



City of  
Golden

POLICE DEPARTMENT

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## MEMORANDUM

23-053

TO: Joe Harvey, Chief of Police

VIA: Mark Donohue, Support Services Division Commander

FROM: Guy Garner, Traffic Unit Corporal

DATE: May 20, 2023

GPD PPM: 44D.2.3

CALEA: 61.1.1

SUBJECT: 2022 Selective Enforcement Activities

Traffic concerns and parking complaints are always a priority for the department as they both create safety concerns and challenges for both our citizens and community. These issues are not new to our city, the environment and climate in which we operate is fluid and constantly changing. The City of Golden has experienced drastic changes in the last several years with residential/highway/commercial traffic and parking. Some of the City of Golden's interstate HWY infrastructure were newly renovated as to allow less traffic congestion/accidents but created a speed issue. During the years 2019, 2020, 2021, 2022, and the beginning of 2023 we have seen increase in excessive speeds on all major thoroughfares. A good amount of excessive speeds/dangerous traffic violations were recorded during the pandemic year of 2020, due to lighter than usual traffic, state/municipal restrictions on proactive policing, and the reassignment of the primary traffic unit. Police reassignments were primarily due to state ordered guidelines due to the pandemic and police department staffing issues. The city also experienced significant increase in added residential properties and the increase of CSM student population. Whereas CSM has its own police department, the increases in student population have added to the city's parking issues.

In 2019 the Golden Police Department experienced increase in all traffic statistical categories. Some of the relatable issues to traffic and parking data for 2019 were a result of the roadway renovations and the number of officers assigned to the traffic unit. In 2020 the Golden Police Department experienced a reduction in traffic and parking issues, but said issues were primarily because of the pandemic. Other contributing factors for the 2020 reduction was reassignment of traffic officers to patrol and resignation/promotion of specialized traffic unit officers. In 2021 we started to see a slow recovery from the previous year with businesses starting to re-open and schools allowing kids to return. In 2022 we saw the progression of the pandemic recovery which contributed to impacts for the city in both traffic and parking areas.

### **Parking Enforcement**

In 2021, the department worked diligently to help recovery efforts alongside the community. In 2021 the police department employed one fulltime parking enforcement agent and one part time parking enforcement agent. Both agents were only used as parking enforcement and issued 4,815 citations. In 2022 the police department merged the Parking Enforcement unit with the Code Enforcement unit and eliminated both the fulltime and part-time parking enforcement positions. Code Enforcement responsibilities changed and expanded to include parking enforcement. The police department increased the number of Code Enforcement agents from 2 to 5 but the majority of 2022 was spent hiring and training Code Enforcement agents. Because of this process, the Code Enforcement supervisor and one Code Enforcement agent were the only two agents enforcing both code issues and parking issues in 2022. As a result, the police department saw a decrease in parking citations and issued 4,129 citations for the year.

### **Traffic Enforcement**

As is the goal every year, the department sought to decrease injury/fatal crashes through engineering, education, and enforcement of laws. The four-year crash data is as follows:

2019 Traffic Crash Data:

Fatal Crashes: 3

Injury crashes: 46

Non-Injury Crashes: 595

2020 Traffic Crash Data:

Fatal Crashes: 1

Injury crashes: 29

Non-Injury Crashes: 318

2021 Traffic Crash Data:

Fatal Crashes: 2

Injury crashes: 41

Non-Injury Crashes: 381

2022 Traffic Crash Data:

Fatal Crashes: 2

Injury crashes: 38

Non-Injury Crashes: 384

According to the data the City of Golden experienced 3 fatality crashes in 2019, 1 fatality crash in 2020 and 2 fatality crashes in both 2021 and 2022. The data shows traffic fatality crashes were reduced from 3 in 2019 to just 1 in 2020. Both 2021 and 2022 were considered state/municipal pandemic recovery years and saw slight increase in traffic related issues. However, with the pandemic and strict requirements for which businesses could reopen in 2021, the minimal increase should be considered hugely positive as the number of vehicles on the road were substantially greater from 2020 to 2021 and 2022.

