



A handwritten signature in black ink, appearing to read "A. H.", is written over a horizontal line.

POLICY

It is the policy of the Douglas County Sheriff's Office (DCSO) to engage in selective traffic enforcement activities based upon collision data, enforcement data, traffic complaints, or as part of specialized local, state, or national safety campaigns.

DEFINITIONS

Selective Traffic Enforcement: Direct enforcement activities conducted at specific geographic locations or focused on specific traffic law violations that have been identified as necessary to enhance the safety of the public roadways.

PROCEDURE

I. Selective Traffic Enforcement Assignment

- A. Identifying locations that experience a high number of motor vehicle collisions as well as determining which traffic law violations are contributing to the number and severity of collisions allows the DCSO to deploy Deputies in a manner that maximizes the efficiency and effectiveness of enforcement efforts aimed to enhance the safety of the public roadways within Douglas County.
- B. For this reason, the USB Lieutenants and Sergeants, will compile and periodically review various sources of information in order to effectively implement strategies and deploy Deputies for traffic enforcement.
- C. Selective Traffic Enforcement assignments may be conducted:
 - 1. Based on the compilation and review of collision data. (61.1.1a)
 - 2. Based on the compilation and review of previous traffic enforcement data. (61.1.1b)
 - 3. As part of specialized local, state, or national safety campaigns conducted at various times throughout the year. These safety campaigns may include, but are not limited to:
 - a. Click it or Ticket (CIOT)
 - (1) A nationwide safety campaign designed to raise awareness surrounding the use of seatbelts. CIOT is funded through the Nebraska Office of Highway Safety (NOHS) by the National Highway Traffic Safety Administration (NHTSA).
 - (2) Dates for CIOT operations are determined by NOHS.
 - b. You Drink. You Drive. You Lose! (YDYYDL) (61.1.9)

- (1) A nationwide enforcement campaign focused on deterring, detecting, and arresting impaired drivers. This campaign is funded through NOHS by the NHTSA.
 - (2) These operations may be conducted at various times throughout the year.
 - c. Project Extra Mile (61.1.9)
 - (1) A statewide organization whose mission is to “create a community consensus that clearly states that underage alcohol use is illegal, unhealthy, and unacceptable.”
 - (2) Funding to conduct retailer compliance checks, MIP party patrols, and other activities aimed at reducing underage drinking is provided through NOHS and the Office of Juvenile Justice and Delinquency Prevention.
 - (3) These operations may be conducted at various times throughout the year.
 - d. Other approved local, state, or national safety campaigns.
- D. Collision Data Compilation and Review (61.1.1a)
 - 1. USB Lieutenants and Sergeants, will compile and periodically review summary reports that provide information regarding motor vehicle collisions within Douglas County. These summary reports will include, but are not limited to: (61.1.1a)
 - a. The Nebraska Department of Motor Vehicles monthly motor vehicle accident summary report.
 - (1) This report details specific collision related information including violations that resulted in collisions.
 - b. Lists and/or maps from the Douglas County Engineer’s Office that provide the location of motor vehicle collisions in Douglas County.
 - c. Monthly Citation/Violation Summary Report from the Douglas County Court Administrator that lists:
 - (1) Specific violations.
 - (2) The number of each particular violation that resulted in a collision.
 - (3) Whether or not the collision resulted in personal injury.
 - (4) The number of non-collision citations for each particular violation.
- E. Traffic Enforcement Activities Data Compilation and Review (61.1.1b)
 - 1. USB Lieutenants and Sergeants, will compile, review, and summarize information on selective traffic enforcement actions including: (61.1.1b)

- a. Locations of selective enforcement activities.
- b. Amount of time spent on each selective enforcement activity.
- c. Number of traffic stops during each selective enforcement activity.
- d. Total number of warnings, citations, and arrests during each selective enforcement activity.
- e. Number of warnings, citations, and arrests for specific violations during selective enforcement activities (i.e. Speeding, DUS, DUI, Seatbelt Use, Stop Sign, Stop Lights, etc.).

F. Traffic Complaint Documentation

- 1. The DCSO receives information or complaints regarding traffic violations or hazardous traffic conditions from the public on a regular basis through various means (personal contact, phone calls, email, DCSO website, etc.).
- 2. These traffic complaints will be reported in the RMS Special Attention module.
- 3. Enforcement activities based on documented traffic complaints will be considered selective traffic enforcement activities.

II. Implementation of Selective Traffic Enforcement Activities (61.1.1d)

- A. Based on the periodic review of the above listed collision data, selective traffic enforcement activity data, and traffic complaint information, USB Lieutenants and Sergeants, will:
 - 1. Determine which geographic locations require selective traffic enforcement. Locations may include:
 - a. Locations with an above average number of collisions.
 - b. Locations of serious injury and/or fatal collisions.
 - c. Locations of traffic complaints received from the public.
 - d. School and work zones.
 - 2. Determine which traffic law violations are contributing to the number of and severity of collisions such as:
 - a. Traffic Control Signal/Sign Violations.
 - b. Speed Limit Violations.
 - c. Impaired Driving Violations.
 - d. Distracted Driving.
 - e. Occupant Protection/Seatbelt/Helmet Use Violations.

