

DALTON POLICE DEPARTMENT

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I. Policy

It is the policy of the Dalton Police Department to practice traffic enforcement and direction techniques to help make our streets safer for our citizens and reduce collisions. A traffic safety check point is an effective tool to educate the public, to bring awareness to traffic concerns, and for the detection of impaired drivers and shall be conducted for legitimate law enforcement purposes as outlined by applicable case law.

II. Definitions

- A. *Shift Supervisor* – an Officer who holds the rank of Sergeant or above and is tasked with supervisory tasks at the shift level.
- B. *Special Operations Supervisor* – an Officer who holds the rank of Sergeant and is tasked with the supervision of certain specialized units.
- C. *Watch Commander* – the District Commander or Sergeant, designated by the District Commander, who is responsible for the overall operations of his / her watch or unit in accordance with the rules and regulations of the Department.

III. Procedures

- A. Traffic enforcement is of limited effectiveness without cooperation and compliance by the motoring public. It is incumbent on all Officers to perform this duty in a professional and courteous manner and to try to alter favorably the violator's future driving habits.
- B. Even though random enforcement is permissible, Officers should target violations that cause motor vehicle collisions in areas where their efforts will reduce personal injuries and property damage. Officers shall conduct speed enforcement and other special operations targeting areas known for heavy traffic and a high incidence of collisions and / or possibilities for pedestrian injuries.
- C. Strategies and tactics for selective traffic enforcement shall be consistent with the nature of the violation and its potential for interfering with the free and safe flow of traffic.

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1. The Department shall base selective traffic enforcement efforts on the following information:
 - a. ~~District plans, including~~ Current traffic problems.
 - b. Traffic crash ~~analysis and~~ statistics compiled by the Intelligence Analyst.
 - c. Citizen complaints of traffic violations.
2. Traffic enforcement personnel may be deployed to school zones, residential areas, and other areas where analysis and / or complaints have shown the greatest hazards.
3. Officers that are involved in selective traffic enforcement shall complete a Selective Traffic Enforcement form at the end of the detail and shall forward the form to the Special Operations Supervisor.
4. ~~The Special Operations Supervisor~~ Intelligence Analyst shall be responsible for the compilation, review, and comparison of traffic collision data and traffic enforcement activities data.
5. The Special Operations Supervisor shall conduct a documented annual review of selective traffic enforcement activities. The evaluation shall be forwarded to the Chief of Police.

IV. **Speed Detection Devices**

A. Radar

1. All operators shall attend proper training and be certified by the state prior to operating a radar unit.
2. Unless the Officer has a radar unit assigned to his / her vehicle, the Officer shall sign the log for that unit when checking it in and out.
3. All units shall be tested by the operator at the beginning and end of his / her tour of duty. This shall be in addition to any internal calibration placed within the unit by the manufacturer. The time and date of the testing shall be documented by the operator on a log.
4. All radar units shall be inspected and certified annually by a licensed radar technician.
5. Officers are responsible for ensuring that each radar unit is properly maintained and remains in a constant state of readiness.
6. Any problem with a radar unit shall be immediately reported to the Special Operations Supervisor by the operator, and the unit shall be taken out of service until it has been serviced, calibrated, and recertified by a licensed radar technician.

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7. If radar was used to initiate the stop, the Officer shall advise the driver that he / she has the right to have the radar unit tested for accuracy before being issued a citation.
8. Speed detection devices using radar shall be from a list of approved devices from the Department of Public Safety.

B. Laser

1. All operators shall attend proper training and be certified by the state prior to operating a laser unit.
2. Unless the Officer has a laser unit assigned to him / her, the Officer shall sign the log for that unit when checking it in and out.
3. The laser unit shall be tested by the operator at the beginning and end of his / her tour of duty.
4. Officers are responsible for ensuring that each laser unit is properly maintained and remains in a constant state of readiness.
5. Any problem with the laser unit shall be immediately reported to the Special Operations Supervisor by the operator, and the unit shall be taken out of service until it has been serviced, calibrated, and recertified by a licensed laser technician.
6. All laser units shall be inspected and certified annually by a licensed laser technician.
7. Speed detection devices using laser shall be from a list of approved devices from the Department of Public Safety.

V. Traffic Law Enforcement Techniques

Traffic enforcement requires visible traffic patrols by Officers who observe and address traffic violations during the performance of their normal duties.

A. Area Patrol

This involves traffic enforcement in the Officer's assigned district.

B. Line Patrol

This involves traffic enforcement on a particular section of roadway.