The department set strategic goals for traffic enforcement to focus non-obligated time to enforce violations at injury or high accident locations with an emphasis on enforcing violations in neighborhoods, school zones, DUI, port-of-entry, and aggressive/distracted driving. The unit also took advantage of educating drivers on safe driving practices in lieu of citations when appropriate especially the use of variable message boards, social media campaigns and community meetings.

A review of the traffic enforcement activities for 2019 through 2022 is as follows:

2019 Traffic Enforcement Activities:

DUI Arrest: 116

Traffic citations Issued: 3056

Traffic Warnings Issued: 1902

Self-Initiated Traffic Monitoring: 1798

2020 Traffic Enforcement Activities:

DUI Arrest: 77

Traffic citations Issued: 1404

Traffic Warnings Issued: 1229

Self-Initiated Traffic Monitoring: 1075

2021 Traffic Enforcement Activities:

DUI Arrest: 107

Traffic citations Issued: 1284

Traffic Warnings Issued: 1211

Self-Initiated Traffic Monitoring: 1051

2022 Traffic Enforcement Activities:

DUI Arrest: 72

Traffic citations Issued: 2214

Traffic Warnings Issued: 1405

Self-Initiated Traffic Monitoring: 960

A review of these results indicates the department has seen a fluctuation in Traffic Citations, Traffic Warnings and Self-Initiated Traffic Enforcement. This is likely due to several factors to include the pandemic, re-structuring of the traffic unit, the promotions/resignations of traffic unit members, the traffic unit's reassignment to the newly created Special Operations Unit, and manpower. In 2019 the traffic unit consisted of 4 specialized members. One-half of the traffic unit consists of 2 motorcycle officers and the other half consisted of 2 specialized DUI cars. One of the two DUI cars was also a DRE officer (Drug Recognized Enforcement). The current traffic unit consists of 2 members and both members are motorcycle officers. However, the entire SOU unit regularly works traffic operations and enforcement numbers for 2023 have double for this same time last year.

**Change in implementation of selective enforcement techniques and procedures:**

In 2021, the traffic unit was reassigned under the Special Operations Unit, which was new in 2021. The Special Operations Unit was composed of a Sergeant, three Traffic officers, and four Community Resource officers. However, for the duration of 2021 while society and the department were recovering from the pandemic, the SOU team was not fully staffed in 2021. Traffic officers were primarily responsible for traffic enforcement in high traffic areas, responsible for all traffic crashes on major throughways, and most injury traffic crashes. In 2022 the SOU unit increased traffic enforcement and conducted several traffic operations which included Failure to Yield operations and Port of Entry operations.

### **Deployment of traffic enforcement personnel:**

Despite the number of traffic officers was reduced from four to two dedicated officers, the unit was still able to maintain basic traffic deployment coverage Monday through Friday 0600-1900 hours. Traffic officers were still frequently called upon to fill in gaps in coverage for patrol, worked most special events, and participated in additional crime prevention operations with the Special Operations Unit.

### **Evaluation of Selective Enforcement Activities:**

Everyone was blindsided by the events of 2020 and the department is no exception. To say planning for 2021 was difficult would be an unfair understatement. Therefore, it was difficult or near impossible to plan for what 2021 would hold. There was no way to anticipate the number of citizens traveling the roadways, and no way to project how many citations, warnings or stops would best serve our community. With a mostly recovered society at the end of 2021, we are better able to establish clear, achievable goals for traffic safety, education and the overall reduction of traffic related fatal, and injury/non-injury crashes. The 2022-year statistical data indicates similar all-around traffic numbers to previous years in this report, apart from enforcement. In 2022 enforcements numbers double compared to the 2020/2021 years and exceeded 2019 by several hundred. However, DUI enforcement numbers decreased but reduction can be attributed to the loss/promotion of DUI SME's, manpower, and experience of newly operational officers. All in all, the data indicates an overall upward trend and the 2023 numbers compared to 2022 numbers for this same time as last year has doubled. It also should be noted manpower has a direct impact on traffic/parking. The Golden Police Department hired 20 new officers between years of 2019-2022, of which only 6 had actual policing experience. The number of new hires during the referenced period accounts for more than 1/3 of the current sworn police roster.