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International Association of  
Chiefs of Police

Bureau of Operations and Research

A MANUAL OF  
MODEL POLICE TRAFFIC SERVICES  
POLICIES

Prepared for the  
United States Department of Transportation  
National Highway Traffic Safety Administration  
Under Contract DOT-HS-036-3-712

The opinions, findings and conclusions in this publication are those of the authors and not necessarily those of the National Highway Traffic Safety Administration.

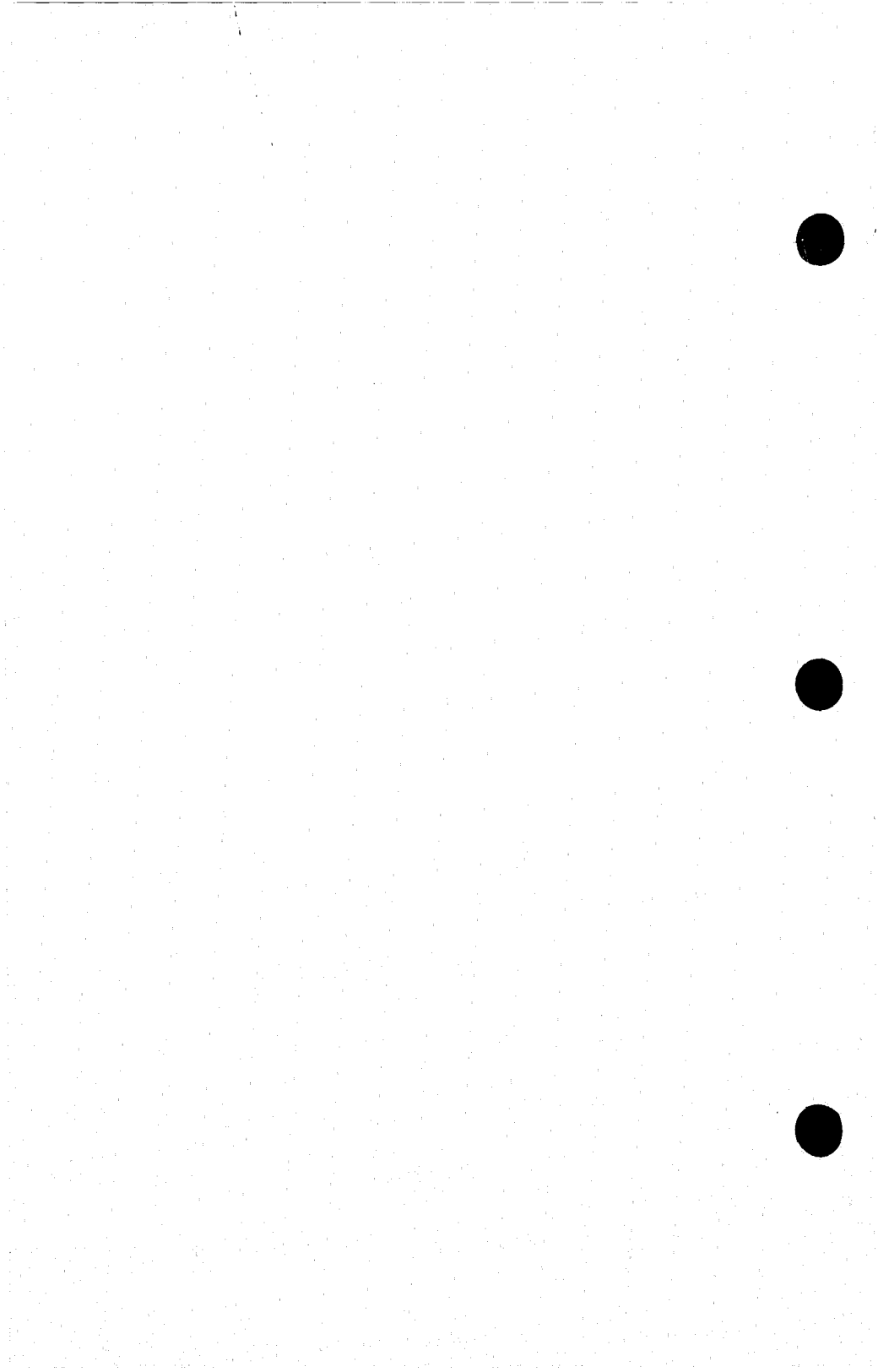
BUREAU OF OPERATIONS AND RESEARCH  
INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE



## FOREWORD

The enclosed materials, in their ultimate format, will constitute a comprehensive compilation of police traffic services policies, procedures, rules and regulations. With some minor modifications that may be necessitated by local individual needs, this publication should provide police administrators and traffic commanders with policies, procedures, rules and regulations that can be readily and easily incorporated into an existing traffic program (or one currently being implemented) and additionally, with some degree of guidance and insight into the mechanics of the broad and often misunderstood spectrum of policy formulation and execution.

We trust that, with the completion of this three-phase effort, the police administrator and traffic commander will have a valuable and usable tool at his disposal.



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## CHAPTER I

### INTRODUCTION

In June of 1973, the International Association of Chiefs of Police entered into contract with the National Highway Traffic Safety Administration to produce a comprehensive compilation of police traffic service policies that could serve as a model and guide to police agencies throughout the nation.

Enclosed within these covers are the results of the first of a three-phase effort. Phase Two (Police Traffic Services Procedures) and Phase Three (Police Traffic Services Rules and Regulations), will follow within a time frame of three years, the police administrator and his traffic commander will have in his possession a comprehensive compilation of Policies, Procedures, Rules and Regulations that, if applied, will be able to assist his department in the administrative, planning, and operational aspects of the traffic operation.

By no means should this product be considered an end in itself. IACP fully realizes that no two departments are identical, and that local circumstances will necessitate variations in how these policies, procedures, rules and regulations are worded and implemented.

On the other hand, IACP believes that what is contained here can be a starting point and, once rewritten and adjusted to local conditions and special problems, they can be a step towards a degree of uniformity in traffic operations not seldom experienced.

Input for this effort came from sources too numerous to completely and accurately itemize, although a partial listing is contained elsewhere in this report.

The staff of the IACP was provided with guidance from the IACP Highway Safety Committee. Without their valuable input, this effort would not have been possible.

The membership of the 1972-1973 IACP Highway Safety Committee is listed here, as well as a description of the Committee's goals and objectives.

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#### IACP STAFF

Norman Darwick, Director  
Highway Safety Division

Frank D. Roberson, Management Consultant  
Highway Safety Division

#### COMMITTEE DESCRIPTION

This Committee shall study, consider and evaluate all matters pertaining to policies, practices, standards and rates of state and municipal police organizations relating to traffic accident investigation, traffic records, traffic patrol, traffic law enforcement, organization and administration and other highway safety functions which may be responsibilities of the membership of the Association; report to this Association for dissemination to its members and interested agencies, information and recommendations for the improvement of police traffic management and the promotion of highway safety; make recommendations to the Traffic Institute of Northwestern University relating to its traffic police training programs; make recommendations to the Association and other interested organizations and agencies of needed research projects essential to optimum highway safety programs by police agencies.

The Director of IACP's Highway Safety Division is Norman Darwick, who had the responsibility of final product approval.

The Project Director was Frank D. Roberson, Police Management Consultant, of IACP's Highway Safety Division.

Arthur V. Smith, Jr., Police Management Consultant, provided a substantial contribution to this document. Others of the IACP staff who provided important input to this effort are as follows:

Ronald H. Sostkowski, Assistant Director, Highway  
Safety Division

Dean R. Phillips, Police Management Consultant,  
Highway Safety Division



# IACP POSITION STATEMENT ON POLICE TRAFFIC MANAGEMENT



At its 70th Annual Conference in Houston, Texas, October 5-10, 1963, the International Association of Chiefs of Police adopted a resolution approving a formal presentation of policy as guidelines for police administrators in the enforcement of traffic laws and ordinances and in providing for the safe and expeditious flow of traffic. Subsequently, the position statement was prepared by the IACP Traffic Committee and published in the January, 1964 issue of *The Police Chief*. Resolutions defining policy in police traffic management adopted at the 1964 Conference have been added to the original statement.

Police administrators are charged with the responsibility of protecting life and property and providing police services which will provide the citizens of their communities maximum protection with a minimum of interruption. By far the greatest public safety losses to the people of the United States and most other countries stem from street and highway collisions and congestion.

From this perspective, the International Association of Chiefs of Police believes that a statement of its policies in this field is necessary and desirable. The Association strongly recommends the adoption of each of these policies by all police agencies. It recognizes that local conditions will require adaptation in details. At the same time, however, the IACP believes that the general principles contained in these statements are essential for maximum reduction in traffic losses.

The police have a wide range of interests in highway transportation. They have a direct responsibility for traffic law enforcement, traffic direction, accident investigation, and traffic records. They also have an auxiliary interest in other aspects of traffic safety and regulation, for there is practically no street or highway traffic activity that does not to some degree affect the police in the pursuit of their objectives.

1. The police administrators of this Association accept the fact that police efforts alone will not provide the utmost in safe and efficient highway transportation. They recognize the need for: sound, realistic and balanced programs of traffic laws; highway, automotive and traffic engineering; driver licensing and driver improvement; traffic courts and prosecutors; safety and driver education, collection, analysis, and use of traffic records; coordination of effort in states and communities by all agencies with traffic responsibility; responsive community climate developed by public understanding and support.
2. In the enforcement of traffic laws, ordinances, and regulations, the rights and privileges of the people, as stated in the several constitutions and statutes and subsequently interpreted by the courts, will continue to be faithfully observed and respected by the police, taking heed specifically of the following:
  - a. The constitutional protection of every individual against unreasonable searches and seizures.
  - b. The right of a person to bail.
  - c. The right of a person to be informed specifically of the charge or charges filed against him.
  - d. The right of a person to counsel.
  - e. The right of an accused to appear and defend himself in a duly constituted court of law.
  - f. The right of a person to a fair and impartial trial.
  - g. The right of a person to be presumed innocent until proven guilty.
  - h. The privilege of every person to the use of the public highways when conforming with existing laws and regulations.
3. Traffic laws should be enforced at a sustained level, with uniform interpretation in all jurisdictions. The quantity of enforcement should be sufficient to produce maximum safety in each locality.
4. Equally as important as the amount of traffic law enforcement is the quality of enforcement. To be effective, enforcement must be directed at the violations known to be accident causative. In addition, it must be applied in those places and at those times shown by experience to have a disproportionately high percentage of accidents. There will probably never be enough policemen to apprehend all violators for every violation, therefore, enforcement personnel and enforcement effort must be used to the best possible advantage.
5. Every police officer on the streets and highways—regardless of his specific assignment—should, when he observes a traffic violation or nontraffic offense take appropriate enforcement action.
6. The enforcement of traffic laws solely for revenue purposes is as abhorrent to the police as it is to the public. The practice should be eliminated wherever it exists.
7. The salaries, pensions, and other fringe benefits of police officers should not be legislative, budget, or other provision be dependent upon fines or costs assessed in criminal or traffic adjudications. The fee system should be abolished in law enforcement, and in criminal prosecution and adjudication.
8. The enforcement of traffic laws for the sole purpose of building an activity record is as repugnant as enforcement for revenue purposes.
9. There should be one enforcement policy for all street and highway users and not one that gives preference to either local residents or non-residents.



10. The effect of police traffic law enforcement is to a very important degree dependent upon the disposition of charges by other official agencies. It is incumbent upon the police to establish and follow sound policies in the amount and quality of enforcement action taken by them and produce in the courts proper and sufficient evidence. The police must also keep sufficient records and report all necessary data to appropriate central agencies. Having carried out these duties appropriately, their responsibilities are completed, but the enforcement process is not.  
Police enforcement action is affected by the soundness of policies of driver examination and licensing; by the efficiency of court administration; by the prompt and complete reporting of all dispositions to the driver licensing administrators, and by the resultant actions taken by the licensing administrators.
11. Traffic laws enforcement is affected by the "community climate." Public understanding and support is essential to this vital function of police service. The effectiveness of state and local public support organizations will determine to a great degree public understanding and support. Police agencies should provide leadership in the development of a solid public safety education program.
12. The police are also responsible in a substantial degree for public attitude toward traffic law enforcement. Traffic law enforcement and traffic direction must be performed in a uniform manner to be understood and acceptable. But even more important, this must be done in an efficient and courteous manner.
13. The police are definitely and unequivocally opposed to the "fixing" of traffic cases in any manner by an agency, official, or person. It should be eliminated if and wherever it exists.
14. The police administrator must seek, and should be requested, to advise and consult in the construction or reconstruction of trafficways and facilities, including the use of signs, signals, and markings. It must be recognized that the police cannot correct inadequate streets, highways and parking facilities. At best, the police can by control and direction only alleviate inadequate physical situations.
15. Police should be consulted in the drafting of new traffic legislation which, if ultimately enacted into law would require enforcement by the police. Police should be asked about the need for proposed legislation, whether it is enforceable, and if so, whether the enforcement of it will require any additional manpower or equipment.
16. The enforcement of traffic laws by the police should not be regarded as a sports contest. Competition has no place in modern-day traffic flow on public streets and highways. The police are committed to a policy of traffic patrol which normally will be conducted by uniformed officers using easily identifiable vehicles, supplemented when necessary by officers using equipment not readily identifiable as police equipment. The IACP also believes concealment for traffic law enforcement is justifiable when necessary to bring under control a situation that cannot be controlled by usual methods.
17. The use of scientific devices such as mechanical, electronic, photographic, and chemical equipment is justifiable when required to enhance the lawful efforts of the police. The limits to the use of devices by the police should be determined by their legality and scientific soundness.
18. The violation of traffic laws has nothing to do with the intent of the violator; therefore, it is incumbent upon the motorist or pedestrian to obey. If he does not obey, it should not be necessary for the police officer who apprehends him to prove that he intended to violate. It should not only be necessary that the officer prove that the offender did in fact commit that violation.
19. The words "entrapment" and "speed trap" are frequently used in the public press. Both of these terms imply that by some inducement or action the police have caused or enticed a person to violate the traffic laws. The police deplore the use of these or similar terms. The police do not entice people to violate traffic laws. In this connection, there has been and possibly are, today, some isolated instances where there is existing traffic legislation which the public generally neither approves nor considers necessary but which the police through legislative process are required to enforce. If and where such undesirable and unnecessary traffic laws do exist, they should be repealed by legislative action.
20. The police do not feel that the ultimate in safe speed for motor vehicle transportation has been reached. They recognize that increased safe speed for every form of transportation is a means of progress. Regularity of vehicular movement, however, must be recognized as an essential of efficient transportation. Comparatively low speeds are as disruptive as high speeds. Varying conditions such as traffic, road and visibility affect the

safe speed. The wide range of skills and capabilities of individual operators is a factor to be considered.

In light of these several factors and the need for reasonable, specific, understandable speed regulations it is, therefore, believed that the following considerations should be given in the formulation and enforcement of legislation designed to control undesirable effects of too great or too little speed for existing conditions.

- a. Absolute maximum speeds should be established for rural and urban driving after consultation of police and engineers.
  - b. Empower the appropriate agency, after consultation with police, to legally raise or lower these limits in specific zones after engineering and traffic accident studies establish that the proposed changed limit is reasonable and safe for that zone provided that the zone affected is properly and adequately signed.
  - c. Make it incumbent upon drivers to drive at speeds lower than the absolute maximums when consideration of existing conditions indicates a safe speed is lower than that of the existing maximums.
  - d. Legislation based on prima facie limits which allow the individual driver to exceed these limits when within his judgment it is safe to do so, is undesirable.
  - e. Minimum speed laws based on consideration of the speed for the most rapid, lawful, and efficient movement of traffic should be formulated after appropriate surveys determine the relationship of the need for rapid movement to its effect on the safe movement of traffic.
  - f. Review to determine the need for establishing or adjusting speed regulations should constitute a continuing program.
21. The police administrators of this Association endorse and encourage frequent meetings of all law enforcement, highway engineering and traffic safety groups on a state or local level to determine the casual factors, set the objectives for remedial action and then join in a united effort to combat the traffic accident problem for maximum effect.
22. The police administrators of this Association believe that improper use of the highways for publicity, public spectacle and unnecessary civilian caravans is inimical to public safety, and is incongruous to careful and prudent use of the highways and unduly taxes the resources of enforcement agencies in their responsibility of protecting the life and property of those within their jurisdiction. The International Association of Chiefs of Police looks with disfavor upon and discourages all improper use of highways and streets.
23. The Association urges its membership to support the "implied consent" provisions in the Uniform Vehicle Code, and the Council of State Governments to sponsor, and the respective legislatures to enact into law the "implied consent" provisions of the Uniform Vehicle Code.
24. The Association endorses and supports the need for legal authority in the use of radar, aircraft and other speed measuring devices by providing authority or eliminating legal prohibitions against the use of such technological and scientific methods as aids in the control and regulation of motor vehicle traffic.
25. The Association adopts the following policy:
- a. Copies of motor vehicle accident reports made by police should be made available to parties involved and their legal representatives.
  - b. A fee should be charged for this service which would cover the reasonable cost of providing the information.
  - c. The amount of said fee should be a matter of local determination.
  - d. Copies of statements of witnesses and officer's personal opinion as to the cause of the accident should be withheld until the criminal action, if any, has been determined.
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## CHAPTER II

### THE NEED FOR POLICE TRAFFIC SERVICES POLICIES, PROCEDURES, RULES AND REGULATIONS

Contemporary police management techniques demand that each individual within the organizational structure knows what is expected of him, how he is expected to carry out his functions, both generally and specifically, who he reports to and who reports to him. O. W. Wilson states:

"Channels should be established through which information flows up and down and through which authority is delegated. These lines of control permit the delegation of authority, the placing of responsibility, the supervision of work, and the coordination of effort. Lines of control should be clearly defined and well understood by all members so that each may know to whom he is responsible and who, in turn, is responsible to him."<sup>1</sup>

In Municipal Police Administration, another nationally recognized traffic expert, Gordon H. Sheeche, observes that:

"Sound and adequate enforcement policies are essential to gaining enforcement objectives and will guide police officers in putting into effect the kind of enforcement program envisioned by the administration. Clear statements of policy will help to resolve doubts in determining administrative intent."<sup>2</sup>

Policy development, therefore, is essential to the success of any organization. Policy indicates the general course of direction of an organization, within which the activities of the personnel and units must operate. This establishment of general (and we emphasize general) administrative guidelines relates to and complements the main objectives of the organization. For example, the policy concerning the issuance of citations in traffic accident cases might take the

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<sup>1</sup>Wilson, O. W., and Roy C. McLaren, Police Administration, 3rd Ed., McGraw-Hill Book Company, New York, 1972, p. 60.

<sup>2</sup>Sheeche, Gordon H., on Police Traffic Supervision, Municipal Police Administration, International City Management Association, Washington, D. C., 6th Ed., 1969, p. 113.

following form: "Violations of driving regulations cause traffic accidents, and accident may be reduced by effective traffic law enforcement. Violators should be issued citations when evidence exists to justify such action." The intent of this policy statement is to inform officers that the policy of the department is to enforce laws. Obviously, this policy is not concerned with the procedures to be followed in preparing each citation, nor does it establish any precise rules. Procedures and rules and regulations must not only follow policy, but must originate from policy.