C. Directed Patrol

Supervisors may specify enforcement efforts in an area. Depending on the nature of the hazard or violation being enforced, this may be done by a line patrol or at a specific location and at a specific time.

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D. Stationary Observation

Either covert or overt, stationary observation may be used as a technique to make observations about the flow of traffic at a particular location. When completing reports or doing other activities, which will keep them out of service for a short time, Officers are encouraged to park their patrol vehicles in a conspicuous location, serving to remind motorists of the need to comply with traffic laws.

E. Unmarked and Unconventional Vehicles

Officers may utilize countermeasures, which would be effective for specific enforcement activities, upon authorization of the Supervisor. Unmarked vehicles may be used for traffic enforcement activities to locate violations, if approved by the Patrol Division Commander or his / her designee.

VI. **Contact with Traffic Violators**

A. There are two (2) primary objectives of a traffic stop:

1. Execution of traffic enforcement actions.
2. Promotion of voluntary compliance with traffic laws in the future.

B. Officers shall greet violators in a courteous manner, request the driver's license and insurance information, if needed, and explain the reason for the stop.

C. Officers shall maintain a calm, professional demeanor at all times.

D. Enforcement actions are at the discretion of the Officer but shall be conducted firmly, fairly, impartially, and courteously, using the most appropriate of the following three (3) methods:

1. Verbal / Written Warning

Officers may issue warnings to a violator whenever a minor traffic violation is committed in areas where traffic accidents are minimal. In their discretion, Officers must recognize that a properly administered warning can be more effective than any other type of enforcement.

2. Traffic Citation

a. A citation should be issued to a violator who jeopardizes the safe and efficient flow of vehicular and pedestrian traffic, including hazardous moving violations or operating unsafe and improperly equipped vehicles.

b. If a citation is issued, the Officer is responsible for advising the violator of the following:

- (1) Information relative to the specific charge.

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- (2) The date, time, and location of the motorist's scheduled court appearance.
 - (3) Payment options.
 - (4) Municipal Court's telephone number.
- c. The Officer shall answer any of the violator's questions about the citation as thoroughly as possible. When a motorist has any questions the Officer cannot answer, such as mandatory nature of their court appearance, the Officer shall instruct the violator to direct all such questions to the Municipal Court staff by telephone.

3. Custodial Arrest

- a. A law enforcement Officer may arrest a person accused of violating any law or ordinance governing the operation, licensing, registration, maintenance, or inspection of motor vehicles by the issuance of a citation. (O.C.G.A. 17-4-23).
- b. In most cases, the Officer should not arrest operators of motor vehicles for traffic violations in which a citation is authorized unless special circumstances exist or there is probable cause to believe that a more serious offense has been or is about to be committed.
 - (1) The offense must have been committed in the Officer's presence or information constituting a basis for arrest concerning the operation of a motor vehicle was received by the arresting Officer from a law enforcement Officer observing the offense being committed.
 - (2) By exception, where the offense results in a motor vehicle collision, an investigating Officer may issue citations regardless of whether the offense occurred in the presence of a law enforcement Officer.
 - (3) The arresting Officer shall issue to such person a citation, which shall enumerate the specific charges against the person and the date upon which the person is to appear and answer the charges.
 - (4) When an Officer makes an arrest concerning the operation of a motor vehicle based on information and observations of another law enforcement Officer, the citation shall list the name of each Officer, and each must be present when the charges against the accused person are heard.
- c. All arrests shall be documented in incident reports. The arresting Officer shall articulate the traffic violation(s) or other offenses that led to the arrest being made.

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VII. Uniform Enforcement Practices

Appropriate uniform enforcement action is important if motorists are to enjoy safe driving in the City of Dalton. Good judgment by Officers in consideration of the circumstances and conditions at the time of the violation will ensure appropriate action and gain public confidence in traffic enforcement. The following are meant as guidelines and do not supersede sound judgment used by Officers.

A. DUI Procedures

Impaired driving is a serious offense and Officers should arrest any driver found to be in violation of DUI laws. Arrests may be determined by the driver's observed operations on the roadway or involvement in a collision. All interactions with drivers believed to be under the influence of alcohol and / or drugs should be in accordance with GO04-4.24, Detection and Arrests of Impaired Drivers.

B. Driving While License Suspended / Revoked

When a driver's privileges to drive are confirmed to be suspended / revoked through Georgia, the Officer making the stop shall determine if the type of suspension requires the driver to be served with a notice of their suspension before any enforcement action can be taken against them. When the driver's suspension is confirmed, the Officer should cite and make a custodial arrest of the driver with a suspended / revoked license from Georgia or any other state.