3. Develop selective traffic enforcement activity plans to include:
 - a. Location(s).
 - b. Time(s).
 - c. Violations to be targeted.
 - d. Number of personnel required.
 - e. Goal(s) for enforcement activity.
4. Assign and deploy appropriate personnel to execute the selective traffic enforcement plan(s). (61.1.1e)
 - a. The Community Action Teams will have primary responsibility for selective traffic enforcement activities.
 - (1) The Team Sergeant will deploy personnel to predetermined areas to maximize enforcement efforts.
 - b. When staffing levels permit, a Patrol Division Sergeant may assign Deputies to predetermined areas to maximize the enforcement effort.
 - c. NOHS grant funded selective enforcement operations will be staffed as needed on a volunteer basis.
- B. Selective traffic enforcement activities assigned by a Supervisor or based on Special Attention assignments, will be considered 'assignment' activities in the CAD.
- C. Selective enforcement activity based on a Special Attention assignment will be documented in a Special Attention report in RMS. Deputies will complete all required information for these entries.

III. Selective Traffic Enforcement Practices (61.1.6)

- A. Visible, Mobile Traffic Enforcement (61.1.6a)
 1. During Visible, Mobile Traffic Enforcement Deputies will be assigned to specific areas for selective traffic enforcement.
 2. While citations and arrests may be made, the main objective is to deter violations through high visibility.
 3. Visible traffic patrol will be based upon, but not limited to, citizen complaints, school zones, construction zones, residential areas, and high collision areas.
 4. To optimize coverage, consideration will be given to the time of day, day of the week, etc.
- B. Visible (Overt), Stationary Traffic Enforcement (61.1.6b)

1. The use of highly visible, stationary traffic enforcement over a time period demonstrates to the public that the DCSO is willing to address their traffic safety concerns versus mobile enforcement that may appear to be simply an activity done in passing.
 2. Deputies will position themselves and their cruiser so as not to create a safety hazard or impede the normal flow of traffic.
 3. Deputies may position themselves and/or cruisers on private property only after receiving consent from the property owner.
- C. Covert, Stationary Traffic Enforcement (61.1.6b)
1. The use of covert, stationary traffic enforcement may be utilized to enforce traffic laws in order to enhance the safety of public roadways and reduce the number of motor vehicle collisions.
 2. Deputies will position themselves and their cruiser so as not to create a safety hazard or impede the normal flow of traffic.
 3. Deputies may position themselves and/or cruisers on private property only after receiving consent from the property owner.
- D. Use of Unmarked (Levels III & IV) Vehicles (61.1.6c)
1. In special circumstances and certain selective enforcement operations, the Supervisor in charge of the operation may request an unmarked vehicle other than the unmarked cruiser(s) assigned to the USB Patrol Division.
 2. The USB Captain or designee is authorized to approve this request.
 3. The unmarked vehicle will be used as the violation observation vehicle, reporting the violation and violator vehicle description to the marked units involved in the operation.
 4. Due to the lack of conspicuous identifying markings and adequate emergency equipment, unmarked vehicles (Levels III & IV) will only be used to stop violators when exigent circumstances exist.
- E. Roadside Safety Checks (61.1.6d)
1. The DCSO does not routinely conduct roadside safety checks. However, for specific selective traffic enforcement operations, the Supervisor in charge of the operation will establish the procedure for roadside checks.

IV. Evaluation of Selective Traffic Enforcement Activities

- A. USB Lieutenants and Sergeants, will review selective traffic enforcement activities to determine if they have been successful in achieving the planned objective(s).
- B. If the objective(s) has not been accomplished, then additional enforcement or alternate planning will be implemented to achieve the objective(s).

- C. At least annually, a designated USB Commander will complete an evaluation of selective enforcement activities (61.1.1f). This evaluation will compile, review, and compare collision data and selective traffic enforcement activity data to ensure that the DCSO is conducting traffic enforcement activities in the most effective manner possible to enhance the safety of public roadways. (61.1.1c)

REFERENCES:

I. Previous DCSO Orders

- A. Previous DCSO General Orders include: #106-2019, #107-2018, #26-2017, #20-2016, #9-2016, #8-2015, #11-2012, #9-2012, and #1-2012.

II. CALEA Accreditation Standards

- A. Applicable CALEA Accreditation Standards include: 61.1.1, 61.1.6, and 61.1.9.

III. Review Schedule

- A. Quadrennial.