Established policy, although allowing individual supervisors to think for themselves, limits possible mistakes within manageable bounds. Independent thinking should be encouraged because it develops administrative abilities. Potential executives can be developed only by permitting discretion and initiative on the part of the supervisors. Carefully delineated policy statements allow this latitude.

The term Policy is not synonymous with Procedure, nor do either of these terms have the same meaning as Rules and Regulations. The following definitions are offered to clarify and insure uniformity of terminology.

Policy. Policy consists of principles and values which guide the performance of a department in a particular situation. It is a statement of guiding principles which should be followed in activities which are directed toward the attainment of department objectives. Policy is formulated by analyzing objectives and determining through research those principles which will best guide the department in achieving its objectives. Policy is based upon police ethics and experience, the desires of the community and the mandate of the law.

Policy is articulated to inform the public and department employees of the principles which will be adhered to in the performance of the law enforcement function. Additionally, policy establishes operational standards to assist department employees in the necessary exercise of discretion in discharging their responsibility.

An officer in the performance of his duty is confronted with an infinite variety of complex situations which require police action. Since policy is objective rather than situation oriented, it is broad enough in scope to encompass most situations. Policy, therefore, must be stated in general terms.

Procedure. A procedure is a method of performing an operation or a manner of proceeding on a course of action. It differs from policy in that it directs action in a particular situation to perform a specific task within the guidelines of policy. Both policies and procedures are objective oriented; however, policy establishes limits of action while procedure directs response within those limits.

Rule or Regulation. A rule or regulation is a specific prohibition or requirement which is stated to prevent deviations from policy or procedure. Rules and regulations allow little deviation other than for stated exceptions.

The International Association of Chiefs of Police surveyed many agencies at the initial stages of this effort. The results of these surveys were, with but a few exceptions, predictable. The larger the agency was, the better their police traffic services policies and procedures were. This was not a startling discovery. Policy and procedure formulation requires, for the most part, sophisticated planning and research operations. The larger agencies can afford such luxuries, and the smaller agencies usually cannot.

The larger the police agency, the more likelihood there is that a formalized planning and research unit exists. Most extremely large police agencies have them, and most very small police agencies do not. Too many variables exist to state exactly when a police agency will reach the size that a formalized planning unit should be established. These variables include type of agency, geographic location, magnitude of problems, and so forth.

Based on information contained within State-Local Relations in the Criminal Justice System, of 38,202 known police agencies within the United States, 37,812 (or 98.9%) have less than 100 personnel. As a matter of fact, 31,422 (82.2%) have less than five. It would be a safe assumption that most police agencies in the United States do not have formalized planning units.

Certainly, in some of the smaller agencies, the planning function is being adequately performed by the chief or another individual, usually on a part-time basis, but these instances are believed to be rare.



### CHAPTER III

#### THE MANDATE FOR POLICE TRAFFIC SERVICES

##### POLICIES AND PROCEDURES

The need for development of Police Traffic Services Policies and Procedures is dictated by various provisions and requirements of the National Highway Traffic Safety Administration's Highway Safety Program Standards.

Highway Safety Program Standard 15, Police Traffic Services, requires the formulation of procedural guidelines:

- For the training of police in vehicular and pedestrian traffic operations.
- To allocate police resources commensurate with the magnitude of the traffic problem.
- For the selective assignment of trained police personnel.
- For investigation, recording and reporting accidents.
- For recognizing and reporting hazardous driver, roadway, and vehicle defects.

The proposed Police Traffic Services Standard N-6 states, "Each law enforcement agency shall be required to develop and implement carefully defined and written policies related to enforcement of traffic laws within its jurisdiction, such policies to be regularly communicated to all law enforcement officers."

These policies shall include:

- Guidance on handling traffic violations, D.W.I., drugs, suspensions and revocation cases.
- Procedures for prompt notification of:
  - a. Defective vehicles
  - b. Roadway and roadside hazards
  - c. Defective signs and signals

- d. Construction and maintenance deficiencies
- e. Driver defects

The Traffic Operations Standard 9.6 of the National Advisory Commission on Criminal Justice Standards and Goals contains similar language requiring the development and utilization of written police traffic services policies. The Standard states that "Every police agency should develop and implement written policies governing the investigation of traffic accidents, enforcement of State and local traffic laws and regulations, and traffic direction. Police chief executives should insure that these policies are regularly communicated to all supervisors and line personnel. These policies should include guidelines on:

- Physical arrests, issuance of warnings and citations, and transportation of arrestees;
- Investigation of traffic accidents;
- Interjurisdictional responsibility and authority for traffic supervision, and
- Auxillary services that have an indirect effect on traffic flow."

The text of Standard 9.6 continues with:

"Planning, policy, and procedure are vital to the successful operation of a police traffic services program. Without proper planning, and the development of policies and procedures to put those plans into effect, any program is doomed to failure.

Policy should be written and should become a part of duty manuals, general orders, and instructional material.

To insure impartial enforcement, procedures for issuing citations and warnings should be carefully delineated.

Policy also should comply with jurisdictional agreements within the State, clarifying which agency has primary responsibility and authority



for traffic supervision in specific areas. For example, should a State traffic agency maintain jurisdiction over a State highway running through a municipality under the control of another local police agency? Such distinctions should be clearly delineated, and the officers of each agency should be aware of their traffic duties and responsibilities.

Ancillary traffic services are those police activities that have an indirect effect on traffic flow. Comprehensive guidelines on aiding disabled motorists, removing hazards, controlling auto theft, disposing of abandoned cars, and safeguarding property, should be conveyed to all personnel."

Increasing demands for evaluating all law enforcement activities, including police traffic services, will further mandate the need for well written and understandable operating policies and procedures. Evaluation of an individual officer or a traffic unit's performance is futile without clear-cut direction and understanding of the basic objectives and goals of the organization.

Performance measures contained in the proposed NHTSA N-6 Police Traffic Services Standard would require well written operating policies and procedures if an effective evaluation is to be made of the following police traffic services activities:

"Traffic law enforcement activity generated in terms of citations, warnings, other contacts; number of crashes investigated; number of driver, vehicle, roadway defects reported."

The preceding standard requirements clearly contain a mandate for the development of police traffic services policies and procedures. Further, it has been made clear to the IACP through its Highway Safety Committee and its general membership that there exists, in the field, a real need for the development of operational policies and procedures based upon the position statements contained in the IACP publication, Highway Safety Policies for Police Executives which can be implemented at the state and local level.



## CHAPTER IV

### BACKGROUND AND METHODOLOGY OF EFFORT

No organization, either public or private in nature, can operate lacking efficient direction. Regardless of the goals of the organization, its personnel at all levels must be furnished (and have the right to expect) a firm indication of what is expected of them, who they report to and who reports to them.

Written policies, procedures, rules, and regulations, when effectively and timely employed, will do much towards reaching these end results.

At the initiation of this contract, IACP staff proceeded to poll in excess of seventy (70) police agencies, at all levels and all types, in an effort to obtain whatever police traffic services policies, procedures, rules, and regulations they currently were utilizing. Additionally, IACP staff, in their many travels requested scores of other police agencies to furnish this type of information.

The net results, although predictable, were nonetheless disappointing. The larger agencies were expected to have more and better policies, procedures, rules and regulations, and the smaller agencies were not expected to do as well. With but a few exceptions at both ends of the spectrum, this proved to be the case. Because the vast majority of police agencies fall into the "very small" or "small" category, however, this meant that the vast majority of all agencies do not have current, viable written direction.

Most agencies apparently do entirely without this written dicta. Many professed to having it, but, upon its presentation was frequently found to be:

- Not current - most had never been updated since originally issued.
- Not usable - did not accurately reflect the current position of chief administrator.
- Were not clearly written.
- In conflict, in many instances, with other existing policies, procedures, rules and regulations, thereby creating confusion at upper and lower levels. The results, of course, were that any given individual could select the policy or procedure he personally agreed with.

- Not distributed to operations-level personnel, and, in many cases, not even to supervisory or management personnel.
- Frequently, only one copy was in existence.
- Not compiled - frequently a policy, procedure, rule or regulation was formulated and then posted, only to disappear after a period of time, never to be seen again.
- Not enforced - frequently, even though a policy had been written, supervisors and subordinates ignored its existence (sometimes with apparent good reason) or were unaware of its existence.
- Attempted to include too much - policies, procedures, rules and regulations frequently were grouped together under one general heading, such as "General Order," making it necessary to consume a voluminous quantity of printed material before discovering what the "policy" of the department was on a certain issue, or what "procedures" were expected under certain circumstances. It is probably more logical to break them into their respective categories. Using this method, the researcher can, once accustomed to the system, quickly locate what he is after.

## CHAPTER V

### THE USE OF POLICIES

A major responsibility of the head of any organization is to develop and disseminate written policy to guide the actions of subordinates. A formal administrative or operational policy or procedure represents a definitive course of action selected from among a variety of alternatives. In light of existing conditions, particular approaches or avenues can be formally developed to guide and determine present and future decisions. Word of mouth policy formulation and distribution is not acceptable.

The need for clear-cut policy statements is not always well understood by police administrators. Unfortunately, there have been only occasional efforts to develop policies designed to guide and control police officers in the many types of situations they encounter. The absence of policy guidelines creates confusion and a resultant lack of uniformity of action. On the other hand, when formal policies exist and are clearly understood by all department personnel, the general direction of the organization is established and uniform and consistent action is encouraged.

In general, each community must be held accountable for any inadequacies of its police force, including deficiencies created by excessive and increasing demands upon the police, insufficient salary structures, and lack of necessary personnel and physical resources. Some of the fault, however, lies with police officials who, declining to risk discussion and controversy, have left major policy issues unwritten and undefined. Certainly the lack of adequate planning tools in a majority of agencies has caused police administrators to avoid confronting today's major law enforcement and traffic enforcement problems. The real need for basic improvement in law enforcement has been well presented in Task Force Report: The Police, which states:

1. There is need to recognize the variety of functions which police perform today, particularly in the large urban community. The demands upon police are likely to increase in number and complexity rather than decrease.
2. Important and complex social, behavioral, and political problems can adequately be dealt with by American government only if there is room for administrative variation, innovation, and experimentation of a kind presently lacking in the police field.

3. To deal adequately with current law enforcement needs requires an explicit acknowledgement that police are one of the most important governmental administrative agencies in existence today. It requires also that major changes be made to equip police to develop appropriate administrative policies and a willingness and capacity to conform with these policies.<sup>3</sup>

A great many police agencies in the United States have refrained from defining controversial or ambiguous situations into formal policy designed to help police officers make appropriate enforcement decisions in difficult circumstances. The many interoffice memoranda written and published by the agencies are, for the most part, procedural in nature and fail to provide sensitive enforcement decisions. Although a few of the memos may contain policy statements, most of these contain no mention of the procedure to be employed in carrying out such policy. There is no question that procedures must be defined in department orders or in manual form as a necessary adjunct to the administrative machinery of a police agency. However, in most cases, policy statements are necessary to establish the reasoning and purpose behind the procedure, especially in such discretionary areas as traffic law enforcement tolerances, sensitive human relations situations, and group behavior.

A modern police agency, recognizing the importance of the policy-making function will organize and implement processes to make policy-making systematic, intelligent, articulate, and responsive to appropriate social controls. If major progress is to be made, police agencies must be able to identify and deal with social problems before crisis situations occur..

The legislature, the judiciary and the prosecutor are also concerned with issues of criminal and traffic law and should participate in the development of traffic law enforcement policies.

State and local legislative bodies have a responsibility to provide legislative guidance, review and control, in addition to the routine rule of traffic law applied

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<sup>3</sup>President's Commission on Law Enforcement and Administration of Justice, Task Force Report: The Police (Washington, D.C., U.S. Government Printing Office, 1967), p. 38.

by the police. The judiciary should play a more important role in determining and defining proper traffic law enforcement practices. The prosecutor should develop traffic law enforcement policy relating to prosecution interests. The participation of each of these bodies will enhance the development and implementation of improved traffic law enforcement policies.

Policy Formulation. Policy formulation is a difficult undertaking for police officials, especially those without benefit of a formalized planning unit. Fulfilling this function requires the development of a systematic process by which important issues are identified, analyzed, and resolved. Although the actual staff work involved may be performed by an individual or a small group such as the Research and Development Section, the formulation process must include all command officers who will be involved in the implementation. This is usually accomplished through use of a "review and comment" system, wherein affected commanders are asked for an opinion of an order before publication. A directive which has been reviewed in this manner is said to have been "staffed." This device assures that all involved have the opportunity to contribute to the final product. It permits every aspect of the problem to be reviewed and provides for discussion by those most closely involved. In addition to improvements in the policy itself, real support for it will more likely result because those responsible for the implementation have participated in its creation.

The following guidelines are offered to assist any administrator, command officer, or supervisor to improve traffic policy formulation:

- Identify problem areas through study of routine complaints, observation of field practices, analysis of court decisions and study of particular problems already known.
- Systematically study the problem utilizing problem-solving techniques, staff study procedures, or other similar research methodology.
- Discuss and analyze the proposed policy with the command staff of the division and interested individuals or agencies outside the organization.
- Communicate written policy to operating personnel in clear and precise terms that can be readily understood by the officer at the operating level who will be responsible for its execution.

- Openly publish new policy, allow public criticism, and emphasize the division's position. An exceptionally few number of policies whose effectiveness requires secrecy should be kept confidential.
- Whenever possible, present new written policies to officers using a training approach, and permit officers to question and understand the reasoning behind the policy. A problem approach to communicating new policy should be adopted as preferable to a platform lecture method.
- Frequently review policy to determine whether it has the desirable degree of flexibility for both the officer and the division. Adequate provision must be made for the officer to exercise his own judgment, yet guidelines should restrict the making of arbitrary decisions.

A policy statement usually involves three main features:

1. The creation or affirmation of a long-range purpose or program.
2. The commitment of management representatives to a general standard to apply in daily decisions and conduct.
3. An indication of those areas left for discretion within the overall concept to allow for an interpretation in the variety of specific situations which may occur.

Some may argue that when policy allows an individual supervisor to think independently, he will make mistakes. This is true, but as long as he adheres to established policy, the mistakes will occur only within its limitations. Independent thinking develops administrative abilities on a management level because thinking opens the door to learning. Law enforcement has traditionally depended upon the development of the future leaders from within the ranks of the organization. Potential executives can be developed only by allowing discretion and initiative within supervisory positions. Well developed policy statements permit this latitude. The lack of formalized policy at the management level tends to encourage individual policy formulation at each level and in various components of an organization. Overall direction may then be distorted and confusion may result. Attempts to correct misunderstanding of policy follow a pattern of rule creation and enforcement of rigid codes.



The basic policy, once established, normally requires the development of detailed implementation instructions. Due to the infinite number of variables involved in some police activities, detailed instructions are not always practical. Therefore, operating procedures should take into account the latitude required by the various skill levels of personnel involved with the particular activity.

There is a need to develop methods of assuring compliance with division rules, regulations, and policies. Such controls are usually established through internal investigations and inspections administered by an inspectional services unit or individual under the direct supervision of the chief of police.

Situations wherein officers most usually deviate from prescribed operating policy usually fall into three general groupings:

1. An officer violates department regulations or policies due to his desire to satisfy an immediate supervisor who has voiced his reluctance to support new policy.
2. An officer takes an action not usually condoned but for which no written rule, regulation, or policy statement has been officially formulated.
3. An officer's actions are a violation of department policy or procedure, but are nevertheless consistent with prevailing practices condoned within the agency.

Internal control can be improved by:

- Developing a systematic policy formulation process to achieve control over identified police problems.
- Developing written policy to guide officers in making decisions concerning arrest, search, and the amount of force to be used.
- Establishing administrative controls and procedures in the form of written orders and/or procedural manuals.
- Providing training to help officers develop a desire to participate and conform and a sense of personal responsibility.

- Providing training and education to instill officers with a professional identity consistent with their police role in the community.

Although there is general recognition of local control over law enforcement agencies in this country, the police are necessarily called upon to carry out the mandates of specific legislative, executive, and judicial bodies. It follows therefore that the police are also subject to review and control by these branches of government. While it is important that a police agency be left with broad discretion to develop its own policy, it must also be realized that external control is normally exercised by city councils and managers, county boards, by prosecutors, by the judiciary, by the civil liability of the police officer, and by citizen complaint. Relationships between these factors and the police must be developed and utilized in the formulation of important law enforcement policy.

#### Administrative Issuance of Policies, Procedures, Rules and Regulations

The following pages contain a sample recommended Policy that can be utilized, with perhaps some minor modification, to provide the chief administrator and traffic commander with guidance in the issuance of traffic policies, procedures, rules and regulations.

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO 75-001
Subject		
ADMINISTRATIVE ISSUANCE OF POLICIES, PROCEDURES, RULES AND REGULATIONS		
Reference	Special Instructions	
All Policies	Rescinds all previous	
All Procedures		
All Rules and Regulations		
Distribution	Reevaluation Date	No. Pages
F-1	December 31, 1975	2

### I. Procedure

Traffic Policies, Procedures, Rules and Regulations are for the express purpose of providing members of the agency with administrative interpretation of traffic policy matters of a general nature and further to provide uniform procedures and rules and regulations for handling these matters in a more specific manner.

### II. Issuing Authority

Policies will, in all instances, be issued exclusively over the signature of the chief of police. Traffic procedures and rules and regulations may be issued by the commanding officer of the Traffic Division, with the approval of the chief of police.

### III. Responsibility

Commanding officers are responsible for issuing copies of all issuances to members of his command. Each member of the Division (or Department, when appropriate) will be issued a three-ring binder, within which he will maintain the aforementioned issuances in a neat and orderly manner. Each member will be required to read each issuance and to acknowledge in writing that he has

read and does understand same, within twenty-four (24) hours of the date of issue of the policy or procedure, or within twenty-four (24) hours of the date of the officers return to service, should he be on leave status at the time of issuance.

IV. Inspection

The commanding officer of the affected division will cause each member's notebook to be inspected on a regular basis.

V. Distribution

Each issuance will indicate on its face its effective date, its number, the subject matter, special reference information, special instructions, its distribution schedule, its date of reevaluation and the number of pages.

Approved By:

---

(Chief of Police)

I have read and understand this policy.

---

(Signature)

### Coding of Policies, Procedures, Rules and Regulations

The following pages contain a sample recommended Procedure that can be utilized, with perhaps some minor modification, to provide the department with uniform coding practices.

This sample Procedure should be studied in concert with the sample recommended Policy on Administrative Issuance of Policies, Procedures, Rules and Regulations.



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PR 75-001
Subject		
CODING OF POLICIES, PROCEDURES, RULES AND REGULATIONS		
Reference	Special Instructions	
All Policies	Rescinds all previous	
All Procedures		
All Rules and Regulations		
Distribution	Reevaluation Date	No. Pages
F-1	December 31, 1975	

### I. Purpose

To establish a uniform procedure in coding all departmental traffic policies, procedures, rules and regulations.

### II. Method

- A. Identification - Each policy, procedure, rule and regulation that is prepared shall be so labeled in the appropriate place on the cover sheet of the policy or procedure.
- B. Effective Date
  1. The issuing authority shall indicate, in the appropriate place, the effective starting date of the policy or procedure.
  2. In no case shall a policy, procedure, rule and regulation have a retroactive effective date.
  3. In each case where there is a likelihood of a policy, procedure, rule and regulation having a negative effect on department or public morale, or where prior training or public education would increase the likelihood of its success,

then the issuing authority will, whenever possible, publish or display such issuance but shall delay the effective date for a period of time which, in his judgment, is desirable.