C. Distracted Driving

Distracted driving is one of the leading contributing factors to motor vehicle collisions. Being that the state of Georgia is a "hands-free" state, Officers should be observant for drivers that are holding cell phones or other electronic devices. In addition, Officers should be aware that drivers may also become distracted by passengers, animals, or their own actions, such as eating, drinking, applying makeup, reading, etc. Efforts should be made by Officers to identify and take enforcement actions against those drivers that are distracted and causing a threat to other motorists and pedestrians.

~~C~~.D. Moving Violations

The enforcement of moving violations is considered to be a high priority, especially in those areas known to be high-crash / high-injury areas. Speeding, ~~distracted driving~~, traffic signal violations, aggressive driving, reckless driving, and following too close are all major moving violations that contribute to crashes and should be the focus of traffic enforcement activities. Minor moving violations may be resolved by warnings, unless the violations are repetitive, flagrant, or the circumstances warrant the issuance of a citation.

~~D~~.E. Non-moving Violations

The Officer shall consider the continued safe operation of the vehicle and its general condition, including any type of equipment defect.

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E.F. Public Carrier / Commercial Vehicles

Violations shall be handled in the same manner as private passenger vehicles, with the exception of enforcing those laws that apply only to these specialized vehicles.

F.G. Multiple Violations

When multiple violations are observed, which can be classified separately as having distinctly different elements, they shall be dealt with independently. In situations where two violations are similar, to the extent that the elements of one law are included in the other law, only the most serious should be charged.

G.H. Newly Enacted Laws and / or Regulations

A grace period of thirty (30) days may be given, during which time warnings shall be given to educate drivers about the new law. After any initial grace period, Officers shall enforce new laws according to the same standards set forth for similar offenses.

H.I. Violations Resulting in Traffic Collisions

If a violation results in personal injury or significant property damage, the violator may be cited for the offense.

I.J. Pedestrian and Bicycle Violations

The enforcement of traffic laws pertaining to pedestrians and bicycles necessitates broad discretion by Officers. Officers shall concentrate efforts where accidents have been frequent and severe. Officers may consider the age of the violator and the potential for physical danger to the violator due to the unsafe act.

J.K. Re-examination Requests

1. Officers may sometimes come in contact with drivers who, due to apparent physical or mental incapacity, are incapable of safely operating a motor vehicle. This is not a judgment that is to be made lightly by Officers, and it should be documented and clearly indicated as a safety hazard before recommendations for the driver to be re-examined are made.
2. Any Officer who becomes aware of an apparent mental or physical incapacity of a licensed driver should secure the name, driver's license number, and current home address of the driver. The Officer should then complete a Georgia Department of Driver Services Request for Driver Review (DDS-270). The form should then be forwarded to the Georgia Department of Drivers Services.

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VIII. **Violators Requiring Special Consideration**

A. Juvenile Offenders

1. Officers dealing with juveniles in enforcement capacities may exercise reasonable discretion in deciding on appropriate actions. Officers shall use the least coercive alternative that is reasonable and consistent with preserving public safety and order.
2. If the juvenile is issued a citation, the Officer shall advise the juvenile and / or parent / guardian of the charge and the contact information for Juvenile Court so they can be advised of a date / time to appear.

B. Military Personnel

Members of the military service shall in all cases, except treason, fleeing, or breach of peace, be privileged from arrest during their attendance at drills, parades, meetings, encampments, elections of Officers, and going to, during, and returning from the performance of any active duty. An arrest may be affected if the offense meets the above criteria, and the Officer shall notify the violator's commanding Officer or the District Attorney's office.

C. Legislators

Legislators, either state or federal, shall be free from arrest during sessions of the General Assembly or Congress or Committee Meetings thereof and in going thereto or returning there from, except for treason, felony, or breach of peace. If a member of Congress or the General Assembly is stopped for a traffic violation, he / she shall be identified and immediately released. Officers can maintain a summons for a member of Congress or the Georgia Assembly and serve a copy of this summons to the violator at a time when he / she is not in transit to or from an aforementioned session.

