



**AGGRESSIVE DRIVING
ENFORCEMENT
&
OFFICER RECOGNITION**

SAMPLE PROGRAM

This project was supported by a grant administered by the New York State Division of Criminal Justice Services. Points of view in this document are those of the author and do not necessarily represent the official position or policies of the Division of Criminal Justice Services.

The contents of this sample policy are provided for agencies to consider in the development of their own protocol. As with any policy, it is recommended that you consult with your own policy making body and legal counsel before implementing the same.

PLAN TO ADDRESS SPECIFIC PROBLEM AREAS AND TO FOCUS ENFORCEMENT EFFORTS ON AGGRESSIVE DRIVING BEHAVIORS

To address specific problem areas, our plan is to concentrate enforcement efforts generally, and specifically to deploy a dedicated traffic patrol during peak accident periods identified by accident reports. Patrol efforts will address these problems in the following manner:

- Failure to yield right of way violations by conducting stationary patrols at stop, yield and signaled intersections, observing for violations.
- Failure to yield right of way violations by mobile patrols, observing for violations.
- Speeding violations by conducting stationary and mobile RADAR/LIDAR patrols.
- Following too closely violations by stationary and mobile patrols.
- Failure to obey other rules of the road (i.e. moving violations) by both stationary and mobile patrols.
- Impaired driving by mobile patrols and sobriety checkpoints.
- Commercial vehicle violations by mobile patrols and safety checkpoints.

Additionally, our strategy includes disseminating public information through press releases and a press conference (recognition of top enforcers) in order to highlight increased enforcement efforts. Public information will also include results of enforcement activities in an effort to obtain additional compliance, beyond conventional enforcement.

Effectiveness will be measured by special reports tallying all tickets issued. The police department's Traffic Division will maintain monthly reports detailing monthly data as to number of accidents, a breakdown of those accidents by classification, and details of DWI enforcement activities as well as other selective enforcement activities. TSLE&D data will also be compiled for comparison against previous year's records.

At the conclusion of the program period, accident data will again be studied in order to identify and compare changes in accident frequency, as well as contributing factors. If the program is successful, we will again submit for funding to sustain the traffic patrol.

See attached for information on the officer recognition program.

AGGRESSIVE DRIVING ENFORCEMENT - OFFICER RECOGNITION

Individual officers' efforts in the enforcement of those traffic laws which address aggressive driving will be tallied. In order to focus enforcement activities on those violations that pose the greatest risk for causing collisions, injuries and fatalities, the same point system used by the courts will be used as the basis for recognizing officer activity in achieving our agency goal and the objectives of this campaign. For example, an officer issuing a speeding ticket for 21 MPH over the speed limit will be credited with 6 points. An officer issuing a ticket for passing a red light will be credited with 3 points. However, certain categories have been changed for this project. For example, officers' efforts on residential streets and in areas which are more difficult

for enforcement will be credited with additional points. Also, violations such as illegal window tint and use of cellular telephones will also receive credit. While not a moving violation per se, these are special areas of concern for our traffic safety program and will be recognized accordingly. The adaptability of this point program recognizes self-initiated activity and gives us the latitude to address special traffic concerns as they arise. Finally, officers are awarded additional points for self-initiated enforcement in areas of stop sign and following too closely offenses. The additional points recognize the self-initiated activity which requires that officers be more articulate in making objective assessments absent the concrete proof of a collision.

All activity will be listed on a chart noting the number of points issued during the period of ____ to ____.