C. Number

Each policy, procedure, rule and regulation shall be issued a code that will designate its category, the year in which it is issued, and its number of issuance.

Example:

PO 74-001 indicates that this Policy was the first issued in calendar year 1974.

PR 74-002 indicates that this Procedure was the second issued in calendar year 1974.

RR 74-003 indicates that this Rule and Regulation was the third issued in calendar year 1974.

D. Subject

The space reserved for Subject will include a short description of the contents of the policy, procedure, rule and regulation.

E. Reference

Refer, by number and by cross-referencing, to all related policies, procedures, rules and regulations.

F. Special Instructions

This space would normally be reserved to indicate which previous issuances are rescinded with the current issuance.

G. Distribution

An indication of to whom the policy, procedure, rule and regulation should be issued to. Example:



### Primary Code

- A - All Command Personnel
- B - All Supervisory Personnel
- C - All Line Personnel
- D - All Dispatchers
- E - All Civilian Personnel
- F - All Personnel
- G - Approved for Public Release

### Secondary Code

- 1. All Divisions
- 2. Traffic Division
- 3. Juvenile Division
- 4. Detective Division
- 5. Patrol Division

Thus, an issuance that is to be distributed to all command personnel within the Traffic Division would have the distribution code A-2.

An issuance that is to be distributed to all personnel, in all divisions and is further approved for public release, would be coded FG-1.

### H. Reevaluation

The planning function should include annual review of all policies, procedures, rules and regulations with recommendations to the chief of police that they be continued, discontinued, or modified. Thus, no issuance should be

considered permanent, and none should be in official effect more than twelve (12) months.

Approved By:

---

(Chief of Police)  
(Or Other Authorized Person)

I have read and understand this procedure.

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(Signature)

## CHAPTER VI

### INDEX OF POLICIES

The following section contains model police traffic services policies. As has been previously stressed, these model policies must be carefully reviewed and, in some cases, revised before formal adaptation.

Some policies will need some revision because of local conditions before final adaptation, and some may not be applicable at all. In any case, they should not be regarded as all-inclusive, but rather as a starting place for policy formulation and execution.

The professional staff of IACP believes, following extensive review of these policies and much soul-searching, that this document can be adapted into the existing administrative structure by virtually any police agency.

When Phases II and III are completed, the traffic administrator should have a comprehensive manual of policies, procedures, rules and regulations that are completely adaptable to his agency.



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**TRAFFIC LAW ENFORCEMENT**



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-002
Subject		
TRAFFIC LAW ENFORCEMENT		
Reference	Special Instructions	
Distribution		Reevaluation Date
FG-25		December 31, 1975
		No. Pages
		2

### I. Purpose

The purpose of traffic law enforcement is to reduce traffic collisions and injuries and to facilitate the safe and expeditious flow of vehicular and pedestrian traffic through the public's voluntary compliance with traffic regulations. Our goal will be to meet our objectives through a combination of education and enforcement.

### II. Method

It will be this department's policy to educate the public regarding traffic regulations through programs aimed at identifying specific problems, by publishing traffic accident and injury statistics, and by giving notice and warnings of changes in regulations prior to taking enforcement action.

It will be this department's policy to take enforcement action upon the detection of an illegal and potentially hazardous act without regard for such factors as attitude, intent, or frivolous excuse. Enforcement action may consist of a warning, citation, or physical arrest.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

---

Chief of Police

I have read and understand this policy.

---

Signature

# HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-003
Subject		
SELECTIVE TRAFFIC LAW ENFORCEMENT		
Reference	Special Instructions	
Distribution		Reevaluation Date
FG-25		December 31, 1975
		No. Pages
		1

## I. Purpose

The purpose of selective traffic law enforcement is to direct police activity where it can accomplish the most good—that is, to direct police traffic enforcement activity to pre-selected times, places and toward types of traffic violations that are known to be accident-causing.

## II. Method

It will be the policy of this department to conduct statistical and visual surveys to determine by location, time and day of week the violations which are causing accidents.

Based on this information, our department will deploy personnel to those pre-determined areas to observe accident-causing violations and to take appropriate enforcement action.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-004
Subject  TRAFFIC LAW VIOLATOR CONTACT		
Reference	Special Instructions	
Distribution  F-25	Reevaluation Date  December 31, 1975	No. Pages  1

I. Purpose

To establish the attitude of this department regarding traffic law violators.

II. Method

Traffic violation enforcement is one of the many routine tasks performed by police officers, but for violators it frequently is an emotionally traumatic experience. Officers should be aware of these conditions and should strive to make each contact educational and to leave the violator with the impression that the officer has performed a necessary task in a professional and friendly manner.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature





## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-005	
Subject			
VISIBLE TRAFFIC PATROL AND OFF-STREET OBSERVATION			
Reference		Special Instructions	
Distribution		Reevaluation Date	
F-25		December 31, 1975	
		No. Pages	
		1	

### I. Purpose

To establish this department's policy regarding visible traffic patrol and off-street officer observation of traffic law violators.

### II. Method

Any tendency of motorists to knowingly violate traffic laws is ordinarily deterred by open and visible patrol, with the number of traffic accidents being correspondingly reduced. However, when there is an unusual or continuing enforcement problem at a particular location, officers may park in a conspicuous location and observe traffic.

Off-street traffic observation must have the supervisor's approval, and every effort should be made to not suggest the appearance of a "speed trap" or "duck pond" situation.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-006	
Subject			
SPEED LAW TOLERANCE			
Reference		Special Instructions	
Distribution		Reevaluation Date	
F-25		December 31, 1975	
		No. Pages	
		2	

### I. Purpose

To establish a fair policy in dealing with marginal speed law violations.

### II. Method

Legally, there is no defense for exceeding the posted speed laws, or for driving faster than conditions permit, however slight.

Practically, however, there exists sufficient reason to believe that factors such as improperly calibrated factory speedometers, marginal weather conditions, and other factors, may give a subject cause to believe that his speed may have been slightly less than that stated by the officer, or that existing conditions are less severe than stated by the officer.

For these reasons, it is suggested that the officer exercise such tolerance that he may believe to be necessary to remove substantial doubt from the mind of the accused.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

---

Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-007
Subject		
TRAFFIC ENFORCEMENT TOLERANCE AND LATITUDE		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-25	December 31, 1975	2

### I. Purpose

- A. To establish an approach to traffic law enforcement which provides for uniformity of action throughout the department.
- B. To provide a method of assuring fair and intelligent application for traffic laws and ordinances.

### II. Background

- A. Uniform enforcement is a critical element of an effective traffic law enforcement program. The public will not protest when strict enforcement is justly and impartially administered. However, the public will object to a lack of uniformity in the application of traffic law.

To continuously make arrests in one area of the jurisdiction and warn in others for identical violations committed under similar conditions and circumstances causes the public to lose faith in the enforcement program.

When faith is lost, support cannot long remain, and the law enforcement agency, without public support, will find itself in a most difficult position.

To obtain a high degree of uniform enforcement, a standard must be established to determine what type of action will be taken following a given traffic law violation.

Officer discretion is important to an effective traffic law enforcement program. The management of this department believes that each officer is entitled to know whether he is operating under a rigid, moderate, or lenient enforcement policy.

- B. The major objective of providing a traffic law enforcement policy is uniformity of application of laws and ordinances which regulate the use of motor vehicles.

The best method of assuring fair and intelligent application of laws and ordinances is to formulate and disseminate practical policies.

C. Advantages of Uniformity of Application

1. All members enforcing the same laws in the same manner.
2. Provides for a fair and reasonable approach to traffic law enforcement.
3. Promotes public acceptance of traffic law enforcement.

- D. By the application of tolerance in traffic law enforcement, there is no intention to destroy or distort the intent of the law. When applied with the principles and provisions set forth herein, the use of tolerances will strengthen the spirit of the law by making enforcement reasonable.

II. Method

It is the policy of this department that traffic law enforcement should be consistent with the guidelines set forth in the attached Appendix. (See Appendix Item One.)

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-008
Subject		
AUTHORITY OF OFFICER TO VOID CITATION		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-1	December 31, 1975	2

### I. Purpose

To establish this department's policy in situations requiring voiding of traffic citations.

### II. Method

Ordinarily, the judge or prosecutor are the only persons legally authorized to negate the effect of a properly issued traffic citation.

However, there may be times when extenuating circumstances dictate the need for voiding a citation once it has been written or partially written.

In these cases, the officer will state the precise reason for such voidance in writing on the back of the citation, and shall explain in writing to his supervisor such action. All citations for moving Hazardous Violations that are to be voided must be explained in "open court."

In no case shall an officer, supervisor or command officer, including the chief of police void a traffic citation issued by another officer.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-009
Subject		
TICKET FIXING		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-1	December 31, 1975	1

I. Purpose

To establish this department's philosophy in the settling of traffic citations in a manner other than through the court process.

II. Method

Department policy has established parameters within which a traffic citation may, under special circumstances, be voided by the arresting officer.

It is further acknowledged that a judge or prosecutor may legally terminate a traffic citation prior to trial.

Any other termination of a traffic citation is not only illegal, but damaging both to the morale of the members of this department and to the morale of the general citizenry, and will not be tolerated.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-010	
Subject			
SUSPENDED AND REVOKED DRIVERS' LICENSES			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-25		December 31, 1975	2

### I. Purpose

To establish this department's policy on persons operating a motor vehicle while their driving privileges have been lawfully suspended or revoked.

### II. Method

The police officer is frequently in the position of encountering drivers, following the detection of a traffic violation, who are unable to produce a valid operator's license.

If the officer is reasonably certain that the violator's driving privileges have not been suspended or revoked, he should not effect a physical arrest, but should in every case issue a citation for failure to have operator's license on person. If, at a later date, it is determined that the license was suspended or revoked, he should issue the appropriate citation at that time.

If the officer is reasonably certain or is unsure that the violator's license is suspended or revoked, he should then effect a physical arrest of the subject, and assume custodial responsibility of the subject and his property.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-011
Subject		
WRITTEN OR VERBAL WARNINGS TO TRAFFIC VIOLATORS		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-25		December 31, 1975
		No. Pages
		2

### I. Purpose

To establish the policy of this department regarding the issuance of written and verbal warnings in lieu of citations and/or physical arrest.

### II. Method

The policy of this department is that enforcement action may consist of physical arrest, citation or warning. The selection is left to the discretion of the officer.

Generally speaking, a written or verbal warning may be rendered when there is reasonable doubt in the officer's mind as to the degree of intent present in the violator's mind at the time of the violation.

Whenever possible, a serious degree of reasonable doubt in the mind of the officer should be resolved in favor of the violator.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

---

Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-012	
Subject			
STOPPING AND APPROACHING THE TRAFFIC VIOLATOR			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	2

### I. Purpose

To establish the policy of this department regarding stopping and approaching the traffic law violator.

### II. Method

Enforcing traffic laws is one of the more "routine" functions that police officers perform.

All too frequently, however, police officers are injured and, in some cases, killed, from situations arising from what initially appeared to be, even to a trained observer, a "routine" traffic stop.

Realizing that a courteous demeanor, when exhibited by a police officer during the course of a traffic stop, is of utmost importance to establishing the educational rapport that is so necessary, it is nonetheless realized that the safety of the officer is of paramount importance.

Officers will, therefore, take whatever steps and precautions that are necessary during routine traffic stops to assure their safety and well being.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-013
Subject		
USE OF RADAR IN TRAFFIC LAW ENFORCEMENT		
Reference	Special Instructions	
Distribution		Reevaluation Date
FG-25		December 31, 1975
		No. Pages
		2

### I. Purpose

The purpose of the utilization of radar and/or other electro-mechanical speed measuring devices is to make available, to the traffic officer, a supplementary tool to assist him in high or potentially high accident locations when speed is a factor.

### II. Method

It will be the policy of this department to not utilize radar or other electro-mechanical speed measuring devices for "filler" or "slack" officer time.

Radar and/or other electro-mechanical speed measuring devices will not be utilized without prior approval from the commanding officer

of the traffic unit. Such devices will be deployed with the safety of the officer in mind at all times.

It will be the policy of this department to utilize radar, whenever possible, in response to citizens' complaints concerning speeding motorists.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-014
Subject MULTIPLE TRAFFIC LAW VIOLATIONS		
Reference	Special Instructions	
Distribution F-25	Reevaluation Date December 31, 1975	No. Pages 2

### I. Purpose

To establish this department's policy in cases where a subject is observed committing more than one traffic violation in a contiguous relay of circumstances.

### II. Method

A major objective of effective traffic law enforcement is to fairly and impartially enforce all traffic laws violated in the presence of a police officer.

Except in circumstances involving Hazardous Violations, police officers shall issue a citation for the most serious of the two or more traffic law violations that occur in his presence.

To do otherwise would have the tendency of giving the department the appearance of "piling it on," an appearance totally inconsistent with all that has to do with effective traffic law enforcement.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

# HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-015
Subject		
DWI OR DUIL ARRESTS		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
FG-25	December 31, 1975	1

## I. Purpose

To establish the policy of this department when an officer has reasonable grounds to believe that a traffic violator is under the influence of alcohol.

## II. Method

The officer, following whatever initial examination at the scene of the traffic stop he believes necessary, will effect a physical arrest of the subject and assume responsibility for the safety of the subject and the subject's property.

Chemical test(s) will be offered to the subject in accordance with state statute(s) but, if such tests are refused, the officer is reminded that such chemical tests are supplementary tools only, and such lack of consent shall not constitute cause to issue a citation for a lesser offense.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-016	
Subject			
ENFORCEMENT OF PARKING REGULATIONS			
Reference		Special Instructions	
Distribution		Reevaluation Date	
FG-25		December 31, 1975	
		No. Pages	
		1	

I. Purpose

To establish this department's policy regarding on-street parking of vehicles.

II. Method

Street parking is restricted in various areas of the City to ensure fair access to parking and to expedite the flow of vehicular traffic. All existing parking regulations will be enforced with reasonableness and impartiality in all areas of the City.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature





## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-017	
Subject CITATION IN LIEU OF ARREST			
Reference		Special Instructions	
Distribution F-25		Reevaluation Date December 31, 1975	No. Pages 1

### I. Purpose

To establish the policy of this department in issuing citations in lieu of physical arrest.

### II. Method

It shall be the policy of this department that, whenever legally and practically possible, the officers of this department shall issue citations and obtain from the traffic violator a written promise to appear in traffic court, as opposed to making an actual physical arrest.

Exceptions to this policy are enumerated in applicable departmental traffic procedures.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-018	
Subject			
NON-RESIDENT TRAFFIC VIOLATOR CONTACT			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-25		December 31, 1975	1

## I. Purpose

To establish the policy of this department regarding non-resident traffic law violators.

## II. Method

The Uniform Vehicle Code is now being followed, substantially, by a majority of the states. Hence, non-residents are rarely subjected to unfamiliar traffic signs or inconsistent regulations. Therefore, unless the traffic regulation is unique to our area, no immunity should be granted because a person is a non-resident.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By: .

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-019	
Subject			
TRAFFIC CITATIONS AND REVENUE			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
FG-1		December 31, 1975	1

## I. Purpose

To formally establish this agency's philosophy on the quantitative issuance of traffic citations for the primary purpose of generating revenue.

## II. Method

In order to generate an effective degree of public support, it is imperative that each officer understands that none of the monies generated from traffic fines or traffic court costs are utilized to pay police salaries, or to purchase police equipment, or in any other way to supplement the police department budget.

Officers are encouraged to relay this information to citizens, whenever the need seems apparent.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-020	
Subject			
TRAFFIC VIOLATIONS BY PHYSICIANS			
Reference		Special Instructions	
Distribution		Reevaluation Date	
F-25		December 31, 1975	
		No. Pages	
		1	

### I. Purpose

To establish a policy within this department when an officer has occasion to deal with a licensed medical physician who has violated a traffic law in an alleged emergency situation.

### II. Method

On such occasions, the officer will verify the physician's identity and allow him to proceed to his destination. Such release should be accompanied by a brief verbal warning by the police officer as to the dangers of non-law-abiding conduct.

Should further investigation reveal that the physician was not, in fact, engaged in a medical emergency task, then the officer should immediately take appropriate enforcement action.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature





## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-021	
Subject			
TRAFFIC ARRESTS INVOLVING THE USE OF DRUGS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	2

### I. Purpose

The use of mind-influencing drugs has reached epidemic proportions in this country and, with it, the corresponding use of these drugs while operating a motor vehicle.

This will establish the policy of this department in dealing with this type of violation.

### II. Method

Frequently, traffic violation prosecutions involving drugs are not brought to a successful conclusion because the traffic officer feels that chemical tests (as in DWI cases) are not always available and are not sophisticated enough to yield adequate results.

The members of this department are reminded that chemical tests, whether used for determining alcohol or drug content, are a supplementary tool only, and that it is possible to successfully prosecute, in either case, without them.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

---

Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-022	
Subject			
ARREST OF MILITARY PERSONNEL			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	2

### I. Purpose

To establish the policy of this department in citations, arrests or traffic accidents involving military personnel.

### II. Method

It will be, on occasion, necessary to issue a traffic citation, effect a physical arrest or investigate a traffic collision involving a member of the Armed Forces.

Armed forces personnel, for these purposes, shall include:

Regular members of the Army, Navy, Air Force,  
Marine Corps, and Coast Guard, and reservists  
who are on active duty.

When a physical arrest is made, the investigating officer's supervisor shall cause the liaison officer of the nearest Armed Forces Investigative Headquarters Division to be notified. This does not apply to the issuance of a traffic citation when an actual physical arrest is not made.

The same shall apply when Armed Forces personnel are involved in a traffic accident, and are either killed or injured to the extent that they require hospitalization. In this latter case, it will also apply to civilian employees of the Armed Forces while acting within the scope of their employment.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

---

Signature

# HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-023
Subject		
BICYCLE TRAFFIC LAW VIOLATIONS		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-235	December 31, 1975	2

## I. Purpose

To establish this department's policy as it pertains to bicycle traffic law violations.

## II. Method

Traditionally, bicycle traffic law violations have, for the most part, been committed by juveniles and the police role has been viewed as being primarily educational and not enforcement.

Increasingly, however, the average age of purchasers of bicycles has moved more and more towards the legal adult category, and it is doubtful that this "educational" philosophy is as valid as it once was.

It is, therefore, this department's policy that whenever traffic law violations take place, and the violator is riding a bicycle, and particularly when the rider is an adult, then appropriate enforcement action should take place.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-024	
Subject			
PEDESTRIAN TRAFFIC LAW VIOLATION			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-25		December 31, 1975	2

### I. Purpose

To establish this department's policy regarding pedestrian traffic law violations.

### II. Method

Traditionally, pedestrian traffic law violations have been looked upon lightly by law enforcement officers for the dual reasons of (1) not being a particularly "serious" violation, and (2) not being one that is "popular" with the public to enforce.

However, recent studies have indicated that the pedestrian problem is far more serious than was initially thought to be, and that many deaths and injuries result from pedestrian traffic law violations.