D. Foreign Diplomats / Consular Officials

1. Different levels of diplomatic and consular immunity are granted by the United States government under provisions of the Vienna Convention on Diplomatic Relations.
2. The burden to claim immunity rests on the individual, through the presentation of valid credentials.
3. The US Department of State issues three (3) types of identification cards to diplomatic agents, consular officials, and other foreign government personnel stationed in the United States on official business and who are entitled to some degree of diplomatic or consular immunity. A brief statement of the bearer's criminal immunity is printed on the back of the identification card.

a. Diplomatic (blue border for diplomats)

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- b. Official (green border for embassy employees)
 - c. Consular (red boarder for consular personnel)
 - 4. To verify entitlement to diplomatic or consular immunity, an Officer can contact US State Department personnel:
 - a. During regular business hours: (202) 895-3521
 - b. After regular business hours: (571) 345-3146 or (866) 217-2089
 - 5. Stopping a foreign official and issuing a citation does not constitute an arrest or detention and is permissible. Accordingly, an Officer should never hesitate to follow normal procedures to intervene in a situation involving a traffic violation, even if immunity bars any further action at the scene.
 - 6. Individuals entitled to immunity may be detained if they are a serious danger to themselves or others. They shall not be restrained unless an act of violence is committed.
 - 7. Officers shall inform the individual of our responsibility for preserving safety for them and others.
 - 8. A copy of any citations issued and any other documentation regarding the incident involving persons claiming immunity shall be documented in an incident report and forwarded through the chain of command to the US State Department at OFMDMVEenforcement@state.gov or (202) 895-3646 (fax).
- E. Non-residents
- Officers shall use the same procedures for non-residents of the Department's service area as residents.

IX. **Parking Enforcement**

- A. The objective of enforcing parking violations is to maintain a free-flow of traffic and to enhance the safety of motorists and pedestrians.
- B. All Officers shall be responsible for enforcing parking regulations. When an Officer finds a vehicle that is improperly parked, he / she may issue a citation and place the violator's copy of the citation on the windshield. If a vehicle presents a significant hazard to the safe movement of traffic, and the owner of the vehicle cannot be located, the Officer may tow the vehicle.
- C. Where signs are properly erected, Officers may also enforce parking violations on private property. Offenses that may be enforced include:
 - 1. Parking in a fire lane (City Ordinance, 114-398)

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2. Parking in a handicap zone (O.C.G.A. 40-6-226)

X. **Traffic Safety Check Points**

A. Purpose

The primary purpose of a traffic safety check point shall be to ensure roadway safety rather than as a constitutionally impermissible pretext aimed at discovering general evidence of ordinary crime. Traffic safety check points shall only be conducted for the following purposes:

1. Driver's license / insurance / registration verification.
2. Safety belt and child safety seat compliance.
3. Driver impairment.
4. Vehicle fitness / vehicle safety compliance.

B. Planning

1. The Watch Commander or Special Operations Supervisor is authorized to plan and conduct traffic safety check points based on resources and the purposes outlined in this policy.
2. Prior to the beginning of the shift, the Watch Commander or Special Operations Supervisor shall document the purpose, approximate time, and location needed to conduct the traffic safety check point on the Traffic Safety Check Point Report.
3. Prior to the beginning of the shift, the Watch Commander or Special Operations Supervisor shall send an email to the Patrol Division Commander or his / her designee outlining the planned traffic safety check point.
4. During roll call, the Watch Commander shall announce the planned traffic safety check point and explain the procedures to be followed.

C. Procedures

1. A traffic safety check point shall be set up in a location where visibility is clear and where it is possible to maintain an orderly flow of traffic without causing undue congestion.
2. The Watch Commander, designated Shift Supervisor, or Special Operations Supervisor is required to be present at the traffic safety check point.

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3. The traffic safety check point shall be clearly identifiable as a police check point with signs, traffic cones, and vehicles utilizing their emergency blue lights.
4. If one of the purposes of the traffic safety check point is for driver impairment checks, all screening Officers shall be sufficiently trained to make an initial determination that a motorist should be given field sobriety tests for intoxication.
5. All employees participating in the traffic safety check point shall wear a Department-approved reflective vest.
6. After the traffic safety check point has commenced, all vehicles traveling through the location shall be checked, keeping the delay of each driver to a minimum.
7. If traffic becomes congested or safety becomes a concern, the Supervisor-in-charge may stop the traffic safety check point. If conditions improve within a reasonable amount of time, the Supervisor-in-charge may restart the traffic safety check point.

D. Documentation

After completion of the traffic safety check point, the Supervisor responsible for conducting the check point shall complete the remainder of the Traffic Safety Check Point Report and forward it to the Special Operations Supervisor.

XI. **Traffic Direction**

Traffic control functions are performed by sworn employees and auxiliary personnel. All personnel should assess the scene of any location where traffic direction is necessary and request assistance if additional personnel are needed for safety purposes.

