community.
- D. The Traffic Safety Sergeant, in coordination with the Crime Analyst, conducts an annual detailed traffic analysis to determine patterns and make suggestions to be utilized in the traffic safety and selective enforcement programs.
 - 1. Criteria for analysis includes geographic, temporal, and causative factors such as:
 - a. Day of week and time of day;
 - b. Location;
 - c. Type of vehicle involved;
 - d. Driver action(s) and/or violation(s) committed;
 - e. Traffic volume; and
 - f. Weather and road conditions.
 - 2. A copy of the annual analysis is distributed to the Command Staff enabling them to identify problem areas and deploy personnel and other resources effectively.

830.1.6 - Selective Enforcement (61.1.1)

- A. The goal of a selective traffic enforcement program is to reduce crashes and ensure voluntary compliance with traffic laws and regulations. The selective enforcement program consists of analysis of traffic data and the implementation of enforcement techniques.
- B. Selective enforcement activities are based on analyses of traffic crash data by the Crime Analyst, Traffic Safety Sergeant, recommendations made by the NCDOT, citizen input, and officer experience in an effort to provide effective proactive activities based on prevailing factors contributing to traffic crashes.
 - 1. The Traffic Safety Sergeant (or designee) conducts statistical surveys to determine by location, time, and day of week the predominant violations that are causing crashes. Deployment of patrol personnel for selective traffic law enforcement is based on analysis of traffic-related calls for service covering the most recent three-year period, based on statistical and visual surveys. This information is examined to provide data that includes all seasons of the year and allows for variations that occur as the results of population shifts and monthly or seasonal increase or reductions in the traffic volume.
 - 2. The Traffic Safety Sergeant develops selective enforcement measures to be implemented and determines what equipment may be required. Such information is communicated to traffic safety units and patrol officers in order to utilize an optimum number of personnel in the program.

3. Other supervisors may also designate locations and times for selective enforcement in response to complaints from citizens. Officers are deployed by their direct supervisor to do the following as part of their routine patrol:
 - a. Observe and report traffic flow,
 - b. Look for improper driving behavior,
 - c. Be alert for hazardous environmental conditions, and
 - d. Identify and act on emergency and other service needs.
4. Deployment of personnel in selective enforcement is based on the analysis of crash and enforcement data, with officers assigned to areas having the greatest concentration of crashes and calls for traffic services. The purpose of such assignments is to take enforcement action against those violations determined to cause crashes.
5. The selective enforcement program is evaluated annually by the department's Crime Analyst and the Traffic Safety Sergeant. The effectiveness of the techniques employed is reviewed, and adjustments are made where necessary.

830.1.7 - Equipment

- A. Officers deployed by their supervisors to conduct selective enforcement activities as part of their patrol function shall utilize all Departmental equipment available provided they are certified or otherwise approved for its use.
- B. The equipment provided by the agency includes, but is not limited to:
 1. Specialized Equipment – Equipment specially assigned to the Traffic Safety Unit.
 - a. DWI Trailer – Trailer used to carry equipment for use during a large-scale traffic check point. The equipment includes a generator, cones, flashlights, signs, lights, etc.
 - b. Light Tower – A portable light source and generator for use at large-scale checkpoints at night.
 - c. Speed Sentry – Stationary device used to collect traffic information with or without motorists' knowledge. It also records the number of cars traveling on the road, their speed, the location, date and the time of day.
 2. General Equipment – Equipment assigned to patrol teams and well as traffic safety units.
 - a. Radar – Speed measuring devices. The department provides radars which are capable of measuring speed in stationary, moving (both same direction and away) and rear-facing modes.
 - b. LIDAR – Laser speed measuring device.
 - c. Alco-Sensors – Portable devices used to measure blood-alcohol concentration.