**CONTINUED**

**1 OF 3**

It is therefore, this department's policy that enforcement action will take place when and where pedestrian traffic law violations are observed.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

---

Signature

**ACCIDENT INVESTIGATION**

**VI-55**



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-025
Subject		
ACCIDENT INVESTIGATION		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-25	December 31, 1975	2

### I. Purpose

The purposes of accident investigation are many: first, to determine the causes, times and places of accident-causing violations so that appropriate selective enforcement action may be implemented; second, to obtain data for traffic and highway engineering improvements; third, to protect the rights of the individuals involved; and fourth, to obtain data that will improve traffic and driver education.

### II. Practice

It will be the policy of this department to investigate each reported traffic accident to prepare reports as required by law on the appropriate form, to submit copies of those reports to the proper agencies, and to

advise all parties involved in the traffic accident to complete all reports required by law.

III. Enforcement Action

In all cases when the investigating officer has reason to believe that a violation(s) of law has caused or contributed to the traffic accident, appropriate enforcement action will take place.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-026
Subject		
ACCIDENT REPORTS		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-25	December 31, 1975	1

I. Purpose

To establish the policy of this department in reporting accidents.

II. Background

The basis of any traffic enforcement program is records. Without adequate information recorded at the scene of traffic accidents, it is impossible to conduct an effective selective traffic law enforcement program.

III. Method

Such level of accident reporting competence will be achieved through a combination of training and supervisory review.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature





## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-027
Subject		
ACCIDENTS ON PRIVATE PROPERTY		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-25		December 31, 1975
		No. Pages
		2

### I. Purpose

To define different categories of "private property" and to establish this department's policy in investigating accidents on private property.

### II. Method

Accidents occurring on private property which is not normally open to the general public, such as a private residence, where no injuries have occurred and when none of the involved parties request that a report be taken will not require a written report.

Accidents occurring on residence-type private property, and where death or injuries have resulted, or the damage to any of the vehicles has exceeded \$200.00, will require a report.

Accidents occurring on private property normally open to the general public, such as a shopping center parking lot, will be handled and processed as if they had occurred on a public street or highway.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-028
Subject		
TRAFFIC ACCIDENTS INVOLVING DEPARTMENT VEHICLES OR EMPLOYEES		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-1		December 31, 1975
		No. Pages
		1

### I. Purpose

To establish the policy of this department to be used whenever a department vehicle and/or department employee, while acting within the scope of his duties, becomes involved in a traffic accident.

### II. Method

Any traffic accident involving a department vehicle or involving any employee (including a member of the Reserve or Auxiliary branch) while acting within the scope of his duties shall be reported to the department by the employee operating the vehicle or otherwise involved.

A supervisory employee shall be dispatched, whenever practicable, to the scene of each traffic accident which requires a state traffic report. If practical, the supervisor dispatched to the scene shall be a member of the division to which the involved employee is assigned.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-029	
Subject			
ACCIDENTS INVOLVING HAZARDOUS MATERIALS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	1

## I. Purpose

To establish the policy of this department in traffic accidents involving a vehicle or vehicles transporting hazardous materials.

## II. Method

Hazardous materials and placard markings are defined in the publication: A Manual of Transportation Emergency Guides: February 1972, Manufacturing Chemists Association, 1825 Connecticut Avenue, N. W., Washington, D.C. 20009, and this publication shall be utilized as both a field reference guide and as a training manual. Supervisors shall be especially familiar with the contents of this publication.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature

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## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-030	
Subject			
ACCIDENT SCENE RESPONSIBILITY, FIRST OFFICER TO RESPOND			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	2

### I. Purpose

To establish a chain of responsibility for the first officer responding to the scene of traffic accident.

### II. Method

Only a highly trained and experienced officer can effectively carry out all necessary responsibilities at the scene of a traffic accident, particularly when an injured person or persons are involved.

It will therefore be the policy of this department that, unless unusual circumstances prevail, tasks will be carried out within the following priority scheme:

1. immediate care for the injured, rendering life-sustaining first aid.
2. summoning ambulance and/or additional police assistance.
3. protecting the scene of the accident to prevent further crashes, including summoning wrecker, if not already on the way.

4. protecting the scene to prevent evidence being destroyed that might prevent an effective accident investigation.
5. locating witnesses.
6. recording the accident information.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



CONTROL AND DIRECTION OF TRAFFIC



## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-031
Subject  CONTROL AND DIRECTION OF TRAFFIC		
Reference	Special Instructions	
Distribution  F-25	Reevaluation Date  December 31, 1975	No. Pages  2

### I. Purpose

The purpose of controlling and directing traffic is to facilitate the safe and efficient movement of such traffic. It is the police task to see that traffic moves as safely and as quickly as possible.

### II. Method

To accomplish this task, the police must enforce traffic laws, investigate accidents, and direct traffic.

To enforce compliance with traffic laws and to develop driver awareness of the causes of accidents, our department will appropriately warn, cite or physically arrest traffic violators.

Traffic accidents are investigated to protect the rights of the involved parties and to determine the causes of accidents so that appropriate counter-measures may be initiated.

The department will maintain intersection control when and where necessary to direct vehicular and pedestrian traffic and to provide information to the public and assisting in whatever manner necessary.

III. Safety of Officers

The above will be accomplished with consideration of the safety of the officer in mind at all times.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

---

Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-032	
Subject			
TRAFFIC AND PEDESTRIAN CONTROL AT SPECIAL EVENTS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-25		December 31, 1975	2

### I. Purpose

To establish the policy of this department in handling traffic, both vehicular and pedestrian, at special events.

### II. Method

"Special Events" are defined as events at which a large volume of vehicular and/or pedestrian traffic is anticipated (such as a sporting event or political rally) and, further, events at which hostile crowds are not anticipated.

It is the policy of this department that only such control as is absolutely necessary will be exerted and, that, keeping the safety of the officer in mind at all times, our primary task at special events is to assist the motorist and/or pedestrian.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-033
Subject		
ADVERSE ROAD AND WEATHER CONDITIONS		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-1	December 31, 1975	2

### I. Purpose

To establish the policy of this department upon encountering adverse road and weather conditions that could have an effect upon the safe and expeditious flow of traffic.

### II. Definitions

Such adverse conditions may be defined, for our purposes, as:

- (1) Accidental, such as debris falling onto the roadway from another vehicle, etc.
- (2) Acts of nature, such as fog, ice on road, etc.
- (3) Engineered, such as an exposed guardrail end, or any other object that may cause unnecessary additional damage or injury should a vehicle, for any reason, impact with such object upon leaving the road.

III. Method

Upon discovery of any of the above, the officer shall cause the appropriate person or persons to be notified for the purpose of correcting said conditions and, if necessary, cause the scene to be guarded to prevent damage or injury.

This policy is to be used in conjunction with all relevant existing department policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-034	
Subject			
SLOW MOVING VEHICLES			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-25		December 31, 1975	1

## I. Purpose

To establish the policy of this department as it pertains to slow-moving motor vehicle traffic.

## II. Method

Slow-moving vehicles, which impede the normal flow of traffic, have not traditionally been considered a priority enforcement area.

It will be the policy of this department that, whenever analyzed accident data indicates that this violation has caused a substantial number of accidents within or at a definable area or location, then enforcement efforts will be so directed.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



**MOTORIST SERVICES**

**VI-79**



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-035
Subject		
MOTORIST SERVICES		
Reference	Special Instructions	
Distribution		Reevaluation Date
FG-1		December 31, 1975
		No. Pages
		2

### I. Purpose

Often, because there are no other public or private agencies available, the public relies upon the police for assistance and advice in the many routine and emergency situations which can and do develop in an urban society. For this reason, the police regularly respond to incidents where it is not contemplated that an arrest will be made.

### II. General Services

Saving lives and aiding the injured, locating lost persons, keeping the peace and providing for other miscellaneous needs are basic services provided by the department. To satisfy these requests, the department responds to calls for service and renders such aid or advice as is necessitated or indicated by the situation.

### III. Motorist Services

Because of the overall danger to the stranded motorist, and also to the motorist on the highway because of the stranded motorist, it shall be the policy of this department to offer reasonable assistance at all times to the motorist

Who appears to be in need of aid. This will apply at all hours of the day, but particularly during the nighttime hours, when the hazards are commensurately increased.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-036
Subject		
FUEL TRANSFER--DISABLED MOTORISTS		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-1	December 31, 1975	2

### I. Purpose

To provide guidance to departmental personnel in the appropriateness of providing fuel from departmental vehicles to those of stranded motorists.

### II. Method

When necessary, considering the availability of other fuel sources, commercial roadside service availability, the time of day, the probability of accident hazard involving the now pedestrian motorist, the physical condition of the motorist, and the weather conditions prevailing, officers shall utilize their fuel transfer devices to place within the fuel tank of the stranded motorist's vehicle sufficient fuel to operate that vehicle to the nearest available refueling station which is open for business or to the motorist's residence or place of business, whichever is closest. Gasoline

shall not be provided when the motorist's vehicle is diesel powered nor when the vehicle's engine is two-cycle and there is insufficient motor oil to operate the vehicle to the refueling station or residence or place of business of the motorist.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-037
Subject		
PROVIDING INFORMATION AND DIRECTION TO HIGHWAY USERS		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-1		December 31, 1975
		No. Pages
		2

### I. Purpose

To serve highway users who request information and/or directions from departmental personnel.

### II. Method

Departmental personnel shall freely and cheerfully provide information and directions to persons who request such, and shall become familiar with the streets and highways in the area and the various services and facilities available not only within the jurisdiction but also in those places within a reasonable distance to which many persons can be expected to travel.

At a minimum, all officers assigned to motorized patrol shall have in their possession as part of their equipment maps of both the local area and the state for the purpose of providing visual aid to persons when appropriate.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-038	
Subject			
ASSISTANCE TO STRANDED MOTORISTS--ASSURANCE OF AUTHORIZED VEHICLE USE AND LAWFUL OPERATION			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-25		December 31, 1975	1

**I.     Purpose**

To prevent assistance to stranded motorists whose use of the vehicle in their possession is unauthorized or unlawful.

**II.    Method**

Officers who assist stranded motorists shall remain alert to possibilities that: the vehicle in the possession of the motorist has not been authorized for his use; the vehicle is in unsafe operating condition; the motorist is unlicensed to drive; the motorist is incapable of safely operating the vehicle; and/or the vehicle's occupants have engaged in criminal activity.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-039
Subject		
ASSISTING MOTORISTS STRANDED BY DEAD BATTERIES		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-1	December 31, 1975	No. Pages 1

## I. Purpose

To provide guidance to departmental personnel when providing assistance to motorists stranded because of a dead battery and to prevent accidental damage to departmental and other property.

## II. Method

Officers shall not use their departmental vehicle to push any vehicle which has stalled because of a dead battery for the purpose of starting that vehicle.

Officers may assist the motorist by using jumper cables providing that reasonable care is taken to prevent damage or injury during such use.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-040	
Subject			
OFFERING ASSISTANCE TO HIGHWAY USERS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
FG-1		December 31, 1975	1

### I. Purpose

To provide guidance to departmental members in determining priorities for their services.

### II. Method

Officers shall be constantly alert for highway users who appear to need assistance. Whenever possible, consistent with the prevailing necessity to effect apprehensions of actual or suspected violators and to answer previous calls for service or fulfill assignments, officers shall stop and offer their services to highway users who appear to be in need of assistance.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature





## ADMINISTRATIVE REGULATIONS

VI-93



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-041
Subject		
MOTORIZED ESCORTS		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-25		December 31, 1975
		No. Pages
		2

### I. Purpose

To establish the policy of this department in granting requests for motorized police escorts.

### II. Method

The granting of motorized police escorts will be through the office of the Chief of Police or through the Traffic Commander.

The department has established procedures for the purpose of determining when and to whom such requests will be granted.

Normally, requests for escorts shall not be granted to any person for the purpose of expediting his journey or to provide publicity or personal convenience. Police escorts, operating under emergency conditions, shall confine their activities to those emergencies within the intent and meaning of the state vehicle code.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-042	
Subject			
POLICE TRAFFIC ACTIVITY DEFINITIONS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-25		December 31, 1975	7

### I. Purpose

To establish uniform definitions relating to police traffic activities.

### II. Definitions

#### Highways and Traffic

Highway or Street Traffic Supervision. Keeping order on streets and highways within existing regulations, to make their use safe and expeditious. Traffic supervision is essentially the traffic work of police agencies. It has three main direct functions which require police powers:

1. Police Traffic Accident Investigation
2. Police Traffic Direction
3. Police Traffic Law Enforcement

Highway Traffic Regulation. The extreme form of highway traffic restriction, usually temporary, which involves definite planning in the selection of routes for and use by highway traffic to make the route most effective in meeting certain transportation requirements. Regulation usually involves scheduling of some or all movements and requires a high degree of traffic direction and other supervision. Regulation implies full control both as to priorities of use and the scheduled movement of traffic in time and space.

Highway Traffic Restriction. Any prohibition of free or unlimited use of a route by some or all highway traffic. Restriction ordinarily takes one or two forms:

1. Reservation for classes of traffic is the simplest and most common form.
2. Regulation of all movement is the extreme form.

Highway Traffic Reservation. A form of highway traffic restriction which prohibits the use, permanently or temporarily, by all traffic except that for which it is specifically set aside. Reservation may be in the form of prohibiting use of certain types of vehicles.

Regulated Route. A route on which highway traffic is regulated.

Reserved Route. A route is reserved or set aside for specified highway traffic or from which certain kinds of traffic are barred.

Restricted Route. A route on which highway traffic is restricted.

Time Distance. A marked or unmarked distance measured accurately along a roadway over which the travel time of a vehicle may be measured to determine its speed.

#### Accident Investigation

Police Traffic Accident Investigation. The part of street or highway traffic supervision performed by police in connection with traffic accidents. This activity includes but is not necessarily limited to accident reporting by police; on the scene accident investigation; follow-up accident investigation; police traffic law enforcement arising from the accident; police traffic direction and other emergency services to prevent additional injury, damage or loss; and preparing, in addition to routine traffic accident report, a traffic citation or special traffic accident investigation report stating conclusions about how and why the accident occurred.

On-the-Scene Accident Investigation. All police traffic accident investigation at the first visit to the scene after the accident for the purpose of gathering information and handling the emergency.

Follow-Up Investigation. All police traffic accident investigation except on-the-scene accident investigation, completion of the official traffic

accident report and appearance in court in connection with the accident.

Traffic Accident Reporting. Collecting information for, preparing, and submitting to a designated agency an official report of a traffic accident by some person involved in or connected with the accident or by police who learn about it.

Hit-and-Run Accident. A motor vehicle traffic accident in which driver evades some responsibility laid upon him by law for revealing his identity or giving aid.

Known Hit-and-Run Accident. An accident which upon investigation is found to be a hit-and-run accident.

Cleared Hit-and-Run Accident. A hit-and-run accident in which the evading driver has been identified and:

1. Cited or arrested and charged with hit-and-run,
2. Cited or arrested and other charge filed,
3. Identified but not cited or arrested because of:
  - a. Lack of territorial jurisdiction, or
  - b. Lack of jurisdiction over the person because of:
    - (1) Institutionalization,
    - (2) Diplomatic immunity,
    - (3) Death - mental incompetence.
  - c. Refusal of uncooperative witnesses to testify.

#### Traffic Law Enforcement

Traffic Law Enforcement. Law enforcement as it applies to statutes, ordinances, and legally authorized regulations relating to use of streets and highways and ownership and operation of motor vehicle. In general, two

functions are involved:

2. Police Traffic Law Enforcement
2. Court Traffic Law Enforcement

Police Traffic Law Enforcement. The part of traffic law enforcement, performed by police or other agencies with police power: this includes, in addition to police traffic enforcement action, the deterrent to law violations created by the presence of uniformed police officers and their special equipment; and assistance to courts and prosecutors.

Court Traffic Law Enforcement. That part of traffic law enforcement performed by the court by adjudication and penalization.

Adjudication. The final judicial determination of a legal issue, for example: the guilt or innocence of an accused.

Penalization. Assessment of fines or imprisonment against the violator or taking other corrective action if found guilty.

Police Traffic Enforcement Action. The part of police traffic law enforcement involving arrest, citation, or warning of any person alleged to have violated a law, ordinance or regulation pertaining to the use of trafficways when the person has knowledge of this action and when it is to: (1) prevent such violation from endangering persons or property or inconveniencing other users of the trafficway; (2) prevent continued violation, or (3) discourage future repetition.

Traffic Arrest. Any traffic enforcement action that consists of taking a person into custody for the purpose of holding or detaining him to answer a charge of law violation before the court.

Traffic Citation. Any traffic enforcement action that contemplates trial adjudication or disposition to determine the guilt or innocence of the person charged for a violation when the accused is informed of such action by a written notice to appear.

Traffic Warning. Any traffic enforcement action, which may or may not contemplate possible assessment of penalty by the court or otherwise as a result of the warning alone.



Written Traffic Warning. A traffic warning in which the violator is given a written record of the action at the time the warning is given which he may be required to acknowledge by his signature.

Recorded Traffic Warning. Any written traffic warning of which an individual record is kept either by the police or some other official agency for future reference. The record may or may not be acknowledged by a signature of the violator.

Unrecorded Traffic Warning. Any written traffic warning of which no record, formal or informal, is kept.

Oral Traffic Warning. A traffic warning given orally without any written record.

Visual Traffic Warning. A traffic warning given by gesture or signal with or without audible signal but without verbal communication or written record.

Hazardous Traffic Law Violations. Violation of any law, ordinance or regulation affecting the use or protection of streets or highway enacted primarily to regulate safe movement of vehicles and pedestrians. There are two general kinds of these:

1. Unsafe Behavior. An action or omission in traffic which is hazardous even when vehicles, streets or highways, and people involved are in legal condition.
2. Unsafe Condition. Causing or permitting an illegal and possibly hazardous condition of:
  - a. A driver or pedestrian in traffic,
  - b. Streets or highways used by traffic,
  - c. Vehicle used in traffic.

Other Traffic Law Violations. Violation of any law, ordinance or regulation affecting the use or protection of streets or highways but not enacted primarily to regulate safe movement of vehicles and pedestrians.

Police Traffic Patrol. The part of police traffic supervision which consists of driving or walking within an area or a roadway for the purpose of providing protection, security and service to the public.

Area Traffic Patrol. Traffic patrol or stationary observation in an area or beat which includes a number of streets, roads or sections of highway.

Line Traffic Patrol. Moving patrol or stationary observation on a specified route between two points, usually on one city street or a section of a highway.

Supervised Route. A street or highway on which traffic is supervised to some considerable degree.

Stationary Traffic Observation. Traffic observation at a selected place, usually one with unfavorable accident experience or traffic flow problem for traffic law enforcement purposes especially to detect violations and deter possible violators.

Conspicuous Traffic Observation. Stationary observation in which the observer tries to attract attention by keeping in full view of traffic.

Visible Traffic Observation. Stationary observation in which the observer is in full view but so located, for example, on a side street, as to require effort on the part of traffic to discover the observer.

Concealed Traffic Observation. Stationary observation in which the observer is not visible to persons using ordinary powers of observation from the roadway being observed.

Police Traffic Direction. The part of police traffic supervision that involves telling drivers and pedestrians how and where they may or may not move or stand at a particular place, especially during period of congestion or in emergencies, generally all police activities necessary to insure smooth and orderly flow of traffic.

Point Traffic Control. That part of police traffic direction which is concerned with the control of vehicular and pedestrian movement at a particular place on a road such as an intersection.

