POLICY TITLE: Selective Enforcement Activities

STANDARD/REF #: 61.1.1; 61.1.6a,b,c; 61.3.1b

APPROVED BY: Wayne Jerman, Chief

REVIEWED DATE: 10/7/2019

REQUIRED REVIEWERS: Traffic Unit Commander; Community Services Commander

REVISED DATE: 10/7/2019

POLICY/PURPOSE:
The goal of selective traffic law enforcement with the Cedar Rapids Police Department (CRPD) is the reduction of traffic collisions, positive changes in driving behaviors, and overall improved safety of intersections and roadways identified as being high-risk with an objective to direct appropriate enforcement efforts toward violations. This goal is accomplished through data collection about traffic collisions along with education, enforcement, engineering of roadways for safe movement of traffic, and selective traffic enforcement based on community input. In addition, the CRPD:

- Conducts safety and collision prevention programs in area schools and with other community partners.
- Conducts roadside safety checks.
- Shares traffic collision information with the City Traffic Engineering Department and works with the engineering staff to provide safer roadways.
- Utilizes Automated Traffic Enforcement (ATE) with mobile speed vehicle, over-the-road speed, speed on green, and red light - disobedience to traffic control device photo enforcement of higher complaint and higher traffic collision locations.

Collision and Enforcement Data: [61.3.1b]
Traffic engineering is primarily a function of the Traffic Engineering Division of the Cedar Rapids Public Works Department and the Iowa Department of Transportation (DOT). The Cedar Rapids Police Department (CRPD) maintains a liaison and shares data with both departments to maintain and ensure a safe and efficient road system. The Traffic Unit Commander, under the Special Operations Section Commander, will be the liaison to both departments, and as such is responsible for coordinating the following activities related to traffic engineering records.

- Forward police requests for any traffic surveys or studies; including spot speed checks, sight distances, signing concerns, etc.
- Forward information concerning physical conditions that contribute to vehicle-pedestrian collisions, traffic congestion and bicycle concerns to include vehicle-bicycle collisions and bicycle lane usage.
- Assist Traffic Engineering personnel in identifying high collision locations by forwarding traffic collision and enforcement data to the Iowa DOT and Traffic Engineering. This data may be transmitted in the form of written reports or electronic data transmissions.
In addition, the Traffic Unit Commander shall gather and review data from various sources in order to compile and compare traffic collision data and enforcement activities. [61.1.1a,b,c] These sources may include, but not be limited to:

- City of Cedar Rapids Traffic Engineering
- The CRPD’s Crime Analyst
- The CRPD’s Record’s Section Tech assigned to the Traffic Unit

These compilations and comparisons along with a Monthly Top Ten Collision Locations List shall be made available to the Patrol Captain for presentation and evaluation by staff at the Monthly Crime Strategy Meeting. The Monthly Top Ten Collision Locations List will include at minimum:

- Time of collision
- Violation(s) if any
- Causal factors (if known)
- Selective enforcement activities at the top ten locations

**Evaluation:**

The CRPD Crime Strategy meeting occurs once a month. Concerning traffic related activities, the committee reviews collision data, enforcement activities, the Monthly Top Ten Collision Locations List, and the comparison of collision data and enforcement activities. [61.1.1a,b,c]

Command staff will review and evaluate the comparison of collision data along with any previous selective enforcement activities at the top ten collision locations. Based on this review and evaluation, the committee will determine appropriate implementation of selective enforcement to include but not be limited to: [61.1.1a,b,c,d,f,]

- Observation of the areas to determine any causal factors such as traffic light cycling, construction, or turn lanes may help to alleviate collisions.
  - Notify Traffic Engineering with any areas of concern.

- Use of speed trailers and/or the mobile speed enforcement vehicle.
- Notifying officers of the top ten collision locations and times of collisions for proactive patrols.
- Conducting and documenting selective enforcement activities.

**Implementation:** [61.1.1d]

Patrol commanders will be responsible for the implementation of selective enforcement techniques and procedures based on any suggested actions determined from the Traffic Unit Commander and Crime Strategy meeting. Special enforcement techniques may include the use of marked and/or unmarked
squad cars, radar/lidar enforcement, speed trailers, and the mobile speed enforcement vehicle. [61.1.6c] Tactics and techniques to carry out enforcement of traffic laws may include but are not limited to:

- Conducting visible traffic patrol by using marked vehicles in the following manners: [61.1.6a]
  - Area patrol - patrols covering a defined area or beat.
  - Directed patrol - response to a specific area for a specific complaint of a traffic violation.
  - Line patrol - patrols on a specified route between two points, usually on one city street.

- Conducting Stationary Observation at a selected location: [61.1.6b]
  - Covert - parking a marked or unmarked vehicle so as to be unobserved while watching the traffic flow, for enforcement purposes.
  - Overt - parking a marked vehicle so as to be totally visible to passing traffic while watching the traffic flow, for enforcement purposes.

**Deployment and Documentation:** [61.1.1e]

Deployment of Patrol Officers for selective enforcement will be the responsibility of each Patrol Shift’s Command Staff. Deployment of Traffic Officers and/or equipment will be the responsibility of the Traffic Unit Commander.

Any deployment of officers and/or equipment for a specific selective enforcement project shall be documented in the computer aided dispatch (CAD) as “Selective Enforcement” with detailed information on any outcome emailed to the Patrol Captain and Traffic Unit Commander. Laser/Lidar projects shall also include the submission of the Lidar Speed Project Check Sheet (CRPD #515) which will be submitted to the Traffic Unit upon completion.

The following should be considered prior to assigning officers to selective enforcement activities:

- Available officers
- Call load
- Weather conditions
- Other factors which would diminish officer safety or city coverage

**Speed Trailer/Mobile Speed Enforcement Vehicle:**

The CRPD currently operates speed trailers and a mobile speed enforcement vehicle to address and evaluate speeding complaints throughout the city.

The speed trailers and mobile speed enforcement vehicle shall be deployed throughout the city based on collision data, citizen complaints, officers’ observations of consistent speed violation areas, and

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evaluation reports produced from selective traffic enforcement.

- **Speed trailers:**
  - Radar devices that display vehicle speed to the motorists to encourage voluntary speed compliance.
  - Records volume of motorists and motorists’ speeds for evaluation.
  - Are maintained by Fleet Services.

- **Mobile speed enforcement vehicle:**
  - An individual radar device, camera, and a flash unit is installed in the vehicle.
  - The system is installed in a vehicle which is parked along a roadway in the City of Cedar Rapids.
  - The camera system captures vehicles violating speed restrictions.
  - Three or more lanes of traffic can be monitored.
  - A narrow radar beam is emitted across lanes of traffic being monitored.
  - Each day the vehicle is deployed, a tuning fork test is performed on the radar by the deployment officer to ensure the system is operating properly.
  - Annually a speed accuracy calibration test is performed by a NIST traceable independent laboratory.
  - Violations may result in a citation which is served to the vehicle owner.
  - Is maintained by Sensys Gatso, INC. in cooperation with Fleet Services.

**Selective Enforcement Review: [61.1.1f]**

Annually, the Traffic Unit Commander will conduct a documented review of selective enforcement activities and forward to the Special Operations Commander and Community Services Captain.