VTL SECTION NO.	OFFENSE DESCRIPTION	PTS
375(1)	INADEQUATE EMERGENCY BRAKES	2
375(1)	INADEQUATE SERVICE BRAKES	4
375(1)	INADEQUATE STEERING MECHANISM	2
375(3)	FAILURE TO DIM HEADLIGHTS	2
375(12-a)*	<i>WINDOW TINT</i>	2
375(12-b)*	<i>WINDOW TINT</i>	2
375(41)*	<i>UNAUTHORIZED COLORED LIGHTS</i>	1
600(1)(a)	LEAVING SCENE PD MVA	3
600(2)(a)*	<i>LEAVING SCENE PI/FATAL MVA</i>	3
601	LEAVING SCENE INJURY TO ANIMAL	3
1102	FAILURE TO COMPLY WITH ORDER	2
1110(1)	FAILURE TO OBEY TCD	2
1111(a)(1)	FLR YIELD R/O/W GREEN LIGHT	3
1111(a)(2)	FLR TO YIELD GREEN ARROW	3
1111(d)(1)	PASSED RED LIGHT	3
1111(d)(2)(a)	FLR TO YIELD RIGHT ON RED	3
1111(d)(2)(b)	FLR TO YIELD LEFT ON RED	3
1111(d)(3)	PASSED RED ARROW	3
1111(e)	FLR TO OBEY TRAFFIC SIGNAL AHEAD	3
1113(a)	PASSED FLASHING RED LIGHT	3
1120(a)	FLR TO KEEP RIGHT	3
1121	FLR TO YIELD ONE HALF OF ROADWAY	3
1122(a)	FLR TO ALLOW ROOM TO PASSED MOTOR VEHICLE	3
1122(b)	FLR TO GIVE WAY TO THE RIGHT	3
1123(b)	PASSING ON SHOULDER	3
1124	UNSAFE PASSING	3
1125(a)(1)	DROVE TO LEFT AT CREST OR CURVE	3
1125(a)(2)	DROVE TO LEFT ON RR CROSSING	3
1126(a)	DROVE TO LEFT OF MARKINGS - NO PASSING ZONE	3
1127(a)	DROVE WRONG WAY ON ONE WAY STREET	3
1127(b)	DROVE WRONG WAY ON TRAFFIC ISLAND	3
1128(a)	MOVED FROM LANE UNSAFELY	3
1128(b)	DRIVING IN CENTER LANE	3
1128(c)	FLR TO DRIVE IN DESIGNATED LANE	3
1128(d)	CROSSED HAZARDOUS MARKINGS	3
1129(a)	FOLLOWING TOO CLOSELY	4
1129(a)*	<i>FOLLOWING TOO CLOSELY - PATROL (NON MVA)</i>	8
1129(b)	FLR TO LEAVE SUFF SPACE - COMB OF VEHS	4
1129(c)	FLR TO ALLOW SUFF SPACE - CARAVAN OR MCY	4
1130(1)	DRIVING ACROSS/WITHIN DIVIDED SPACE BARRIER	2
1130(2)	IMPROPER ENT/EXT CONTRL ACCSS HIGHWAY	2
1131	DRIVING ON SHOULDER/SLOPE	2
1140(a)	FLR YIELD ROW APPROACH INTERSCTN	3
1140(b)	FLR YIELD ROW IN INTERSCTN	3
1141	FLR YIELD ROW AT LEFT TURN	3
1142(a)	FLR YIELD ROW AT STOP SIGN	3
1142(b)	FLR YIELD ROW AT YIELD SIGN	3
1143	FLR YIELD ROW ENTERING HIGHWAY	3
1144(a)	FLR YIELD ROW FOR EMERG VEHICLES	3
1144(b)	FLR OF EMERG VEHICLE TO USE PROPER CARE	3

