

SPRINGFIELD POLICE DEPARTMENT

Standard Operating Guideline

Effective Date: 12/31/2013	Supersedes Policy Dated: 08/15/2013	Rescinds:	SOG Number: 405.4
Accreditation Index:			
Part Title: Operations	Chapter Title: Traffic Operations		
Chief of Police:			

Selective Traffic Enforcement Program

I Policy

A number of people are killed or seriously injured each year in the city due to vehicular crashes. It is the policy of the Springfield Police Department to use available resources to analyze the causes and locations of vehicular crashes and take selective enforcement action in an attempt to address the problem. These activities are for the purpose of reducing the number and severity of vehicular crashes on the streets of Springfield. The goal of all traffic enforcement activities is to gain voluntary compliance to the traffic laws of the City and State.

II Definitions

III Procedure

1 TRAFFIC CRASH DATA

1.1 The Traffic Engineer's office of the city collects and compiles data on the location and causes of traffic crashes.

1.1.1 Access to this data is available to the Traffic Commander through a database maintained by the Traffic Engineer's Office.

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- 1.2 The traffic crash data obtained from the Traffic Engineer's Office shall be reviewed by the Traffic Commander to determine any statistical change at specified crash locations.

- 2 TRAFFIC ENFORCEMENT ACTIVITIES DATA
 - 2.1 The Traffic Commander shall obtain traffic enforcement activities data from the Records Management System and other available department resources. ¹
 - 2.2 A review of traffic enforcement activities data will be conducted by the Traffic Commander to determine if adequate enforcement activities are being applied.
 - 2.3 A review of the enforcement activities of individual officers is first and foremost the responsibility of the officer's supervisor.
 - 2.3.1 Supervisors shall monitor the enforcement activities by comparing the locations of summonses issued with identified problem locations.

- 3 COLLISION AND ENFORCEMENT DATA COMPARISON
 - 3.1 A comparison of crash data and enforcement activities will be conducted by the Traffic Commander and documented in a traffic analysis report.
 - 3.1.1 This report shall be completed on an annual basis by the Traffic Commander and placed in the N:\Administrative Report Clearinghouse\Annual Collision and Enforcement Traffic Analysis Report folder. It will be submitted by May 1st of every year, reviewing activity during the previous calendar year. ²
 - 3.1.1(a) The review shall contain the following information:
 - 3.1.1(a.1) Notable trends;
 - 3.1.1(a.2) Increases or decreases in accidents by locations;
 - 3.1.1(a.3) Causal factors for increases/decreases; ³
 - 3.1.1(a.4) Directed enforcement operations;
 - 3.1.1(a.5) Evaluation of selective enforcement activities. Document if enforcement efforts have met stated goals of the department. ⁴

1 Section 2.1 changed LETS to RMS, per Policy Change Order 13-114, Effective Date 12/31/2013.

2 Section 3.1.1 changed March to May, per Policy Change Order 13-114, Effective Date 12/31/2013.

3 Section 3.1.1(a.3) typographical correction, per Policy Change Order 13-114, Effective Date 12/31/2013.

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3.1.1(a.6) Recommendations for future projects, needs, or directed/selective enforcement activities.⁵

4 IMPLEMENTATION OF SELECTIVE ENFORCEMENT TECHNIQUES

- 4.1 Strategies and tactics used for selective traffic enforcement shall be consistent with the nature of violations occurring and their potential for interfering with safe traffic flow.
- 4.2 One or more of the following types of traffic control may be used:
 - 4.2.1 Line Patrol - patrol between two specific points on a given street;
 - 4.2.2 Area Patrol - moving patrol within a defined area;
 - 4.2.3 Directed Patrol - assignment of personnel to a specific location to address a specific enforcement issue;
 - 4.2.4 Stationary Traffic Observation - visible stationary observation and/or concealed stationary observation.
- 4.3 Personnel may use countermeasures that would be effective for specific enforcement problems. These countermeasures may include the use of:
 - 4.3.1 Marked police vehicles;
 - 4.3.2 Semi-marked police vehicles (no external light bars);
 - 4.3.3 Unmarked police vehicles (supervisory vehicles);
 - 4.3.4 Specialty vehicles (motorcycles, etc).
- 4.4 Qualified personnel may use radar during enforcement activities in either moving or stationary modes.

5 DEPLOYMENT OF TRAFFIC ENFORCEMENT PERSONNEL

- 5.1 Both Traffic Unit and Patrol Unit personnel may be assigned to selective enforcement activities. These assignments should be based on existing crash and/or violation problems.
 - 5.1.1 UOB Supervisors may use information from the traffic analysis report when making directed enforcement assignments.

4 Section 3.1.1(a.5) added, remaining section renumbered, per Policy Change Order 13-114, Effective Date 12/31/2013.

5 Section 3.1.1(a.6) previously numbered 3.1.1(a.5) revised, per Policy Change Order 13-114, Effective Date 12/31/2013.

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- 5.2 Traffic Unit personnel who are not primarily assigned to investigate crashes shall be assigned to selective enforcement activities.
- 5.3 Traffic Unit personnel who are primarily assigned to investigate crashes shall conduct selective enforcement activities when not investigating crashes.
- 5.4 Patrol Unit personnel shall conduct selective enforcement activities during their work shifts as part of their normal duties.
 - 5.4.1 Individual officers should direct their enforcement activities to areas within their assigned portion of the city that have a history of vehicular crashes.⁶

IV Attachments

⁶ Sections previously numbered 6-6.1.1 pertaining to Selective Traffic Enforcement Activities Evaluation deleted, per Policy Change Order 13-114, Effective Date 12/31/2013.