Police Traffic Escort. The part of police traffic direction that involves mobile supervision of movement of one or more traffic units from one point to another. May include directing movement of surrounding vehicles and pedestrians by means of audible and visible signals in such a manner as to permit free and safe movement of the vehicle or vehicles being escorted.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-043	
Subject			
NEXT-OF-KIN NOTIFICATION			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	2

### I. Purpose

To establish a policy to be enacted whenever it is necessary to notify next-of-kin.

### II. Method

It shall be the policy of this department to quickly and compassionately notify the nearest relative of a deceased person when that relative resides within this jurisdiction.

This shall be our policy whenever the victim has expired within this jurisdiction, or whenever requested to do so by an outside authority.

Such notification will always be personally accomplished, except when other methods are approved by the shift commander.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-044	
Subject			
STAFF INSPECTION AND CONTROL			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	1

## I. Purpose

Staff inspection and control has, and will continue to be, a vital internal function to assure uniformity of operations; proper use of equipment and facilities; and adherence to departmental policies.

## II. Method

The staff inspection unit will report directly to the chief of police or his designated command officer, and will continue to report to the chief of police their professional conclusions pertaining to the execution of the policies of this department.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature





# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-045	
Subject			
SPECIAL PREFERENCE FOR EITHER LOCALS OR NON-LOCALS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
FG-25		December 31, 1975	1

## I. Purpose

To establish this department's policy in fairly applying traffic law enforcement measures.

## II. Method

It is the policy of this department that traffic law enforcement procedures shall be applied without regard for the location of residence of the violator.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-046
Subject		
PURSUIT POLICY		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-1	December 31, 1975	2

## I. Purpose

To establish this department's philosophy in the use of "Fresh Pursuit."

## II. Method

- A. It is the policy of this department that "fresh pursuit" at high speeds is justified only when the officer knows or has reasonable grounds to believe the violator has committed or attempted to commit a serious felony. A serious felony is one that involves an actual or threatened attack which the officer has reasonable cause to believe could result or has resulted in death or serious bodily injury, e. g., Aggravated Assault, Armed Robbery, Burglary I, and Arson of an Occupied Building.
  
- B. It is also the policy of this department that members of the force are permitted to resort to "fresh pursuit" at moderate speeds, if necessary, to apprehend motor vehicle operators who have committed traffic violations, other misdemeanors, or felonies that did not involve an actual or threatened attack which may have resulted in death or serious bodily injury, e. g., Unauthorized Use of a Vehicle; however, in so doing, the "fresh pursuit" must not be conducted at high speeds or to the same degree as when attempting to apprehend those violators enumerated in Section A

above. NO OFFICER, AT ANY TIME, SHALL OPERATE A  
MOBILE UNIT AT SUCH A RATE OF SPEED THAT MAY  
CAUSE HIM TO LOSE CONTROL OVER THE OPERATION  
AND/OR DIRECTION OF HIS VEHICLE.

- C. It is not inconsistent with "A" and "B" above to state that it is sometimes better to discontinue pursuit, than to continue pursuit and risk the consequences.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-047
Subject		
MANPOWER TRAFFIC ASSIGNMENTS		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-2		December 31, 1975
		No. Pages
		1

### I. Purpose

It has been long established and scientifically determined that the motor vehicle accident rate, and therefore the corresponding traffic death rate, increases on certain days, at certain hours, and at certain locations.

### II. Method

It shall be the policy of this department that traffic officers will be assigned to certain hours, on certain days, and at certain locations, to watch for the types of violations known to be accident-causing.

In recognition of the fact that this policy will cause some degree of inconvenience to some of our traffic officers, it is nonetheless determined that this type of manpower assignment will result in fewer traffic collisions and fatalities.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-048	
Subject			
RED LIGHT AND SIREN POLICY			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-25		December 31, 1975	2

### I. Purpose

To establish this department's policy on the operation of the rotating red (blue) warning light and/or the siren.

### II. Background

The laws of our state require a motorist, when being approached by an authorized emergency vehicle from any direction to pull as far to the right as is practicable and to stop his vehicle for the purpose of yielding to the emergency vehicle.

Concurrently, the laws of our state do not exempt the police officer or any driver of an authorized emergency vehicle from liability should he fail to drive with due regard for the safety of all persons, even though the red (blue) light and/or siren may be in operation at the time.

III. Method

Therefore, officers shall not utilize the red (blue) light and/or siren without being authorized directly to do so by a superior, or by the nature of a dispatched assignment, or when situations confront him that, in his best judgment, indicate the need for the use of such equipment.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-049
Subject TRAFFIC AND PEDESTRIAN CONTROL AT SITUATIONS WHERE HOSTILE CROWDS ARE LIKELY		
Reference	Special Instructions	
Distribution F-1	Reevaluation Date December 31, 1975	No. Pages 1

### I. Purpose

To establish the policy of this department in handling traffic and pedestrian control problems, in situations where it is likely that a hostile crowd will be encountered.

### II. Method

Departmental intelligence activities can usually provide advance information on such occurrences.

The officer will approach these situations with the realization that his safety and well being, along with that of innocent bystanders, is of primary concern.

Such situations will be dealt with firmly, as any loss of control almost always results in a geometrical progression of further loss of control.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-050	
Subject			
TRANSPORTING INJURED PERSONS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	1

## I. Purpose

The handling and transporting of injured persons is, undoubtedly, one of the more important and critical tasks that a police officer must accomplish. To perform this task in any manner less than first-rate can have the effect of producing further injury or even death.

## II. Method

It is the policy of this department that all such tasks will be accomplished with the well being of the person being transported in mind at all times.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-051
Subject		
RESEARCH AND PLANNING UNIT AND POLICY FORMULATION		
Reference	Special Instructions	
Distribution		Reevaluation Date
A-1		December 31, 1975
		No. Pages
		1

I. Purpose

It is not inconceivable that, on some occasions, different units within this department may be working on identical or similar problems.

II. Method

To help reduce the likelihood of duplication of effort, department heads or other staff developing policy will submit drafts of such policy in its early developmental stage to the Research and Planning Unit for their review and comment.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-052
Subject		
HAZARDOUS ROADWAY AND ROADSIDE CONDITIONS		
Reference	Special Instructions	
Distribution	Reevaluation Date	No. Pages
F-25	December 31, 1975	2

### I. Purpose

To establish this department's policy in the observation and reporting of hazardous roadway and roadside conditions.

### II. Method

Many factors contribute to highway deaths. A leading factor, and only recently recognized through data analysis methods, is one pertaining to roadway and roadside hazards.

Departmental procedures clearly and positively spell out the ways and means by which these hazards are to be identified and eliminated.

It is the policy of this department that all reporting procedures relating to roadway and roadside hazards are to be strictly adhered to.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-053
Subject		
PERSONAL APPEARANCE OF UNIFORMED PERSONNEL		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-1		December 31, 1975
		No. Pages
		2

### I. Purpose

To establish a policy on this department's philosophy relating to the level of personnel appearance expected of members of this department.

### II. Method

For the most part, the taxpaying citizen never comes into personal contact with a police officer.

For the small minority of citizens that do, this contact usually involves a minor traffic violation or a minimal request for information or some other service.

For this reason, it is particularly important that each officer make a continuous and special effort to display his department in the most favorable light possible. Such an effort will make our dealings and subsequent relationships with our citizens considerably more productive and pleasant.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-054	
Subject			
CITIZEN COMPLAINTS INVOLVING DEPARTMENT PERSONNEL			
Reference		Special Instructions	
Distribution		Reevaluation Date	
FG-1		December 31, 1975	
		No. Pages	
		2	

### I. Purpose

To establish department policy in situations involving complaints issued by citizens involving department personnel.

### II. Method

From time to time, we will face the unfortunate occurrence of citizens lodging complaints involving personnel from this department.

Some of these complaints will be unjustified and, unfortunately, some will be justified.

Citizen's complaints are never to be taken lightly. It will be the policy of this department that all citizens wishing to make a complaint will be accorded the utmost courtesy.

All citizens will be requested to sign the original copy of the complaint but, whether or not the citizen wishes to sign the complaint, or even if he declines to furnish his name, a copy of the complaint will be forwarded to the involved officer's supervisor and to the Traffic Commander. Should the complainant refuse to furnish his name and/or sign the complaint, this fact will be duly noted on said written complaint.

This policy has the intended effect of not only exonerating wrongfully accused officers, but also of maintaining departmental stature and integrity by identifying those who are performing at less than an acceptable level.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-055	
Subject			
PUBLIC EDUCATION AND VOLUNTARY COMPLIANCE			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
FG-25		December 31, 1975	1

I. Purpose

Voluntary compliance, as opposed to arrest and citation, is our ultimate goal in traffic safety.

II. Method

It shall be the policy of this department, through the established traffic unit, to disseminate timely information and traffic accident data to the general public for the purpose of soliciting said voluntary compliance.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO'75-056	
Subject			
TRANSPORTATION OF PRISONERS			
Reference		Special Instructions	
Distribution		Reevaluation Date	
F-1		December 31, 1975	
		No. Pages	
		2	

### I. Purpose

To establish this department's policy on transporting prisoners.

### II. Method

The transportation of prisoners is one of the routine tasks frequently carried out by members of this department.

It shall be the policy of this department this task will always be performed with the safety and well-being of the officer and prisoner being of primary importance at all times.

Our rule is that, whenever a subject is placed under physical arrest and is being transported to the station, for whatever reason, or a prisoner is being transported for the purpose of trial, preliminary hearing, or incarceration, then that person shall be handcuffed.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-057
Subject  TRANSPORTATION OF FEMALE PRISONERS		
Reference	Special Instructions	
Distribution  F-1	Reevaluation Date  December 31, 1975	No. Pages  2

### I. Purpose

To establish the policy of this department in the transportation of female prisoners.

### II. Method

The task of transporting all prisoners, including female prisoners, will be accomplished with the safety of the officer and prisoner of primary importance at all times.

Transportation of female prisoners previously in custody will always be accomplished with the assistance of a police woman or police matron.

Transportation of female prisoners from a field location to the police station should, whenever possible, be accomplished with the assistance of a policewoman or policematron or, if a policewoman or police matron is not available, with the assistance of a second police officer.

Whenever a reasonable possibility exists that any prisoner may have upon his or her person a weapon that could cause injury or death to a police officer or any other person, then a search will be made of that person in a timely manner. In the case of a female prisoner, then it is preferable that such search be made by a policewoman or a police matron, but expediency may demand otherwise.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-058	
Subject			
OPERATIONS BEYOND CITY LIMITS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	2

## I. Purpose

To establish a departmental policy on operating outside of the corporate limits of this city.

## II. Method

Ordinarily, operating outside of our city limits is not permitted.

When necessary to leave the City boundaries under non-emergency conditions, permission from the officer's immediate supervisor shall be obtained.

When necessary to leave the City boundaries under emergency conditions, (fresh pursuit, for example) the dispatcher shall immediately be notified and the dispatcher, in turn, will immediately notify the officer's supervisor and/or the shift commander.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-059	
Subject			
COURTESY CARDS PROHIBITED			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
FG-1		December 31, 1975	2

## I. Purpose

To prevent the unprofessional and/or unlawful use of influence from affecting the appropriate use of discretion by officers of this or any other law enforcement agency by use of a "courtesy."

## II. Defined

A "courtesy card" is any business card, writing, or other non-verbal communication issued by a member of this or any other law enforcement agency to any person for the purpose of dissuading a law enforcement officer from taking appropriate enforcement action upon its presentation.

## III. Method

No member of this department shall either issue a courtesy card or honor a courtesy card issued by any other law enforcement officer.

Whenever any motorist attempts to use a courtesy card, the officer shall report this action to his immediate supervisor in writing, noting all particulars.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

**STAFF AND ADMINISTRATIVE SERVICES**





## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-060	
Subject			
DEPARTMENT/NEWS MEDIA RELATIONS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
FG-1		December 31, 1975	2

### I. Purpose

To establish this department's policy in relations with all facets of the news media.

### II. Method

This department acknowledges that accredited members of the press/news media are entitled to certain information concerning arrests and investigations made by this department. Information which will not jeopardize the further investigation or prosecution of a case or the ultimate apprehension of suspects may be given to members of the press.

Certain information may properly be withheld, as itemized in the department's procedure regulating this policy, but in no case will information be released to the press/news media by any person other than the shift commander.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-061
Subject  COURT APPEARANCES		
Reference	Special Instructions	
Distribution F-1	Reevaluation Date December 31, 1975	No. Pages 2

### I. Purpose

To establish this department's policy regarding courtroom attendance and demeanor.

### II. Method

All members of this department shall appear in court on the day and date specified, and in a timely manner.

Failure to do so, without notifying the proper authority in a professional and timely manner, will blemish the professional reputation of this department. Repeated infractions will result in disciplinary measures.

When appearing in court, whether on the stand or off, all members of this department will conduct themselves in the highest possible professional manner.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-062
Subject		
SPECIALIZATION AND GENERALIZATION		
Reference	Special Instructions	
Distribution		Reevaluation Date
F-25		December 31, 1974
		No. Pages
		2

### I. Purpose

Although this agency does currently utilize a specialized traffic unit, most street-traffic duties will continue to be performed by the motorized patrol division.

### II. Method

It is recognized that police manpower is severely limited, and increased specialization in traffic as well as other areas can only result in a diminished level of general patrol.

Therefore, to attain a proper balance between traffic and patrol functions, and keeping the safety of the taxpaying citizen foremost in our minds at all times, it is important that each member of this department realizes that the bulk of traffic enforcement and accident investigation duties must be performed by the patrol division.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature

# HIGHWAY SAFETY POLICY

		Effective Date	Number
		January 1, 1975	PO75-063
Subject			
COOPERATION WITH OUTSIDE INTERESTS IN POLICY FORMULATION			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
A-1		December 31, 1975	2

## I. Purpose

All too frequently, policies pertaining to police traffic services are developed and disseminated with little or no regard for interfacing problems that may be encountered, with other department divisions, other police agencies, the courts, prosecutors, highway and traffic engineers.

## II. Method

It shall be the policy of this department that when, in the judgment of staff preparing policy for the approval of the chief, such policy may have a direct or indirect effect on the above-named interests, such interests will be consulted.

It shall further be the policy of this department to cooperate fully with any and all outside agencies in the development of their policy when such policy may affect our agency.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



# HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-064	
Subject			
TRAFFIC SAFETY EDUCATION RESPONSIBILITY			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-2		December 31, 1975	1

## I. Purpose

To delineate the responsibility for traffic safety education for the purpose of most effectively and efficiently directing the departmental resources aimed at traffic crash reduction through education.

## II. Method

The primary responsibility for the department's public traffic safety education effort shall be that of the traffic unit. That responsibility shall include the coordination of the department's efforts in the traffic safety education area with schools, courts, public and private agencies, and the community.

The primary responsibility for the department's internal safety education effort shall be that of the training unit.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



**CONTINUED**

**2 OF 3**



## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-065
Subject TRAINING RESPONSIBILITY		
Reference	Special Instructions	
Distribution F-1	Reevaluation Date December 31, 1975	No. Pages 1

### I. Purpose

To provide effective training for the purpose of constantly increasing the performance level and capabilities of departmental personnel.

### II. Method

The training unit shall have primary responsibility for the determination of the department's training needs.

The training unit shall have primary responsibility for planning, organizing, staffing, directing, coordinating, and evaluating all formal training programs.

The responsibility of every supervisor to train, guide and direct his subordinates is not intended to be diluted in any way by the aforementioned primary responsibility assignments to the training unit.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-066	
Subject			
ISSUANCE OF TRAFFIC BULLETINS			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	1

### I. Purpose

To establish this department's policy as it relates to the issuance of informational and training bulletins.

### II. Method

It will be this department's policy that the traffic commander, the individual shift commanders and traffic supervisors (with the approval of the traffic or shift commanders) will, on a periodic basis, issue pertinent and timely traffic accident and enforcement data, to be used for selective enforcement purposes, and traffic training information.

All personnel are to strictly adhere to all contained instructions.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature





## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-067	
Subject			
TRAINING REQUIRED BEFORE ASSIGNMENT TO SPECIALIZED TRAFFIC UNIT			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-1		December 31, 1975	1

### I. Purpose

To provide specialist training for those officers assigned to the traffic unit.

### II. Method

No officer shall be permanently assigned to the traffic unit without first receiving and successfully completing specialized training, which shall include, but not necessarily be limited to:

Advanced accident investigation  
Operation of speed measuring devices  
Advanced DWI investigation  
Traffic engineering

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-068	
Subject			
TRAFFIC LAW ENFORCEMENT TRAINING			
Reference		Special Instructions	
Distribution		Reevaluation Date	No. Pages
F-2		December 31, 1975	3

### I. Purpose

It is this department's philosophy that effective training is one of the better ways by which we can fulfill our objectives to the public we serve.

With this in mind, all personnel will remain versed and proficient, through roll-call, in-service and advanced training methods, in the following areas:

#### A. Police Driver Training

The motor vehicle and accessory equipment are introduced as major tools with which the officer works; their care and maintenance stressed. The police officer as a professional driver is emphasized through the use of defensive driving techniques. Students are required to demonstrate their effectiveness in application of theory to practice.

#### B. State Motor Vehicle and Traffic Law

Emphasis will be placed on the purpose of enacting traffic laws and why they are enforced; who is subject to traffic laws; where traffic laws apply; valid and invalid defenses. Each offense has certain basic elements which must be proven in court—stress will be placed on the elements of accident producing offenses.

#### C. Law for Police

An intensive review of the rules of evidence an officer will need to understand confessions, hearsay rule, etc. A study of: what is

an arrest, when can an arrest be made, traffic citations, and searches and seizures. Emphasis is placed on the state's Criminal Code, Code of Criminal Procedures, elements of offenses, parties to crime, and pretrial and trial procedure. Preparation of a case for trial is focused on making a good arrest, proper gathering of evidence, legal search; proving elements of an offense and proper presentation in court. How an officer should act and conduct himself in court is reviewed.

D. Court Organization and Operation

Acquaints the student with the structure of the state's Court System. Stress is placed on the jurisdiction of the various courts in the state and the recruit learns where to file his cases. The procedure followed in the trial of a case and the necessity of establishing venue is reviewed. The recruit becomes familiar with how an appeal is taken. The federal court system is reviewed briefly.

E. Police Reports

Emphasis is placed on the importance of an effective records-keeping operation. Police programs must be based upon factual information to be successful. An introduction to report writing techniques. A basic understanding of how to collect, summarize, record and use reports. Discuss basic forms and field reports used to record data.

F. Patrol Procedures

An introduction to police patrol procedures. To develop an understanding of the broad concepts and principles involved. Discusses various patrol techniques and their application to obtain maximum effect and efficiency.

G. Preliminary Investigation

The investigative role of the police is introduced with emphasis placed on specific techniques that the officer will be required to use in the field. Stresses the importance of these techniques in facilitating follow-up activity.

H. Scientific Aids to Investigation

A brief summation of some scientific aids frequently used in police investigations. It is a follow-up to the previous subject of preliminary investigation so that the student understands the need for better police investigation.

I. Police Traffic Operations

Orientation of the recruit policeman to the total traffic problem. Discusses the broad scope of accident investigation, defining the difference between attending and reporting or investigation of the accident. Develops understanding of what traffic accidents are, how they occur, the multiple cause concept, and the relationship between causes. Identifies traffic law enforcement purposes and relationships with courts and other agencies. Underlines the importance of making all enforcement effort return the maximum deterrent effect. Introduces to the recruit officer the important fundamentals of traffic direction.