1146	FLR USE DUE CARE FOR BIKE/PED/ANIMALS	2
1151(a)	FLR YIELD ROW PEDESTRIANS	3
1151(c)	PASSED STOPPED VEHICLE AT CROSSWLK/INTERSECTN	3
1151-a	FLR YIELD ROW TO PEDESTRIAN ON SIDEWALK	3
1153(a)	FLR YIELD ROW TO BLIND PERSON	3
1160(a)	IMPROPER RIGHT TURN	2
1160(b)	IMPROPER LEFT TURN ON 2-WAY ROADWAY	2
1160(c)	IMPROPER LEFT TURN ON 1-WAY ROADWAY	2
1160(d)	FLR TURN AS REQUIRED	2
1160(e)	IMPROPER U-TURN	2
1161	U-TURN AT CURVE OR GRADE	2
1162	UNSAFE START	2
1163(a)	IMPROPER/UNSAFE TURN OR WITHOUT SIGNAL	2
1163(b)	FLR TO SIGNAL TURN	2
1163(c)	STOP OR DECREASE SPEED WITHOUT SIGNALING	2
1163(d)	IMPROPER USE OF SIGNALS/NO SIGNAL	2
1163(e)	FLR TO USE OR IMPROPER USE 4-WAY FLASHERS	2
1164(b)	FLR TO USE SIGNAL LAMPS	2
1165	IMPROPER HAND SIGNALS	2
1166(a)	IMPROPER RIGHT TURN NOT AT INTERSECTN	2
1166(b)	IMPROPER LEFT TURN NOT AT INTERSECTN	2
1166(c)	IMPROPER LEFT TURN 1-WAY ROADWAY - NOT AT INTERSECTN	2
1170(a), (b), (c)	RR CROSSING VIOLATIONS	3
1171(a)	FLR STOP AT RR CROSSING - CERTAIN VEHICLES	3
1172(a)	FLR STOP AT STOP SIGN	3
1172(a)*	<i>FLR STOP AT STOP SIGN - PATROL (NON MVA)</i>	6
1172(b)	FLR STOP AT YIELD SIGN WHEN REQUIRED	3
1173	FLR STOP FROM ALLEY/DRIVE/PRIVATE RD/BLDG.	2
1174(a)	FLR STOP FOR SCHOOL BUS	5
1174(b)	FLR TO KEEP SCHOOL BUS HALTED	2
1175	OBSTRUCTING TRAFFIC AT INTERSECTN	2
1176	OBSTRUCTING HIGHWAY/RR GRADE CROSSING	3
1180(a)	SPEED NOT REASONABLE/PRUDENT	3
1180(b), (c), (d)	SPEEDING VIOLATIONS 10 MPH OR LESS	3
1180(b), (c), (d)*	<i>SPEEDING VIOLATIONS 10 MPH OR LESS - OTHER THAN STATE/INTERSTATE</i>	5
1180(b), (c), (d)	SPEEDING VIOLATIONS 11-20 MPH	4
1180(b), (c), (d)*	<i>SPEEDING VIOLATIONS 11-20 MPH - OTHER THAN STATE/INTERSTATE</i>	6
1180(b), (c), (d)	SPEEDING VIOLATIONS 21-30 MPH	6
1180(b), (c), (d)*	<i>SPEEDING VIOLATIONS 21-30 MPH - OTHER THAN STATE/INTERSTATE</i>	8
1180(b), (c), (d)	SPEEDING VIOLATIONS 31-40 MPH	8
1180(b), (c), (d)*	<i>SPEEDING VIOLATIONS 31-40 MPH - OTHER THAN STATE/INTERSTATE</i>	10
1180(b), (c), (d)	SPEEDING VIOLATIONS 40+ MPH	11
1180(b), (c), (d)*	<i>SPEEDING VIOLATIONS 40+ MPH - OTHER THAN STATE/INTERSTATE</i>	13
1181(a)	DRIVING TOO SLOW	3
1181(b)	DRIVING BELOW POSTED SPEED LIMIT	3
1192(1)*	DWAI	3
1192(2),(2-a),(3)*	DWI	4
1192(4), (4-a)*	DWAI/DRUGS	4
1211(a)	BACKING UNSAFELY	2
1211(b)	BACKING ON CONTROLLED ACCESS HIGHWAY	2
1212	RECKLESS DRIVING	5
1213(a)	DRIVER VIEW OBSTRUCTED OR MORE THAN 3 IN FRT SEAT	2
1215	FLR KEEP RIGHT OR GIVE WARNG ON MTN HIGHWAY	2
1216	COASTING	2
1217	FOLLOWED FIRE APPARATUS TOO CLOSELY	4

