

SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS

6.01 PURPOSE

This regulation establishes policy for directing Department resources to minimize crashes and traffic congestion on the Commonwealth's highways.

6.02 GOALS AND OBJECTIVES

Selective traffic enforcement programs are some of the most efficient means available for law enforcement to develop voluntary compliance with traffic laws. These programs target specific areas that have a high incidence of motor vehicle crashes and traffic violations. Enforcement locations and times shall be selected based upon analyses of traffic volume, crash data, frequency of traffic violations, and traffic conditions and shall include consideration of geographic and temporal factors. The objective is to direct appropriate enforcement efforts toward violations that are likely to cause crashes.

6.03 RESPONSIBILITIES

A. Director, Bureau of Patrol:

1. Disseminate information to Department personnel concerning each Department-wide selective traffic enforcement program. The information shall include:
 - a. The goals of the program.
 - b. The objectives to be used to meet the goals.
 - c. The duration of the program.
 - d. When overtime is authorized for the program, the number of overtime hours allotted to each affected Troop, and the appropriate Systems, Applications, and Products (SAP) Internal Order Code number.
2. Review the annual evaluation provided by the Director, Patrol Services Division, Bureau of Patrol, and determine if selective traffic enforcement programs should be continued, discontinued, or modified.

3. Submit a copy of the evaluation, along with any recommendations, to the Deputy Commissioner of Operations, by May 15 of each year.

B. Director, Patrol Services Division, Bureau of Patrol:

1. On an annual basis, evaluate all selective traffic enforcement activities, including all programs, to determine whether specific selective enforcement programs have met their goals.
2. Submit the results of the evaluation to the Director, Bureau of Patrol, by April 15 of each year, summarizing all findings and recommending continuation, discontinuation, or modification of specific selective traffic enforcement programs.

C. Troop Commanders:

1. Ensure statistical analyses and visual surveys are conducted periodically to determine the locations, times of day, days of the week, and the predominant violations contributing to crashes.
2. Select sites for selective traffic enforcement, consistent with the goals of the selective traffic enforcement program. Site selection should be based, in part, on statistical analyses and visual surveys. However, consideration must also be given to the safety of the members involved and the motoring public.

D. Patrol Section and Station Commanders:

1. Assign personnel to selective traffic enforcement details as required for the specific program.
2. Ensure all enforcement statistics for the specific program are submitted electronically to the Bureau of Patrol, via the PSPiNet, Applications, Bureau of Patrol Data Collection, under the applicable link, or as otherwise directed, in a timely manner.
3. Endeavor to develop local selective traffic enforcement programs to address problem areas within their primary jurisdiction.

4. Ensure personnel are assigned to conduct traffic enforcement activities in areas that have high crash rates, as resources permit.
5. Ensure assigned members enter all overtime hours associated with selective traffic enforcement details into the SAP Cross-Application Time Sheet (CATS) module, using the appropriate SAP Internal Order Code number.
6. Ensure personnel who are assigned (overtime and/or straight time) to a selective traffic enforcement detail make the appropriate entry in the "Special Activity" block (e.g., STEP-OT, STEP-ST, PADEEP-OT, or PADEEP-ST) on each Traffic and Criminal Software (TraCS) Traffic Citation, TraCS Philadelphia Traffic Citation, or TraCS Police Warning Notice, as applicable.

6.04 TRAFFIC VOLUME SURVEYS

There is a direct correlation between traffic volume and the need for police services; thus, the average daily traffic volume should be considered in the development of selective traffic enforcement sites and the assignment of members. There are two methods for gathering such data:

- A. The utilization of traffic studies and traffic volume surveys, conducted by the Pennsylvania Department of Transportation (PennDOT) and local/municipal officials, is encouraged. PennDOT traffic studies and traffic volume surveys can be obtained by contacting the District Traffic Engineer at the PennDOT Engineering District Office for the affected geographic area within a particular Troop or Station jurisdiction. In the event a request for a traffic study or traffic volume survey cannot be fulfilled by the affected PennDOT Engineering District Office, requests may be directed to Pennsylvania Department of Transportation, Bureau of Planning and Research, Transportation Planning Division, Post Office Box 3555, Harrisburg, Pennsylvania 17105-3555.
- B. The utilization of the Vehicle Probe Project (VPP) Suite and the Regional Integrated Transportation Information System (RITIS) website can be useful for detecting and managing recurring queues and/or traffic events along a section of roadway, planning for proactive enforcement initiatives (dates and/or timeframes), proper scheduling of personnel for peak travel

times, and/or proper evaluation of requests for members in work zones. To obtain access to the VPP Suite and the [RITIS website](#), members must create a RITIS account on the [RITIS website](#) using their CWOPA email address (name@pa.gov).

6.05 CRASH OCCURRENCE SURVEYS

Commanders/Supervisors shall utilize the Event Trending module within the Records Management System (RMS) and/or the TraCS Statistical Lookup on the PSPiNet to identify high-crash areas and days/times of crashes reported within their primary jurisdiction. Commanders/Supervisors can then effectively allocate Department resources to target enforcement efforts based on this information. Additionally, the Bureau of Maintenance and Operations, PennDOT, maintains and analyzes data from reportable crashes occurring within the Commonwealth. PennDOT maintains the [Pennsylvania Crash Information Tool](#), which permits Commanders/Supervisors to effectively analyze and search crash occurrence data based on various search parameters. This data can be instrumental in identifying enforcement sites in congruence with specific program goals and objectives.