J. Standard First Aid Course

Emphasizes the police officer's responsibility for handling injured persons. Provides instruction and some practice to develop ability to give proper care to accident victims.

Nothing contained within this policy should be construed as being all-inclusive. The areas of study may be expanded, by proper authority, at any time deemed necessary, and personnel may be required to repeat selected areas when it is determined that an acceptable level of competence has not been attained.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date January 1, 1975		Number PO75-069	
Subject MAINTENANCE OF EQUIPMENT UTILIZED BY THE TRAFFIC UNIT			
Reference		Special Instructions	
Distribution F-2		Reevaluation Date December 31, 1975	No. Pages 2

### I. Purpose

To provide for the responsibility of equipment maintenance and repair to optimize the times during which equipment is available for use and minimize down time and costs.

### II. Method

The maintenance unit shall be primarily responsible for the maintenance and repair of all vehicles and the emergency warning devices with which they are equipped. Periodic inspections shall be a part of this responsibility.

The forensic laboratory shall be responsible for the maintenance, repair, and the supply of all equipment utilized for the purpose of determining sobriety. Periodic inspections shall be a part of this responsibility.

The communications unit shall be primarily responsible for the maintenance and repair of all radio equipment. Periodic inspection shall be a part of this responsibility.

The traffic unit shall be primarily responsible for the maintenance and repair of all speed measuring devices, including speedometers. Maintenance and repairs which can be properly performed by governmental personnel shall be done by them, otherwise such shall be performed by the equipment manufacturer or its authorized representatives. Periodic inspections shall be a part of this responsibility.

Primary responsibility for reporting malfunctions discovered during the use of any equipment shall be that of the line. The report shall be prompt and the use of the equipment shall cease immediately when there is any reasonable cause to believe that further use may: damage the equipment itself; result in accidental damage or injury; and/or tend to produce evidence which would be misleading to the detriment of any criminal or civil defendant.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

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Chief of Police

I have read and understand this policy.

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Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number
January 1, 1975		PO75-070
Subject		
PLANNING AND ANALYSIS OF SELECTIVE ENFORCEMENT AND TRAFFIC CONGESTION REDUCTION PROGRAMS		
Reference	Special Instructions	
Distribution		Reevaluation Date
A-25		December 31, 1975
		No. Pages
		1

### I. Purpose

To provide guidance and direction of the departmental resources for the purpose of effectively and efficiently minimizing the community's losses due to motor vehicle traffic crashes and congestion.

### II. Method

The planning and analysis unit shall be primarily responsible for compiling data from accident investigations and by analysis of this data planning appropriate selective traffic law enforcement efforts. All programs shall include periodic evaluations.

The planning and analysis unit shall be primarily responsible for: (1) the department's data collection and analysis relative to the movement of traffic; and (2) planning the coordination of the department's efforts to reduce traffic crashes and congestion with the traffic engineer, the department of roads, and the community planning and development agency.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## HIGHWAY SAFETY POLICY

Effective Date		Number	
January 1, 1975		PO75-071	
Subject			
BUDGET FORMULATION AND CONTROL			
Reference		Special Instructions	
Distribution		Reevaluation Date	
A-1		December 31, 1975	
		No. Pages	
		1	

I. Purpose

To place responsibility for the budget formulation and control for the purpose of efficient and effective departmental operations.

II. Method

The primary responsibility for budget formulation and control shall be in the budget unit. Included will be; development of justification for all expenditures; financial recordkeeping; control of requisitions and disbursements; and budgetary planning.

This policy is to be used in conjunction with all relevant existing departmental policies, procedures, rules and regulations.

Approved By:

\_\_\_\_\_  
Chief of Police

I have read and understand this policy.

\_\_\_\_\_  
Signature



## APPENDIX

A-1



## FOREWORD

This manual is designed to serve as your guide in assisting you to achieve uniform enforcement of traffic laws. It is hoped that uniform enforcement of traffic laws will result in voluntary compliance by the motoring public.

It is not the intent of this manual to supplant your judgment for it is impossible to foresee every conceivable situation involving traffic violations. It is the intent to provide guidelines for uniform enforcement action, which have been approved for routine situations. In unusual circumstances, where normal procedures would not apply, you must decide for yourself what enforcement action is proper by drawing on your training, experience, and good judgment. It is necessary that you exercise caution in evaluating every situation to determine that unusual conditions do exist and have a bearing on the violation. At all times your decisions must serve the best interest of public safety.

Police agencies should keep the contents of this manual in strictest confidence. They should not divulge, refer, or allude to the contents of this manual to unauthorized persons under any circumstances.

Use this manual only as a guide to your traffic law enforcement duties.

Source: Not to be identified.  
(Classified Information)





## CLASSIFICATION OF TRAFFIC LAW VIOLATIONS

The following definitions, which have been approved by the International Association of Chiefs of Police, classify traffic law violations into two groups:

### I. Hazardous Traffic Law Violations

Violations of any law or regulation affecting the use or protection of streets or highways enacted primarily to regulate safe movement of vehicles and pedestrians. There are two types:

#### A. Unsafe Behavior

An action or omission in traffic which is hazardous even when vehicles, streets or highways, and people involved are in a legal condition.

#### B. Unsafe Condition

Causing or permitting an illegal and possibly hazardous condition of:

1. A driver or pedestrian in traffic.
2. Streets or highways used by traffic.
3. Vehicle used in traffic.

### II. Other Traffic Law Violations

Violations of any law, ordinance or regulation affecting the use or protection of streets or highways, but not enacted primarily to regulate safe movement of vehicles and pedestrians.

Violation of laws specified in the laws and ordinances of this state have been classified according to these definitions. This list includes violations which relate to the condition of the driver, his vehicle, and the driver's behavior on the road.

The appropriate section numbers of the Statutes along with Administrative Code numbers appear under the heading, "Sections." An asterisk (\*) in front of a section number indicates the HAZARDOUS VIOLATIONS which are recorded when making comparisons between violations and accidents for computing an Enforcement Index or Arrest Index.

## POLICIES

### I. General

Tolerances, listed in the following tables, are to be followed whenever possible. However, attendant circumstances may change the seriousness of the violation. Therefore, the provisions of this manual will not preclude the use of good judgment by the police officer in evaluating the seriousness of the violation in relation to the circumstances and conditions existing at the time of the violation.

### II. Multiple Hazardous Violations

Enforcement of hazardous violations will follow established arrest and warning tolerances in multiple violations as well as in the single violations. It is the exception, rather than rule or policy, for a police officer to refrain from issuing a citation for a second hazardous violation when the violation is serious enough to fall within the arrest tolerances.

The exceptions, referred to, are those situations where the two violations, under consideration, are similar to the extent that one law exists for the purpose of compliance with the other law. For example: this would apply to some "right-of-way" violations. When a driver has failed to stop as required and his actions result in a "right-of-way" violations, the "right-of-way" citation would be issued and no action would be taken for failing to stop as required.

On the other hand, if a motorist fails to stop where required and pursuit reveals a speeding violation, both charges should be considered and appropriate action taken based on the established tolerance for each violation.

Further, a second citation would not be issued when the first citation is an all-inclusive charge and the specific violation for which a second citation is being considered is important evidence for the successful prosecution of the first charge. A motorist who has been charged with "Reckless Driving" would not be charged also with "Operating on the left side of the roadway" or "Speeding" if these are important factors in your case of "Reckless Driving."

### III. Multiple Non-Hazardous Violations

Generally, one citation will be issued in the case of related, multiple, non-hazardous violations stemming from the same operation.

Some examples of related violations of this type are listed below:

Failure to Transfer Title and Non-Registration

Operating Unregistered Vehicle and Failure to  
Transfer Title

Illegal Towing Combination and Overlength

Load Extending Over-Side and Over-Width

Failure to Comply with Marking Regulations and  
Empty Weight Not Lettered on Vehicle

In cases such as this, where the elements of one offense are closely related to the element of the second offense, one citation will get compliance and the second should not be written.

#### IV. Multiple Hazardous and Non-Hazardous

In all instances, multiple violations found which can be classified separately as hazardous and non-hazardous will be dealt with independently. A motorist stopped for following too closely and subsequently found to be operating without a driver's license will be issued separate citations if seriousness of the first violation warrants arrest. If the hazardous violation falls within the warning tolerance, a written warning will be issued even when a citation is being issued for an unrelated violation.

#### V. Equipment Violation

When a vehicle is found to be in violation of several (four or more) equipment requirements, a citation should usually be issued for the one most serious violation. This action would be taken even when each violation independently is worthy of only a warning. Only one citation will be issued for such multiple equipment violations unless each warrants arrest action separately. Lighting violations during daylight hours, except stoplights and directional lights, will not be included in determining whether four violations requiring a citation are present. Whenever a fixture is missing and it is obvious that the owner is aware of the defective equipment, a citation should generally be issued even though this may be the only violation on the vehicle. Example of this would be: horn removal, parking brake disconnected, light fixture removed, etc.

#### VI. Speed Enforcement

It will be the practice to issue warnings for speed violations up to and including five miles per hour over posted limits. Any person exceeding the

limit by six to nine mph may be warned or cited, dependent on the seriousness of the violation as determined from the attendant conditions and circumstances.

It will be the policy that when speeds exceed the legal limits by ten or more mph, citations will be issued. However, hard fast adherence to a set policy is not to be substituted for common sense or human understanding.

#### VII. Hours of Darkness

For the purpose of enforcing any statute in which hour of darkness is an element, a tolerance of 15 minutes shall be granted.

#### VIII. Newly Created Statutes and/or Regulations

It will be the policy to issue warnings for a period of 90 days after the date a law or regulation becomes effective in lieu of special orders to the contrary.



<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Failure to carry reciprocity permit	All violations after warning	First contact with carrier or vehicle
Failure to carry trip permit	As above	As above
Failure to comply with marking regulation	As above	As above
Fails to comply with special marking requirements	As above	As above
Fails to carry registration certificate	As above	As above
Fails to remove obsolete markings	As above	As above
Defective steering and suspension	Violation after warning or cause of accident	As above
Defective left front tire wheel and rim	As above	As above
Defective right front tire wheel and rim	As above	As above
Defective left rear tire wheel and rim	As above	As above
Defective right rear tire wheel and rim	As above	As above
Defective brakes	As above	As above
Defective exhaust and fuel system	As above	As above
Defective headlamp	As above	As above
Defective front parking lamp	As above	As above

VIOLATIONARREST/CITATIONWARN

Defective front directional signal	Violation after warning or cause of accident	First contact with carrier or vehicle
Defective tail lamp	As above	As above
Defective brake lamp	As above	As above
Defective rear directional	As above	As above
Defective registration plate lamp	As above	As above
Defective back-up lamp	As above	As above
Defective horn	As above	As above
Defective windshield	As above	As above
Defective vent or windows	As above	As above
No or defective windshield wipers	As above	As above
No or defective mirrors	As above	As above
No or defective speed indicator	As above	As above
Defective safety belts and seats	As above	As above
Defective bumper or fender	As above	As above
Defective lock or latches	As above	As above
Defective registration plate	As above	As above
Improper space for inspection	As above	As above
No certified inspector on duty	As above	As above



VIOLATIONARREST/CITATIONWARN

Failure to comply with additional requirements

Violation after warning or cause of accident

First contact with carrier or vehicle

Failure to comply with minimum requirements

As above

As above

Unlawful acts

As above

As above

Failure to comply with general requirements

As above

As above

Failure to meet minimum driver requirements

All violations

None

Failure to comply with driving rules

As above

As above

Failure to comply with vehicle requirements

As above

As above

Failure to comply with additional requirements

As above

As above

Speed violation carrier of explosives

As above

As above

Unlawful transportation of detonators

As above

As above

Inadequate emergency brake system

Violation after warning or cause of accident

First contact with carrier or vehicle

Inadequate brake hose or tubing

As above

As above

Inadequate brake hose or tubing connections

As above

As above

Inadequate brake lining

As above

As above

Inoperative trailer brake

As above

As above

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Improper brake valve installation	Violation after warning or cause of accident	First contact with carrier or vehicle
Improper warning device or gauges	As above	As above
Improper brake connections (electrical)	As above	As above
Improper brake performance	As above	As above
Improper trailer hitch or coupling	As above	As above
Inadequate trailer hitch or coupling	As above	As above
Inadequate stay chains or cables	As above	As above
Inadequate leveling bars	As above	As above
Failure to return license-salvage dealer	Violations after warning	First contact with salvage dealer
Improperly marked junked title	As above	As above
Improper bill of sale-junked vehicle	As above	As above
Improper records	As above	As above
Refused record inspection	As above	As above
No or improper lease carried	Failure to carry lease (regular carrier) or previous warning	First contact with carrier or vehicle
Failure to meet lease requirements	As above	As above

VIOLATIONARREST/CITATIONWARN

Lease not approved by  
Department of Motor  
Vehicles

Failure to carry lease  
(regular carrier) or  
previous warning

First contact  
with carrier  
or vehicle

Inadequate display area  
(showroom)

At direction of State  
Headquarters or district  
commander or after  
warning

At direction of State  
Headquarters or  
district commander

Maintaining inadequate  
records

As above

As above

Improper business sign

As above

As above

Using studded tires when  
prohibited

15 days beyond legal  
dates use

Within 15 day period

No school bus drivers  
license

Violation after warning  
use

First contact with  
carrier or vehicle

Failure to meet physical  
requirements

Upon direction of district  
commander. When stand-  
ard is also a statutory  
violation use statute  
numbers for violation

As above

Permitting smoking on bus

As above

As above

Fail to maintain order

As above

As above

Failure to check vehicle

As above

As above

Failure to remain with bus

Violation after warning

As above

Loading and unloading  
violation

As above

As above

Failure to follow start and  
stop law

As above

As above

VIOLATIONARREST/CITATIONWARN

Leaving vehicle unattended	Violation after warning	First contact with carrier or vehicle
Allows unauthorized passengers	As above	As above
Illegal transportation of articles	As above	As above
Failure to guide children crossing road	As above	As above
Failure to cooperate with officers	As above	As above
Allowing standing in vehicle	As above	As above
Failure to stop at railroad crossings	All violation	None
Speeding school bus	General speed tolerance	General speed tolerance
Brake violation (large bus)	After warning or no brakes	First contact with carrier or vehicle
Exhaust system violation	After warning	As above
Horn violation	As above	As above
Instrument violation	As above	As above
Rear bumper violation	As above	As above
Color violation	As above	As above
Emergency equipment violation	As above	As above
Fire extinguisher violation	As above	As above

VIOLATIONARREST/CITATIONWARN

First aid kit violation	After warning	First contact with carrier or vehicle
Identification violation	As above	As above
Lamps and signal violation	As above	As above
Windshield and window violation	As above	As above
Windshield wiper violation	As above	As above
Brake violation (small bus)	As above	As above
Exhaust system violation	As above	As above
Horn violation	As above	As above
Instrument violation	As above	As above
Color violation	As above	As above
Emergency equipment violation	As above	As above
Fire extinguisher violation	As above	As above
First aid kit violation	As above	As above
Identification violation	As above	As above
Lamp and signal violation	As above	As above
Windshield and window violation	As above	As above
Windshield wiper violation	As above	As above
Brake violations (automobile)	As above	As above

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Exhaust system violation	Violation after warning	First contact with carrier or vehicle
Horn violations	As above	As above
Instrument violation	As above	As above
Color violation	As above	As above
Emergency equipment violation	As above	As above
First aid kit violation	As above	As above
Identification violation	As above	As above
Lamps and signal violation	As above	As above
Windshield and window violation	As above	As above
Wind shield wiper violation	As above	As above
Failure to have school bus inspected	As above	As above
No or improper headgear (motorcycle)	After warning or convinced violation deliberate	First contact with new rider or out of state rider unfamiliar with regulations
Failure to wear chin strap	As above	As above
Failure to surrender driver school license	Upon direction of State Headquarters and/or district commander	First contact or unfamiliar with regulation
Failure to maintain records	As above	As above
Violate rules for conducting driver schools	As above	As above

VIOLATIONARREST/CITATIONWARN

Violate rules pertaining to minors

Upon direction of State Headquarters and/or district commander

First contact or unfamiliar with regulation

Preservation of records

As above

As above

Rates, tariffs, and freight bills

As above

As above

C. O. D. Account

As above

As above

Time schedules for common passengers

As above

As above

Operating on restricted highways

After warning. Impeding or conflict with traffic. Carriers known to be familiar with regulation.

New or strange carrier and no conflict or impediment of traffic

Illegal common mingling freight

All violations regular carriers or second trip any carrier

Warn on first trip only

Dangerous articles tariff

As above

As above

No signature or identification lease

As above

As above

Lack of control and responsibility lease

As above

As above

Improper sub-lease

As above

As above

Time-compensation provisions lease

As above

As above

Failure to file sample lease

As above

As above

No signature on papers

All violations after warning

Warn on first contact with carrier or vehicle

VIOLATIONARREST/CITATIONWARN

No provision for control

All violations after  
warningWarn on first contact  
with carrier or vehicleNo start on end time on  
agreementAll violations after  
warningFirst contact with  
carrier or vehicle

Sample copy not on file

As above

As above

Agreement not carried on  
motor vehicle

As above

As above

Notice of intended use as  
school bus

As above

Unintentional violation  
or new operatorOperating improperly equipped  
vehicle - MVI

Refer to tolerance on equipment violations

Failure to stop for motor  
vehicle inspection

All violations

None

Failure to comply with  
motor vehicle inspection  
order

As above

As above

Subvert intent of motor  
vehicle inspection program

As above

As above

Itinerant merchant truckers  
licenseUpon direction of dis-  
trict commander or  
State HeadquartersUpon direction of dis-  
trict commander or  
State HeadquartersFail to display itinerant  
merchant license

As above

As above

Improper use of itinerant  
merchant license

As above

As above

Improper marking

Placards not displayed  
or after warningNew carrier or first  
contact with carrier  
or vehicle



VIOLATIONARREST/CITATIONWARN

Failure to allow inspection	All Violations	None
Unreasonable charge common carrier	Upon direction of district commander or State Headquarters	First offense if determined to be unintentional and restriction is forthcoming
Accepting or receiving rebates	As above	As above
Unauthorized tariff change common carrier	As above	As above
No authority or permit common carrier	All violations	None
Illegal transfer of authority	Upon direction of district commander or State Headquarters or after warning	Upon direction of district commander or State Headquarters
Abandonment of service	As above	As above
Off route common carrier	All violations	None
Failure to file reports common carrier	Upon direction of district commander or State Headquarters or after warning	Upon direction of district commander or State Headquarters
Failure to allow record inspection common carrier	All violations	None
Trailer bus restriction common carrier	As above	As above
No authority or permit contact carrier	Transporting for hire, no authority, except if hauling an ICC exempt commodity or any repeated violation	First trip hauling ICC exempt commodity. Take application and fee and submit to P.S.C.

VIOLATIONARREST/CITATIONWARN

Excess of authority  
contract carrier

Upon notification from  
State Headquarters after  
they have checked in-  
spection report and it is  
determined violation has  
been committed

First trip hauling FCC  
exempt commodity.  
Take application and  
fee and submit to P. S. C.