1218	CROSSED FIRE HOSE	2
1220-c	WORKING ON STATE HIGHWAY W/OUT WORK PERMIT	2
1221	DROVE THROUGH/WITHIN SAFETY ZONE	2
1225	AVOIDING INTERSECTION OR TCD	2
1225-a	DRIVING ON SIDEWALK	2
1225-c(2)(a)**	MOBILE TELEPHONE	2
1226	NO HANDS ON STEERING WHEEL	2
1229-c(1)	NO CHILD RESTRAINT - BACK SEAT, UNDER 4 YRS.	3
1229-c(2)	NO RESTRAINT - FRONT SEAT, UNDER 16 YRS.	3
1229-c(2)	NO CHILD RESTRAINT - FRONT SEAT, UNDER 4 YRS.	3
1229-c(3)*	NO SEAT BELT - DRIVER	3
1229-c(3)*	NO SEAT BELT - FRONT SEAT, 16 YRS. AND OVER	3
1251(a)	TWO ON SEAT FOR ONE - MCY	2
1251(b)	RIDING MCY SIDESADDLE OR NOT ON SEAT	2
1251(c)	CARRYING ARTICLES ON MCY	2
1251(d)	INTERFERE W/ MCY OPERATOR'S VIEW/CONTROL	2
1252(a)	INTERFERE W/ MCY OPERATOR'S USE OF LANE	2
1252(b)	IMPROPER PASSING - MCY	3
1252(c)	OPER. MCY BTWN LANES OF TRAFFIC	2
1252(d)	OPER. MORE THAN 2 MCYS. ABREAST	2
1253	ATTACHING MCY OR CLINGING TO OTHER VEH	2
1260	PERMITTED VIOLATION - HORSES	2
ALL OTHER*	ALL OTHER VTLS	0.25
<i>COMMERCIAL *</i>	<i>COMMERCIAL VEH., NOT LISTED ELSEWHERE</i>	2
<i>COMMERCIAL *</i>	<i>COMMERCIAL VEH/ OUT-OF-SVC.</i>	4

*POINTS SPECIFIED ARE FOR THIS PROGRAM ONLY - NOT PART OF STATE POINT ASSESSMENT SCHEDULE.

**MOBILE TELEPHONE - NO POINT ASSESSMENT APPEARS IN COURT HANDBOOK AT THIS TIME - 2 POINTS ASSESSED FOR FPD PROGRAM

TEXT IN ITALICS IS NEW FOR THIS PROGRAM PERIOD

THOUGH NO POINTS ARE ASSESSED IN THE PENALTIES BOOK FOR DWI OFFENSES, FOR THE PURPOSES OF OUR PROGRAM, THE FOLLOWING WILL APPLY:

DWAI: 3 PTS.

DWAI/DRUGS: 4 PTS.

DWI: 4 PTS.

COMMERCIAL VEHICLES TAKEN OUT OF SERVICE: IF NOT OTHERWISE COVERED BY POINT ASSESSMENT, 4 PTS.

DEDUCTIONS: NO DEDUCTIONS WHERE CHARGES ARE DISMISSED AS PART OF PLEA BARGAINS OR CONSOLIDATION. HOWEVER, DEDUCTIONS ARE TAKEN FOR NUMBER OF POINTS FOR OFFENSE AND AN ADDITIONAL 10 POINTS UPON FINDING OF ABSENCE OF PROBABLE CAUSE.

TWO-OFFICER RADAR/RED LIGHT/STOP SIGN DETAILS: IN THE EVENT AN ENFORCEMENT OPERATION WHICH INVOLVES TWO OFFICERS (ONE BEING THE OBSERVER OR RADAR/LIDAR OPERATOR AND THE OTHER BEING THE OFFICER IDENTIFYING THE DRIVER, VEHICLE AND ISSUING THE TICKET), POINTS WILL BE DIVIDED BETWEEN THE TWO OFFICERS.

PROCEDURE: STATISTICS WILL BE DERIVED FROM TSLEDs. ONCE PROCESSED BY THE PATROL SECRETARY WILL BE FORWARDED TO THE TRAFFIC DIVISION TO RECORD POINTS. CHARTS OR BAR GRAPHS WILL BE POSTED BIWEEKLY AT THE TRAFFIC OFFICE AND ON THE POLICE DEPARTMENT INTRANET. THE PROGRAM PERIOD WILL BE OCTOBER 1, _____ TO SEPTEMBER 30, _____ (GRANT PERIOD).

RECOGNITION: AT END OF PROGRAM PERIOD, AS FOLLOWS: GOLD, SILVER AND BRONZE CATEGORIES FOR THE DEPARTMENT'S TRAFFIC SAFETY AWARD FOR THE TOP THREE OFFICERS. CERTIFICATES WILL BE AWARDED FOR THOSE WHOSE EFFORTS RESULT IN A SIGNIFICANT CONTRIBUTION TO THE PROGRAM (TOTAL PARTICIPATION AVERAGED - RECOGNITION FOR THOSE WHO EXCEED AVERAGE SCORE).