6.06 FREQUENCY OF TRAFFIC VIOLATIONS

Patrol Section and Station Commanders shall ensure periodic site surveys and traffic citation reviews are conducted at the Troop and Station levels to identify the type, frequency, and location of traffic violations. The following are some of the techniques that may be employed to determine violation patterns and traffic volume:

- A. Radar surveys to determine speed violations.
- B. Site surveys to identify inherent conditions that may combine with traffic violations to increase crash occurrences. Conditions such as improperly timed traffic signals; obstructions; and/or inadequate, missing, or improperly placed directional, warning, or informational signs may be identified through observation.
- C. Interviews with residents and/or business owners to identify recurring traffic congestion sites, increased crash frequency, or other factors.
- D. Review of traffic complaints received from the public, PennDOT, and elected officials to determine the types and locations of violations or concerns of the community.

- E. Interviews of motorists stopped for traffic violations to learn of any mitigating factors for their violations. The information obtained may assist in identifying site survey locations.

6.07 SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS—GENERAL PROVISIONS

- A. Selective traffic enforcement programs are intended to be conducted utilizing personnel on regular time; however, overtime hours may be provided to Troops to supplement their use of regular hours, as grant monies become available and as priorities demand.
 - 1. Unless otherwise directed, allotted overtime hours not used during the specified time period may not be used at a later date. Overtime hours used in excess of an allotment will be charged to the Troop.
 - 2. The allocation of supplemental overtime hours will be based on the following considerations:
 - a. Program and Time Management: Individual Troop's effectiveness in managing the program(s) and effectively using regular hours, as well as the allotted overtime hours. Depending on the staffing of a particular enforcement program, and when appropriate, enforcement efforts should be supervised at the enforcement site by a Patrol Unit Supervisor.
 - b. Analysis of Crash and Enforcement Data: The highest priority for enforcement shall be given to locations identified as having high crash rates. Success in effecting a reduction in crashes at these locations should result in increased support for Troop efforts.
 - c. Effectiveness of Public Information and Education Programs Promoting and Supporting Enforcement Programs: Troop Commanders shall ensure periodic reports on the enforcement programs are provided to the news media. In addition to submitting information as required by AR 6-1, Department Information, copies of any applicable documentation of public information and education

efforts shall be forwarded to the Director, Bureau of Patrol. When practicable, every motorist stopped during any selective traffic enforcement program shall be informed that the stop was related to a Department enforcement effort. The specific name of the program shall be used whenever possible.

3. Members participating in selective traffic enforcement programs may be utilized in a voluntary overtime status during their regularly scheduled off-duty time, unless specifically prohibited by the program. The use of overtime for travel to any enforcement site is, generally, not authorized. Absent exigent circumstances, members utilizing overtime hours while participating in a selective traffic enforcement program shall only perform program-related enforcement and shall not be utilized for other incidents/activities.
- B. The use of aggressive patrols has proven to be effective in the identification and prevention of criminal activity. All members are strongly encouraged to look beyond the traffic violation in an effort to identify criminal activity.
1. When a significant criminal arrest is made as a result of a selective traffic enforcement effort, the Public Information Release Report, Form SP 1-518, shall specifically identify the applicable program by name.
 2. If any concurrent reduction in criminal activity is identified, this information shall be brought to the attention of the Director, Communications Office, Executive and Administrative Offices.

6.08 CIVILIAN CLOTHES PATROL

Civilian clothes patrol may be utilized for the purpose of enforcing the provisions of the Vehicle Code in those areas where aggravated conditions exist which could be addressed by this method of enforcement.

- A. Implementation: A civilian clothes patrol consists of a uniformed member operating an unmarked vehicle while temporarily concealing their uniform with civilian clothing. The civilian attire used shall be of a type that is easily and safely removed. In all

cases, the member shall be in full uniform prior to exiting the vehicle and approaching the violator.

- B. Authorization: Civilian clothes patrol shall not be instituted without the prior authorization of the Patrol Section Supervisor or Station Commander.
- C. Documentation: Members issuing TraCS Traffic Citations or TraCS Philadelphia Traffic Citations as a result of enforcement action taken during civilian clothes patrol shall enter "Civilian Clothes Patrol" in the "Special Activity" block on each citation issued.

6.09 SELECTIVE TRAFFIC ENFORCEMENT AGAINST DRUNK DRIVING (STEAD-D)

The STEAD-D program is designed to facilitate the reduction of alcohol-related traffic crashes through the use of sobriety checkpoints and driving under the influence (DUI) roving saturation patrols at predetermined locations throughout the Commonwealth.

- A. Patrol Section/Station Commanders, Troops A through R, shall designate a DUI Coordinator who will be responsible for querying alcohol-related incidents/activity from data contained within the RMS. This information shall be utilized by Patrol Section/Station Commanders, in conjunction with the criteria outlined in FR 6-3, Traffic Safety Checkpoints, to determine sobriety checkpoint/roving patrol sites.
- B. Any use of overtime in excess of the allocation for each STEAD-D enforcement period will be charged against the Troop. If a Troop fails to use all allocated hours, the unused hours are forfeited and may not be rolled over for future use.
- C. Program supervisors shall electronically submit statistical data required by PennDOT to the Bureau of Patrol, via the PSPiNet, Applications, Bureau of Patrol Data Collection, "Impaired Driving Enforcement" link. These statistics shall be provided for each STEAD-D enforcement detail.
- D. Should inclement weather arise prior to the start of a scheduled STEAD-D detail, the detail shall be cancelled in its entirety. If inclement weather arises after the commencement of a sobriety checkpoint, roving patrols may be substituted.

- E. Members shall make the appropriate entry in the “Special Activity” block (e.g., STEAD-D Checkpoint OT, STEAD-D Checkpoint ST, STEAD-D Roving OT, STEAD-D Roving ST) on each TraCS Traffic Citation, TraCS Philadelphia Traffic Citation, or TraCS Police Warning Notice generated under this program.
- F. Sobriety checkpoint results shall be documented as outlined in FR 6-3, Traffic Safety Checkpoints.