Unjust rates or service  
contract carrier

As above

As above

No insurance on file

All violations

None

No permit private carrier

None

None

No lessor permit private

All violations

None

No dealers or salesman  
license

At direction of State  
Headquarters or district  
commander or after  
warning

At direction of State  
Headquarters or district  
commander

Used car dealer selling  
new motor vehicle

As above

As above

Failure to report new  
location

As above

As above

Failure to report out of  
business

As above

As above

Fraudulent misrepresen-  
tation

As above

As above

Bushing-increase price  
above contract

As above

As above

False advertisement

As above

As above

Motor vehicle dealer selling  
on his Sabbath

As above

As above

VIOLATIONARREST/CITATIONWARN

Non acceptance penalty over  
5 percent

At direction of State  
Headquarters or district  
commander or after  
warning

At direction of State  
Headquarters or district  
commander

Fail to notify buyer of in-  
surance coverage

As above

As above

Fail - zero speedometer -  
show sellers statement

As above

As above

Refuse previous owners  
name

As above

As above

Sell to minor - no consent  
statement

As above

As above

No mobile home dealer  
license

As above

As above

Fail - conduct bus continuous  
through year

As above

As above

No Salesman license

As above

As above

Fail to display or return  
salesman license

As above

As above

No salvage dealers license

As above

As above

False statement application  
salvage dealer

As above

As above

Improper records and titles

As above

As above

Fail to maintain records

As above

As above

No auction dealer license

As above

As above

Fail to furnish or maintain  
bond

As above

As above

**VIOLATION****ARREST/CITATION****WARN**

Sell to other than licensed dealer	At direction of Headquarters or district commander or after warning	At direction of State Headquarters or district commander
Failure to furnish acceptable title	As above	As above
Failure to make payment after sale	As above	As above
Operate unregistered vehicle	All violations	None
Operating improperly registered vehicle	Empty weight exceeds registered weight or gross weight exceed registered weight by 1000# or warning	Exceeds registered weight by 500# but less than 1000# no previous warning
Register application without parents consent	All violations	None
Failure to carry registration certificate	After previous warning	First contact with vehicle, driver, or carrier
License plates improperly mounted	As above	As above
License plates not securely mounted	As above	As above
Failure to display plates	Fail to display both plates and/or validation stickers after 30 days opportunity to do so	As above
Plates inconspicuously displayed	After previous warning	As above
Illegible plates	As above	As above

VIOLATIONARREST/CITATIONWARN

Fail to destroy illegible plates	Fails to destroy or surrender illegible plates on original request	Or-al instructions
Fail to surrender original plates	As above	As above
Failure to carry reciprocity registration certificate	Permit not in vehicle	None
Fail to apply for dealer registration	All violations	None
Improper use of dealer plates - dealer	All violations	None
Improper use of dealer plates - person	All willful violations	Where owner has no knowledge of violation
Improper use of transport plate - transporter	All willful violations	As above
Improper use of transport plates - person	As above	As above
False statement - finance company	As above	As above
Unauthorized use of finance plates	As above	As above
Improper use of plates - finance company	As above	As above
Fraudulent application for registration	All violations	None
Lending of plates	All violations	None

VIOLATIONARREST/CITATIONWARN

Unlawful display of plates	Plates on wrong. No possibility of unintentional error	Less than arrest tolerance
Altered license plates	All violations	None
False evidence of registration	As above	As above
Failure to return suspended plates	Failure or refusal to comply with order or directive within reasonable time	None
Operation without title	Has undated title or title application dated previous to the date stopped	As above
False application for title	All violations	As above
False application for taxicab title	As above	As above
Failure to surrender title	As above	As above
Fail to deliver title	As above	As above
Owner fails to send title to department	As above	As above
Fail to return special use plates	After previous warning	First contact with vehicle, driver, or carrier
Dealer fails to transfer title	Upon direction of State Headquarters or district commander or after warning	Upon direction of State Headquarters or district commander

VIOLATIONARREST/CITATIONWARN

Dealer fails to  
keep records

Upon direction  
of State Hdqrs.  
or district  
commander or  
after warning

Upon direc-  
tion of State  
Hdqrs. or  
district com-  
mander

Secured parties  
duties and re-  
quirements

As above

As above

False applica-  
tion for title

As above

As above

Fails to attach  
identification  
number to vehicle

As above

As above

Failure to report  
abandoned vehicle

As above

As above

Unlawful sale of  
taxicab

As above

As above

Notification of  
junking of  
vehicle regis-  
tration

Junked for more  
than 30 days  
by dealer

10 to 30 days

No valid drivers  
license

Never issued  
license and/or  
cycle validation  
or expired over  
30 days or beyond  
period required  
for filing proof.

None

New resident of  
State over 90  
days after resi-  
dence established

Less than arrest  
tolerance issue  
oral instructions  
for compliance

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Violation of restricted license under 18	All violations	None
Violation of occupational license	All Violations	None
No school bus license	All violations	None
No valid chauffeurs license	All violations	None
Permitting operation without chauffeurs license	All violations when employer has knowledge or after warning	Unintentional or no knowledge
False application for driver license	All violations	None
Securing another to appear for examination	All violations	None
Appearing for another person's examination	All violations	None
No signature on license	Failure or refusal to comply with order to sign license	Require driver to sign license
Driver license not carried	All violations	None
Failure to return original license	All violations	None



VIOLATIONARREST/CITATIONWARN

Fail to notify  
department of  
change of address

Aggravated case

Oral instruc-  
tions

Failure to sur-  
render license

Failure or re-  
refusal to com-  
ply with order  
or directive

None

Alters driver  
license

All violations

None

Permits use of  
driver license  
by another

All violations

None

Using another  
person's driver  
license

All violations

None

Violates restric-  
tion on driver  
license

All violations

None

Permit unlawful  
use of driver  
license

All violations

None

Reproduced copy  
of driver license

All violations

None

Driving after  
license revoked  
or suspended

All violations

None

Permitting child  
or ward to  
operate vehicle

All violations

None

Permitting unau-  
thorized persons  
to operate motor  
vehicle

All violations

None

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Rented vehicle to unlicensed person	All violations	None
Fail to verify signature on license	Aggravated case	None
Failure to keep records	All violations	None
Conduct drivers school without license	All violations	None
No instructors license	All violations	None
Fail to surrender instructors license	All violations	None
Fail to record student's name and address	All violations	None
Fail to record type of instruction	All violations	None
Fail to keep written agreement	All violations	None
Agree to give improper refresher lessons	Aggravated case	Less than arrest tolerance
Agree to give unlimited drivers lessons	As above	As above

VIOLATIONARREST/CITATIONWARNImproper refund  
clause

As above

As above

Verbal statement  
or promise not  
excluded

As above

As above

Violation of  
office location  
requirement

As above

As above

Training in road  
test area

As above

As above

Advertising  
that license is  
assured

As above

As above

Improper sign  
display

As above

As above

Improper wording  
and advertising

As above

As above

Fail to identify  
driver school  
vehicle

As above

As above

Fail to register  
driver school  
vehicle

Aggravated case

Less than arrest  
toleranceNo approved dual  
controls

As above

As above

Failure to sur-  
render license  
or registration  
after suspensionFailure or re-  
fusal to comply  
with order or  
directive

None

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Unlawful transfer of vehicle after suspension or revocation	All violations	None
Operating vehicle after suspension of registration	All violations	None
Forged proof of financial responsibility	All violations	None
Failure to file proof of financial responsibility -- rental	All violations	None
False statement	All violations	None
Failure to obey officer	Intentional violations	Did not understand, see or hear
Fail to obey official sign	Intentional violations or causes serious interference with traffic	Less than arrest tolerance
Fleeing an officer	All violations	None
Fail to keep right	Interference with traffic by driving over center or in restricted sight area	Over center -- no interference with other traffic
Slow moving vehicle not in right lane	Fails to travel in right lane after being warned	Other traffic is restricted due to slow operation in other than right-hand lane

VIOLATION

Wrong side  
meeting vehicle

Failure to give  
audible signal

Improper pass-  
ing (cutting off)

Acting impro-  
perly when being  
passed

Passing against  
oncoming traffic

Unlawful passing  
on curve or hill

ARREST/CITATION

Fails to remain  
on right half  
of roadway when  
meeting vehicle  
and evasive  
action is re-  
quired to avoid  
collision

Failure to warn  
operator being  
passed results  
in accident or  
evasive action

Caused accident  
or caused over-  
taken vehicle to  
take evasive action

Obviously increased  
speed while being  
passed or left of  
center line

Caused accident  
or required other  
vehicle to devi-  
ate or brake  
sharply

Any portion of  
pass was made in  
an area where  
there would have  
been serious  
conflict had  
any other traffic  
been present

WARN

Over center,  
other vehicle has  
clearance  
to pass  
safely

Minor conflict

Less than  
arrest tol-  
erance

Fail to yield,  
Obvious inter-  
ference

Requires other  
vehicle to slow,  
less than arrest tolerance

Less than  
arrest tol-  
erance

V I O L A T I O N

A R R E S T / C I T A T I O N

W A R N

Passing in no  
passing zone

Causes opposing  
traffic to take  
evasive action,  
or starts pass  
after entering  
no passing zone  
except when pass-  
ing a very slow  
moving vehicle  
and there is  
little or no  
hazard

Optional -  
(Arrest or  
Warn) Either an  
arrest or warn-  
ing may be  
used if the pass  
is begun before  
entering the  
zone depending  
on existing  
circumstances,  
such as the dis-  
tance a driver  
should antici-  
pate that a no  
passing zone is  
ahead, the speed  
of the vehicle  
involved, and  
such other con-  
ditions which  
would increase  
or decrease the  
potential hazard.

No action shall be taken in the passing vehicle  
returns to the right lane after a short distance,  
and the potential hazard created is negligible.

Unlawful pass-  
ing of vehicle  
signaling left  
turn

Disregarded  
signal, con-  
flict resulting  
in accident  
or requiring  
evasive action

When no  
evasive action re-  
quired

Unlawful pass  
railroad crossing

In left lane  
at RR crossing  
where hazardous  
condition exists.  
(Only one lane  
allocated for  
his direction)

Left of  
center on  
approach,  
less than  
arrest  
tolerance

VIOLATIONARREST/CITATIONWARN

Unlawful pass  
at intersection

At left lane within  
intersection, only  
one lane allocated

None

Unlawful pass  
rural marked  
intersection

In left lane at  
section, when "no  
passing" line or  
"no passing"  
sign present

In left lane  
at intersection.  
Highway  
identification  
or junction  
sign posted

Fail to stop --  
signal fright-  
ened animal

Disregarded dis-  
tress signal,  
accident re-  
sulted

Disregarded  
signal,  
no accident

Driving through  
or over safety  
zone

As above

As above

Unlawful lane  
usage

Causes accident  
or requires  
evasive action  
to avoid collision

Any type  
evasive action  
less than arrest  
tolerance

Improper use of  
center lane -- 3  
lane highway

In center lane  
when no passing  
or turning left,  
other traffic  
approaching and/or  
in center lane  
when view ob-  
structed by hill  
or curve

Not over-  
taking or  
turning  
but no other  
traffic  
affected,  
clear view ahead

Failure to  
drive in lane  
designated

Conflicted with  
other traffic

Partly or  
wholly in  
wrong lane,  
no conflict  
with other  
traffic

VIOLATIONARREST/CITATIONWARN

Follow closer  
than reasonable  
or prudent

Arrest if dis-  
tance between  
vehicles is less  
than one vehicle  
for every 20 mph  
of speed

When distance  
is less than  
one vehicle  
length for each  
10 mph of speed

Following too  
close vehicle  
over 10,000 lbs.

Less than 150  
feet, not over-  
taking

150 to 300 feet,  
not overtaking

Wrong way on  
divided highway

All violations

None

Crossing median  
at other than  
crossover

All violations  
interfering with  
other traffic

Intentional or  
unintentional  
violation, but  
no interference  
with other traffic

Unlawful entry  
or exit from  
expressway

Vehicle entering  
to travel upon or  
cross highway

None

Pedestrian on  
freeway or  
I-system

Interferes with  
traffic

No interference  
with traffic

Fail to yield  
right of way at  
intersection

If involved in  
accident or if  
it causes serious  
interference with  
other vehicles

Lesser interfer-  
ence with lawful  
movement of other  
vehicle

Fail to yield  
right of way  
when turning  
left

If involved in  
accident or if  
causes serious  
interference with  
other vehicles

Lesser interference  
with lawful move-  
ment of other  
vehicle



VIOLATIONARREST/CITATIONWARN

Failure to  
yield right of  
way after stop

As above

As above

Fail to yield  
right of way  
from alley  
or drive

As above

As above

Fail to yield  
right of way from  
park position

As above

As above

Fail to yield  
at right of way  
sign

As above

As above

Fail to yield  
entering drive  
or alley

As above

As above

Failure to  
yield right of  
way to emergency  
vehicle

Impeded progress  
emergency vehicle

Failed to  
yield as  
required,  
did not de-  
lay emergency

Funeral or  
convoy fail  
yield right of  
way

As above

As above

Funeral or  
convoy fail to  
yield right of  
way

All violations

None

Funeral or  
convoy passing  
traffic signal

As above

As above

VIOLATIONARREST/CITATIONWARN

Driving between funeral or convoy prohibited

Crossed between vehicles

None

Improper procession

All violations

None

Fail to yield right of way  
-- livestock

Collision with animal, driver responsibility

None

Fail to yield at controlled intersection

Driver causes accident or pedestrian must run or jump to avoid being struck. Pedestrian crossing on Green or walk signal

Pedestrian must stop or step aside to avoid vehicle

Fail to yield controlled intersection on divided highway

As above

As above

Failure to yield right of way to pedestrian

Involved in accident or pedestrian must run or jump to avoid being struck

Person must stop or step aside avoid vehicle

Sudden movement of pedestrian into roadway

Sudden movement causes motorist to take evasive action or causes accident

Less than arrest tolerance

Passing vehicle stopped for pedestrian

All violations interference with safe movement of pedestrian traffic

Less than arrest tolerance

VIOLATIONARREST/CITATIONWARN

Crossing at  
place other  
than crosswalk

Seriously inter-  
fered with vehic-  
ular movement

Less than  
arrest tolerance

Fail to yield  
right of way  
to blind pedestrian

Struck pedestrian  
or passed closer  
than 10 feet in  
unsafe manner  
when pedestrian's  
cane is held in  
a raised position

Stopped closer  
than 10 feet of  
blind pedestrian  
holding cane in a  
raised position

Illegal use  
of white and  
red cane

All violations

None

Fail to yield  
to persons work-  
ing on highway

Disregard flag-  
man or warning  
signal and acci-  
dent occurs or  
workman must jump  
or run to avoid being  
struck

Flagman or  
warning sign pre-  
sent. Failed to  
yield as required.  
No serious hazard.

Walking on wrong  
side of highway

Serious conflict  
with vehicles  
moving in either  
direction or  
after warning

Failure to  
walk on left.  
Less than arrest  
tolerance

Soliciting ride  
from roadway

Standing on con-  
crete or bituminous  
portion, caused  
serious conflict  
with traffic

Standing on  
concrete or bituminous  
portion, little or  
no conflict with  
traffic

VIOLATIONARREST/CITATIONWARN

Interfered with  
traffic --loiter-  
ing in roadway

Seriously con-  
flicted with  
vehicles moving  
in either dir-  
ection

Conflict minor

Fishing or swim-  
ming where pro-  
hibited

Standing on road-  
way. Repeated vio-  
lation after  
warning or caused  
accident

Any violation  
less than arrest  
tolerance

Fail to follow  
turn marker --  
buttons -- sign

Caused other  
vehicle to take  
evasive action  
or caused accid-  
ent

Less than arrest  
tolerance

Unlawful right  
turn

Turned from wrong  
lane or wide turn  
which interfered  
with other traffic  
travelling in same  
direction

Obvious violation  
but little or no  
interference.

Improper left  
turn approach

As above

As above

Improper position  
intersection

As above

As above

Improper left  
turn completion

As above

As above

Unlawful left  
turn on 3 lane  
highway

Turned from  
wrong lane and  
interfered with  
other traffic travelling  
in same direction

As above

VIOLATIONARREST/CITATIONWARN

Improper turn  
into private  
driveway

As above

As above

Unlawful U-turn  
at intersection  
(2 lane highway)

U-turn at any  
intersection con-  
trolled by traffic  
signals or traffic  
officer when other  
traffic affected

Same as arrest,  
except no  
other traffic  
affected

Unlawful U-turn  
at intersection  
(4 lane highway)

Interferes with  
other traffic

As above

Unlawful U-turn  
mid-clock resi-  
dence area

All violations

As above

U-turn prohi-  
bited by signs  
(I-system)

All violations

As above

Unlawful U-turn  
where prohibited  
by signs

All violations  
where traffic  
affected

As above

Unlawful U-turn  
backing into  
intersection

Vehicle backed to  
turn around other  
traffic affected

As above

Unlawful left  
turn (position  
or signal)

Action seriously  
interfered with  
other traffic

No signal or  
late signal. Could  
have affected  
traffic present

VIOLATION

Fail to give  
stop or slow  
signal

Fail to yield  
right of way at  
signal light

Fail to stop on  
yellow light

Fail to stop  
for red light

Walking against  
red light

Fail to yield  
on green arrow

Walking against  
green arrow

Walking against  
"wait" or "don't  
Walk" signal

Failure to stop  
for flashing  
red light

ARREST/CITATION

Action seriously  
interfered with  
other traffic

Caused evasive  
action or acci-  
dent

None

Had not reached  
stop line when  
signal turned red

Had not left curb  
when signal turned  
red and traffic  
affected

Caused evasive  
action or accident

Had not left curb  
when signal turned  
red and traffic  
affected

Stepped on road  
and crossed after  
"Wait" signal  
visible, serious  
conflict with  
traffic

Slowest speed  
greater than  
walk speed (3 mph)

WARN

No signal  
or late signal  
Could have  
affected traffic  
present

Less than arrest tol-  
erance

Signal turned red  
while in intersection

None

When no traffic  
affected

Less than arrest  
tolerance

When no traffic  
affected

Stepped on  
road and crossed  
after "Wait"  
signal visible.  
No vehicular  
conflict

Less than arrest  
tolerance

VIOLATIONARREST/CITATIONWARN

Failure to slow  
for flashing yellow  
light

All violations

None

Displaying un-  
authorized sign  
or signal

Knew or should have  
known interference  
would result or after  
warning

Less than  
arrest tolerance

Unlawful  
advertising

Repeated violation  
after warning

As above

Interfering with  
signs or signals

All violations

None

Fail to stop  
railroad cross-  
ing -- officer or  
employee signal

Could have stopped  
after stop signal  
displayed

Less than arrest  
tolerance

Failure to obey  
railroad signal

As above

As above

Drives around  
railroad cross-  
ing barrier

All violations

None

Fail to stop  
bus at railroad  
crossing

Failed to stop.  
Slowest speed was  
faster than walk  
speed

Less than arrest  
tolerance

Fail to stop  
school bus at  
railroad crossing

As above

As above

VIOLATIONARREST/CITATIONWARN

Fail to stop  
flammable liquid  
carrier at rail-  
road crossing

Failed to stop.  
Slowest speed was  
faster than walk  
speed

Less than  
arrest tolerance

Improper stop  
at railroad  
crossing

Stops closer than  
5 feet or further than  
75 feet from nearest  
rail or shifts  
gears while  
crossing or stops  
so visibility re-  
stricted

