

TRAFFIC - SELECTIVE ENFORCEMENT

POLICY:

It is the policy of the Omaha Police Department (OPD) to use available data and resources to assist in the direction of selective traffic enforcement activities for the purpose of reducing the number and severity of vehicular crashes on the streets of Omaha. The goal of all traffic enforcement activities is to gain voluntary compliance to the traffic laws of the City and State.

PROCEDURE:

I. Traffic Records System

A. Traffic Crash Data.

1. The OPD will compile and collect Traffic Crash Data through its Computer Aided Dispatch (CAD) System.
2. The Crime Analysis Unit (CAU) will provide a map of areas with high rates of traffic crashes to the Traffic Unit and UPB on a quarterly basis.
 - a. The Traffic Unit and UPB supervisors will use this data to assist in the direction of selective traffic enforcement activities.

II. Traffic Selective Enforcement Activities

A. UPB officers may be assigned to selective enforcement activities as their normal duties allow. These assignments should be based on existing crash data and/or violation problems.

1. UPB Supervisors will be responsible for monitoring the selective enforcement activities of the officers under their command.
2. Individual officers may initiate selective enforcement activities within their assigned portion of the city.
3. Supervisors will monitor the selective enforcement activities by comparing the locations of citations issued with the problem locations.

B. Traffic Unit Activities.

1. The Traffic Unit's Selective Enforcement Squad provides traffic enforcement throughout the city, on the interstate system, at locations with high numbers of vehicle crashes or violations, and in response to complaints received from city officials or police administration.
 - a. Traffic Unit officers who are primarily assigned to other duties, such as investigating crashes, may conduct selective enforcement activities when they are not performing those other duties.
2. The Traffic Unit commander or designee will maintain data related to the Unit's selective enforcement activities. This data may include information such as the number of selective enforcement activities, their locations, and their outcomes.

- a. The Traffic Unit commander or designee will review traffic enforcement activities periodically, and will compare the locations of those activities with the high traffic crash locations identified quarterly by the CAU.

III. Implementation of Selective Enforcement Techniques

- A. Strategies and tactics used for selective traffic enforcement will be consistent with the nature of violations and the potential of violations to interfere with safe traffic flow.
- B. One or more of the following types of traffic control may be used:
 1. Line Patrol: Patrol between two specific points on a given street.
 2. Area Patrol: Moving patrol within a defined area.
 3. Directed Patrol: Assignment of officers to a specific location to address a specific enforcement issue.
 4. Stationary Traffic Observation: Visible stationary observation and/or concealed stationary observation.
- C. Officers may use countermeasures that would be effective for specific enforcement problems. These countermeasures may include the use of:
 1. Marked police vehicles.
 2. Semi-marked police vehicles (no external light bars).
 3. Unmarked police vehicles.
 4. Specialty vehicles (motorcycles, etc.).
- D. Qualified officers may use Radar during enforcement activities in either moving or stationary modes.

IV. Speed-Measuring Devices

- A. The OPD uses Radar/Lidar instruments to detect speeding violators. Officers who operate the Radar/Lidar units must be qualified to operate the units. All Radar/Lidar units must meet or exceed all NHTSA and IACP guidelines for police traffic speed detection devices.
 1. Radar can be operated in two modes, stationary and moving. However, the use of same direction moving Radar will be restricted to those officers who have received the necessary additional training and certification.
 2. After initial certification, officers must complete the Radar Recertification Training every four (4) years via PowerDMS.
 3. The Radar Recertification Training will be completed on duty using PowerDMS (approximately two hours), and officers will need to take and pass the included test with a minimum passing score of 75%.
 4. Completion of training is tracked and maintained in the officer's training file in PowerDMS.

5. Officers who fail to maintain proper certification will lose their Radar and laser certifications and will be required to re-take both courses in order to recertify.
- B. The Radar units may operate on one of the following Radar bands: K Band or KA Band.
 - C. Radar/Lidar units must be operated in accordance with the training received by the operator.
 1. Upon one (1) year after graduation from the OPD Academy, officers may become certified in Lidar.
 2. The initial Lidar certification will be consistent with NHTSA guidelines on training. Once completed, there is no recertification for Lidar.
 3. Officers must maintain their Radar certification (and re-certification) in order to use Lidar.
 4. If the Radar certification expires, the Lidar certification will also expire at that time. Officers will need to attend the initial certification classes (in both Radar and Lidar) again to be re-certified.
 - D. Officers who operate Radar/Lidar units must verify that the units are functioning properly. Equipment will be checked for proper operation prior to, during, and after completion of every assignment.
 1. Officers must perform an internal check of the units.
 2. Officers must also perform an external check of the units by using the appropriate Radar tuning forks in the case of Radar, or the distance test as well the sight alignment test for the Lidar.
 - E. Radar/Lidar units found to be malfunctioning will be reported to the Supply Unit, and the proper repairs or maintenance will be sought.
 - F. Routine maintenance will be performed on the units as prescribed by the manufacturer.
 - G. The Training Unit will document speed measurement device certification by placing the certification in each officer's training file. Qualified Operator Cards, OPD Forms 247 (Radar) and 247A (Laser), will be issued to certified officers.
 - H. Before a vehicle is stopped for a Radar/Lidar verified speeding violation, officers will make certain that all elements of the Tracking History Checklist have been followed:
 1. Visual observation.
 - a. Identify target vehicle.
 - b. Estimate speed.
 - c. Verify range.
 - d. Check environment.
 2. Audio confirmation (Radar only).
 - a. Check for proper pitch.
 - b. Check for clarity.

3. Radar/Lidar verification.
 - a. Stable readout of target speed (3-5 seconds).
 - b. Patrol speed verification (Radar moving mode ONLY).
 - c. Manual lock (optional).

NOTE: If the three main elements of the Tracking History Checklist are not utilized, a citation will NOT be issued.

- I. Court testimony regarding speed-measuring device operation is critical. Officers will be prepared to explain how they set up and operated the unit, in addition to the basic principles of Radar/Lidar, e.g., range and beam width.
- J. Traffic Unit vehicles equipped with Radar will not be used by officers who are not assigned to the Traffic Unit without approval of a Traffic Unit Command Officer.
- K. Extreme care will be exercised by all officers when handling speed-measuring devices.
 1. All Radar antennas and counting units will be firmly mounted on the vehicle.
 2. Officers will make certain that the antenna does not come in contact with outside elements, e.g., rain or snow.
 3. Radar units will remain in the assigned vehicle unless repairs are necessary. Constant transfers of Radar units from one vehicle to another will cause malfunctions.

V. Selective Traffic Enforcement Review

- A. The Traffic Unit commander or designee will continually evaluate OPD's selective traffic enforcement activities, and will, at least annually, complete a documented selective traffic enforcement review.
 1. The documented evaluation will assess past and current selective enforcement activities, and will serve as a guideline for future selective enforcement efforts.

REFERENCES:

I. Previous OPD Orders

- A. Previous OPD General Orders include the following: #75-87, 70-00, 30-13, 76-17, and 56-19.

II. CALEA Accreditation Standards

- A. The following CALEA Accreditation Standards are relevant to this policy: 61.1.1, 61.1.5, 61.1.9, 61.3.2, 61.4.2.