Less than arrest  
tolerance

Fail to stop  
at stop sign

Failed to stop.  
slowest speed was  
faster than walk

No stop;  
slowest speed  
was less than  
walk speed

Fail to stop  
at stop line

Caused evasive  
action or acci-  
dent

Less than arrest  
tolerance

Fail to stop  
before cross  
walk

As above

As above

Fail to stop  
before entering  
intersection

As above

As above

Fail to stop  
for stop sign  
at railroad  
crossing

Fail to stop.  
Slowest speed  
faster than walk

Less than arrest  
tolerance

Fail to stop  
for stop sign  
in mid-block

Failed to stop.  
Slowest speed was  
faster than walk

As above



VIOLATIONARREST/CITATIONWARN

Failed to stop  
emerging from  
alley or driveway

No stop. Crossed  
existing sidewalk  
or alley at  
greater than walk  
speed

Less than arrest  
tolerance

Fail to stop  
at intersecting  
alley

As above

As above

Failure to stop  
for school bus

All violations

None

Used school bus  
lights in load-  
in area

After warning

Less than arrest  
tolerance

Used school bus  
lights -- curb --  
sidewalk

As above

As above

Improper use of  
school bus mark-  
ings

All violations

None

Unlawful parking  
on roadway

Illegally parked  
vehicle not dis-  
abled

Less than arrest  
tolerance

Unlawful stop  
within inter-  
section

All violations  
where driver left  
vehicle or  
created hazard  
except disabled  
vehicle

Less than arrest  
tolerance

Unlawful stop  
on crosswalk

As above

As above

VIOLATIONARREST/CITATIONWARN

Unlawful stop  
on sidewalk

All violations  
where driver left  
vehicle or cre-  
ated hazard ex-  
cept disabled vehicle

Less than arrest  
tolerance

Unlawful stop-  
ping -- consturction  
zone

As above

As above

Double parking

As above

As above

Illegal stop-  
ping fire station  
or driveway

As above

As above

Stopping where  
prohibited by  
signs

As above

As above

Improper stop  
adjacent to  
school

As above

As above

Parking in  
loading zone

As above

As above

Parking in alley  
in business  
district

As above

As above

Parking in front of  
fire hydrant

As above

As above

Parking near  
entrance to  
alley or driveway

All violations  
where driver  
left vehicle or  
created hazard  
except disabled  
vehicle

Less than arrest  
tolerance

VIOLATIONARREST/CITATIONWARN

Parking near  
crosswalk

As above

As above

Parking where  
prohibited by  
signs

As above

As above

Vehicle not  
parked parallel  
to street

Any violation  
which affects  
other traffic

Less than arrest  
tolerance

Unlawful park-  
ing on one-way  
roadway

Facing wrong way,  
angle parked when  
affecting other  
traffic

As above

Unlawful angle  
parking

Parked parallel,  
occupied two  
spaces, unattended

As above

Unlawful parked  
position

Moved into others  
marked space or  
affected traffic

As above

Unlawful parking  
left side of  
highway

Interference with  
other traffic

As above

Vehicle on high-  
way displayed  
for sale

Person obviously  
trying to make  
sale, using lo-  
cation to better  
display car, after  
warning

As above

Illegal parking  
on public or  
private property

All violations  
on complaint of  
property owner

None

VIOLATIONARREST/CITATIONWARN

Unreasonable and  
imprudent speed

Accident or near  
accident where  
speed is direct  
cause. Other  
traffic affected.  
Any speed greater  
than is safe or  
reasonable and  
prudent under the  
existing con-  
ditions, any accident  
where speed is a  
direct cause.

Excessive speed  
to posted limit,  
but no accident  
or near accident,  
no other traffic  
affected. Any speed  
less than arrest  
tolerance

Fail to reduce  
speed appropri-  
ately

Special hazard,  
hills, curves, pe-  
destrians, weath-  
er, roads, or other  
traffic requires  
reduced speed. Fails  
to reduce speed,  
accident or near  
accident

Less than arrest  
tolerance

Speeding in  
school zone

Refer to speed enforcement policy

Speeding through  
school crossing

As above

Speeding past  
safety zone

As above

Speeding in  
alley

As above

Speeding on  
city streets

As above

VIOLATIONARREST/CITATIONWARN

Speeding in  
outlying dist-  
ricts

Refer to speed inforcement policy

Speeding night-  
time 55 mph

As above

Speeding day-  
time 65 mph

As above

Speeding in  
public park

As above

Speeding on  
built up town  
road

As above

Speeding night-  
time I-System  
60 mph

As above

Speeding Day-  
time I-System  
70 mph

As above

Speeding  
I-System excess  
of posted limit

As above

Speeding in  
zoned area  
25 mph

As above

Speeding in  
zone area  
30 mph

As above

Speeding in  
zone area  
35 mph

As above

VIOLATIONARREST/CITATIONWARN

Speeding in  
zoned area  
40 mph

Refer to speed enforcement policy

Speeding in  
zoned area  
45 mph

As above

Speeding in  
zoned area  
50 mph

As above

Speeding night-  
time freeway  
60 mph

As above

Speeding Day-  
time freeway  
70 mph

As above

Speeding truck  
freeway  
10,000 lbs.  
55 mph

As above

Speeding truck  
I-System  
10,000 lbs.  
55 mph

As above

Speeding vehicle  
solid metal  
rubber tire

As above

VIOLATIONARREST/CITATIONWARN

Speeding truck  
over 10,000 lbs.  
45 mph

Refer to speed enforcement policy

Impeding traffic

Continues to impede  
after warning by trooper

Less than arrest  
tolerance

Slow moving vehicle  
fail to yield right of way

Continuing violation in  
aggravated situation.  
No opportunity for  
traffic to pass

As above

Improper lane use,  
by cyclist

All violations

None

Illegal riding sidesaddle

As above

None

No or improper use of  
foot pegs (passenger)

After warning

Less than tolerance

Passenger seated in  
front of driver

All violations

None

Headlamps on cycle not  
lighted

After warning

Less than arrest  
tolerance

Reckless driving

All violations

None

Reckless driving causing  
injury

As above

None

Driving vehicle while  
intoxicated

All violations

None

Habitual user of dangerous  
narcotic drugs

All violations

None

Person subject to epilepsy

All violations

None

Driving vehicle while  
intoxicated causing injury

All violations

None

Employment of drunken  
operator

All violations

None

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Failure to discharge drunken operator	All violations	None
Fail to stop and give information after involved in accident	All violations None	
Fail to report accident (unattended vehicle)	All violations	None
Fail to report accident (property damage)	All violations	None
Failure to report accident	All violations	None
Failure to file report of accident	All violations	None
Occupant fails to file report of accident	After warning	Less than arrest tolerance
Filing false accident report	All violations	None
Failure of coroner to report death	All violations	None
Failure to submit blood sample	All violations	None
Fail to keep accident records (garage)	All violations	None
Permit unauthorized operation (parent)	All violations	None
Play vehicle on roadway	Causes accident or near accident or after warning	Less than arrest tolerance



VIOLATIONARREST/CITATIONWARN

Illegal bicycle operation--  
no seat

Causes accident or  
near accident or after  
warning

Less than arrest  
tolerance

Illegal bicycle operation--  
passenger

Causes accident or  
near accident or  
after warning

Less than arrest  
tolerance

Illegal bicycle operation--  
load restriction

As above

As above

Bicyclist clinging to vehicle

As above

As above

Fail to keep to the right--  
bicyclist

As above

As above

Fails to ride in single file

As above

As above

Fail to use bicycle path

As above

As above

Improper or no lights on  
bicycle

As above

As above

Improper or no brakes  
on bicycle

As above

As above

Unsafe backing

Causes accident or  
interferes with traffic

As above

Operate vehicle with  
view obstructed

Vision completely  
obscured to front,  
or sides

As above

Obstruct operators view  
(passenger)

Obvious interference

Less than arrest  
tolerance

VIOLATIONARREST/CITATIONWARNView obstruction (signs  
or stickers)Object seriously  
obscure in any  
direction, or failed to  
remove after so ordered

As above

View obstruction front  
windowObject placed or sus-  
pended, seriously  
obscures view through  
front windshield or  
failed to remove after  
so ordered

As above

View obstruction rear

Object obscures rear  
vision--no outside rear  
view mirror

As above

Dirty windows or wind-  
shieldObvious failure to clean  
windows or condition  
caused accident or near  
accident

As above

Inattentive driving

Causes accident erratic  
driving

As above

TV illegally installed  
in vehicle

All violations

None

Following emergency  
vehicle

Closer than 300 feet

300-500 feet

Following emergency  
vehicle (parking)

All violations

None

Crossing fire hoses

All violations

None

Driver allows  
unlawful ridingHazard for passenger  
or other trafficLess than arrest  
tolerance

Illegal riding

As above

As above

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Intoxicant in vehicles carrying minors	All violations	None
Driving on sidewalk	All violations	None
Speed-endurance contest (racing)	All violations	None
Leading animal from motor vehicle	Interfered with traffic or mistreatment of animal	Less than arrest tolerance
Throwing missile in or at vehicle	Object thrown at moving vehicle caused operator to lose control or repeats violation after warning	As above
Placing pamphlets in or on vehicle	All violations after warning or citizens complaint	First violation, no citizens complaint
Placing injurious substance on highway	All violations	None
Throw debris or littering	Throws or deposits bags of waste, can, bottle, or paper in quantity	Less than arrest tolerance
Permitting littering of debris	As above	As above
Spilling of load or foreign matter	Spilling of load creates a hazard or evidence of obvious improper loading	Visible debris less than arrest
Transporting pass in mobile home or boat	All violations	None

VIOLATIONARREST/CITATIONWARN

Alight or board vehicle  
in motion

Created hazard or  
caused injury

Less than arrest  
tolerance

Cyclist clinging to vehicle

All violations

None

Towing sleds, etc.

All violations

None

Sale of prohibited equipment

All violations

None

Driving without lights--  
hours of darkness

All violations except  
in well lighted areas

Less than arrest  
tolerance

Failure to clean lamps  
and reflectors

Deficiency has existed  
for some time or after  
warning

As above

Headlamp restrictions

All violations

None

Improper color or light  
to front

Continued use after  
warning

Less than arrest  
tolerance

Improper lamp on rear

As above

As above

Improper display of  
flashing light

As above

As above

Vehicle not equipped  
with headlamp

Fixture missing or  
known malfunction

Less than arrest  
tolerance

Motorcycle not equipped  
with headlamp

As above

As above

Motor driven cycle  
no headlamp

As above

As above

Improperly located  
headlamps

Failure to relocate  
as ordered

Less than arrest  
tolerance

VIOLATIONARREST/CITATIONWARN

Improper high beam

After warning

As above

Improper low beam

As above

As above

No beam indicator  
for headlight

As above

As above

Improper headlamp--cycle

After warning

Less than arrest

Improper headlamp beam--  
cycle

As above

As above

Improper low or high  
cycle

As above

As above

Improper single beam  
headlamp

As above

As above

Fail to dim lights meeting  
vehicleAggravated circum-  
stances or after warningLess than arrest  
toleranceFail to dim lights following  
vehicle

As above

As above

No tail lights

Refer to equipment violation policy

Improper located taillights

After warning

Less than arrest  
toleranceDefective license plate  
light

As above

As above

Improper taillight or  
license light hookup

As above

As above

No or defective stoplamps

Refer to equipment violation policy

VIOLATIONARREST/CITATIONWARN

Improper wired stoplamp

After warning

Less than arrest  
toleranceDefective or no signal  
lamps

Refer to equipment violation policy

Improper signal lamps--  
location or intensity

After warning

Less than arrest  
tolerance

No turn signal indicator

As above

As above

No clearance lamps front

Refer to equipment violation policy

No clearance lamps back

Refer to equipment violation policy

No reflectors rear

After warning

Less than arrest  
toleranceClearance lamps truck  
tractor

Refer to equipment violation policy

Reflectors trailer or  
semitrailer

After warning

Less than arrest  
toleranceImproper color lamps--  
reflectors rear

As above

As above

Improper location of  
reflectors

As above

As above

Improper location of  
clearance lamps

As above

As above

Visibility of reflectors

As above

As above

Visibility of clearance  
lamps

As above

As above

VIOLATIONARREST/CITATIONWARN

No lamps on projecting  
load

Extends over 5 feet

Less than arrest  
tolerance

No flag on projecting load

As above

As above

Improper lamps on farm  
vehicles

Refer to equipment violation policy

No flags on vehicle train

After warning

Less than arrest  
tolerance

No flags on towed truck

As above

As above

No lights on farm tractor

Refer to equipment violation policy

Improper lights on  
farm tractor

As above

Improper lights on  
maintenance equipment

After warning

Less than arrest  
tolerance

Lights on maintenance  
equipment left side of  
highway

As above

As above

Improper lamps on non  
motor vehicles

Refer to equipment violation policy

No slow moving vehicle  
(SMV) emblem

Refer to equipment violation policy

Improper lamps on  
emergency vehicles

After warning

Less than arrest  
tolerance

Improper lamps on  
school buses

As above

As above

VIOLATIONARREST/CITATIONWARN

Improper spotlight	More than 2	As above
Improper use of spotlight	Focused so as to interfere with traffic	As above
Improper fog lamps	After warning	As above
Improper use of fog lamps	As above	As above
Improper backup lamps	As above	As above
Improper use of backup lamps	As above	As above
Improper identification lamps on taxicabs and buses	As above	As above
Improper use of warning lamps on tow trucks	After warning	Less than arrest tolerance
Improper warning lamps on highway vehicles	As above	As above
Improper lights--mail carrier	As above	As above
Improper warning lamps on utility vehicle	As above	As above
Improper location--flashing warning lamps	As above	As above
Lighting equipment on parked vehicle	As above	As above
Bright headlamps on parked vehicle	As above	As above



VIOLATIONARREST/CITATIONWARN

No flares, torches or reflectors

All violations

None

No red flags

After warning

Less than arrest tolerance

No or improper warning devices on special carrier

All violations

None

No or improper display of warning devices

All violations

None

No or improper display of warning devices

All violations

None

No or improper display of warning devices

All violations

None

Improper warning device--view obstruction

All violations

None

Improper warning device divided highway

All violations

None

Improper warning device divided highway

All violations

None

Improper warning device divided highway

All violations

None

Improper warning device divided highway

All violations

None

Improper display of warning device--petroleum carriers

All violations

None

Improper display of flags

All violations

None

No or defective brakes

All violations

None

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
No or defective parking brake	Refer to equipment violation policy	
No or defective brake on cycle	All violations	None
No or defective brake on trailer	All violations	None
No or defective brake on mobile home	All violations	None
Substitute standard brake fluid	All violations	None
Brake fluid improperly labeled	All violations	None
No or defective horn (equipment)	Refer to equipment violation policy	
No or defective horn (unnecessary use of horn)	Aggravated situation	Less than arrest tolerance
Improper siren or whistle	All violations	None
Emergency vehicle not equipped with siren	After warning	Less than arrest tolerance
No or defective muffler	Refer to equipment violation policy	
Cut out or modified exhaust system	All violations	None
No rear view mirror	Refer to equipment violation policy	
No or improper speedometer	As above	

VIOLATIONARREST/CITATIONWARNNo or defective  
windshield wiper

As above

Operation without safety  
glass

All violations

None

Sale without safety glass

All violations

None

School bus body improperly  
painted

After warning

Less than arrest  
toleranceSchool bus trim improperly  
painted

As above

As above

No or improper school bus  
lettering

As above

As above

No or improper school  
bus warning signal

After warning

As above

Non school bus painted  
school bus colors

After warning

As above

Improper tire

After warning

As above

Use of tires with improper

As above

As above

Regrooved tires

All violations

None

No fenders on tractors

After warning

Less than arrest  
tolerance

No fenders or mud flaps

After warning

As above

Improper location of fenders  
or mud flaps

After warning

Less than arrest  
tolerance

<u>VIOLATION</u>	<u>ARREST/CITATION</u>	<u>WARN</u>
Improper size of fender or mud flaps	After warning	As above
Improper draw bar length	Over 13 feet	Less than arrest tolerance
Improper trailer hitch	Separates from towing vehicle or fails	As above
No or improper safety chains, bars, cables	Refer to equipment violation policy	
Substitute standard safety chains, bars, cables	Separates from towing vehicle or fails	Less than arrest tolerance
No seat belts	All violations	None
Substitute standard seat belts	After warning	Less than arrest tolerance
No helmet worn cycle	All violations	None
Sale of defective headgear	All violations	None
Operate cycle without eye protection	All violations	None
Unlawful renting or loaning of cycle	All violations	None
Rental of unclean or unusable headgear	All violations	None
Illegal handle bars	All violations	None
Modified handle bars	All violations	None
Improper muffler on cycle	Refer to equipment violation policy	

VIOLATIONARREST/CITATIONWARN

No or inadequate  
seats--foot rest--pegs  
(persons)

All violations

None

No or inadequate seats--  
foot rest--pegs (seats,  
foot rest--pegs)

After warning

Less than arrest  
tolerance

Improper marking on  
inflammable load

All violations

None

Overwidth

More than 1 foot in  
excess or after warning

Less than arrest  
tolerance

Overheight

More than 1/2 foot  
in excess or after  
warning

Less than arrest  
tolerance

Overlength

More than 1 foot in  
excess or after warning

Less than arrest  
tolerance

Vehicle train (no permit  
needed)

More than 1 foot in  
excess or after warning

Less than arrest  
tolerance

Vehicle train (tour train)

All violations

None

Vehicle train  
(agricultural)

After warning or con-  
flict with traffic

Less than arrest

Load extended sides

More than 1/2 foot  
on left, more than  
1 foot on right

Less than arrest  
tolerance

Load extends more than  
3 feet to the front

More than 1 foot in  
excess

Less than arrest  
tolerance

Spilling load on highway

Appreciable amount  
or injurious to other  
traffic

Less than arrest  
tolerance

VIOLATIONARREST/CITATIONWARN

Improper vehicle  
combination

All violations

None

Loaded to cause sideways

After warning or  
conflict with traffic

Less than arrest  
tolerance

Fail to secure load on  
trailers or mobile home

As above

As above

Boats not secured to  
trailer

As above

As above

Less than 35 lbs.  
imposed on hitch

As above

As above

One end of axle

In excess of 100 lbs.

None

Single axle overload

As above

None

Axle group overload

As above

None

Axle group overload  
over 73,000 lbs.

As above

None

Exceeding class "B"  
highway weight limits

As above

None

Excess of class "B"  
highway axle weight limits

In excess of 100 lbs.

None

Excess of special  
weight limits

As above

None

Fail to stop operation  
as ordered

All violations

None

Empty weight not lettered  
on vehicle

After warning

Less than arrest  
tolerance

VIOLATIONARREST/CITATIONWARN

Refuse to weigh	All violations	None
Failure to carry permit	All violations	None
Improper operation on highway	All violations	None
Operating under age	After warning or conflict with traffic	Less than arrest tolerance
Improper possession of firearms or bows	All violations	None
Driving deer or bear with snowmobile	All violations	None
Permit operation by persons under influence or incapable	All violations	None
Operating on or along highway--no tail or headlamp	Refer to equipment violation policy	
Improper or unreasonable speed	All violations	None
Careless operation endangering person or property	All violations	None
Operate snowmobile under influence	All violations	None
Excessive or unusual exhaust noise	Muffler missing or amplifying device attached	Less than arrest tolerance
No functioning muffler	As above	As above





**END**