A. Use of Reflective Clothing

All personnel shall wear reflective clothing / vests for safety when directing or controlling traffic in the roadway. Other equipment may include:

1. Approved headgear.
2. Flashlight and attachable traffic safety wand.
3. When practical, the police vehicle shall be positioned in a safe place with blue lights activated to warn motorists of an adverse or potential hazard ahead.

B. Manual Traffic Direction and Control

The following methods of hand and arm signals shall be used for manual traffic control:

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1. Stopping Traffic

To stop traffic, the Officer should:

- a. Look directly at the person to be stopped until eye contact is made; and
- b. Raise his / her hand at the wrist so that the palm is toward the person to be stopped.

2. Starting Traffic

To start traffic, the Officer should:

- a. Look directly at the person to be started until eye contact is made; and
- b. With palm up, the arm is swung through a vertical semi-circle until the hand is adjacent to the chin. This gesture is repeated until traffic begins to move.

3. Signaling Aids

- a. The whistle, if used, is to get the attention of drivers and pedestrians. It is used as follows:
 - (1) One long blast with a “stop” arm signal.
 - (2) Two short blasts with the “go” arm signal.
 - (3) Several short blasts to get the attention of a driver or pedestrian who does not respond to a given signal.
- b. The flashlight can be used to halt traffic. To stop traffic, slowly swing the beam of light across the path of oncoming traffic. The traffic safety wand shall be attached to the end of the flashlight when directing traffic. After the driver has stopped, arm signals may be given in the usual manner with the vehicle’s headlights providing illumination.

C. Traffic Direction at Collision Scenes

1. Minor traffic collisions requiring a report usually do not present a major problem relative to traffic direction. In these cases, the Officer should note the position of each vehicle and other relevant physical evidence and have the vehicles moved to a safe location, restoring traffic flow, and then complete the investigation.
2. In serious collisions requiring a thorough investigation, the scene may need protection for an extended period. In these cases, the Officer should:

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- a. Summon sufficient manpower to handle traffic direction responsibilities.
- b. Utilize sufficient equipment to protect the scene (barricades, traffic cones, etc.).
- c. Detour traffic as necessary.
- d. Contact a Traffic Enforcement Unit Investigator, if needed.
- e. Give priority attention to collecting the information necessary at the scene to facilitate restoring normal flow of traffic.
- f. Restore the scene to a safe condition (request the replacement of signs, signals, utility poles, etc.).
- g. Continue traffic direction duties until traffic flow is normal.

D. Traffic Direction and Control at Fire Scenes and other Critical Incidents

1. Officers directing traffic at fire scenes and other critical incidents shall ensure that all private vehicles are well clear of the emergency scene and are not obstructing emergency vehicles or other traffic.
2. Officers should follow these procedures when directing traffic at a fire scene:
 - a. Summon sufficient manpower to handle traffic direction and pedestrian control responsibilities.
 - b. Utilize sufficient equipment to protect the scene (barricades, cones, etc.).
 - c. Detour traffic as necessary.
 - d. Restore traffic flow.
 - e. Continue traffic direction duties until the scene is cleared.
3. No vehicle shall be allowed to cross fire hoses without the approval of the fire Incident Commander. (O.C.G.A. 40-6-248)

E. Traffic Control during Adverse Road and Weather Conditions

1. Officers may be required to perform traffic direction and control duties when adverse or hazardous road or weather conditions exist. Examples of such conditions include:
 - a. Bad weather occurrences, such as fog, snow or ice on the roadway, flooding, etc.

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- b. Accidental hazards, such as downed trees, debris in the roadway, etc.
 - c. Engineering hazards, such as road construction, traffic light repair, downed power lines, etc.
2. When adverse conditions exist, the Officer shall:
- a. Notify the Whitfield County 911 Center of the situation and ensure that appropriate agencies are notified (GDOT, Public Works, Utilities).
 - b. Determine what traffic control measures should be taken, to include manual control or the use of temporary traffic control devices, and implement those measures.

F. Traffic Control Devices

On occasion, Officers must manually operate traffic control signal lights, normally to either attempt to recycle a signal light or to place the signal lights on flash or blink. Officers shall manually control traffic control signal devices in the following situations:

- 1. When a traffic light malfunctions.
- 2. To facilitate movement at traffic accidents or other emergencies.
- 3. To provide a thoroughfare for a motorcade, funeral procession, etc.
- 4. To alleviate congestion during planned special events.

G. Use of Traffic Control Devices

- 1. Temporary traffic control devices, such as cones, signs, emergency flashers, barricades, etc., may be obtained from Public Works or Dalton Police Department cone and barricade storage areas. These devices shall be utilized when necessary at a special event or an emergency scene. The Watch Commander or other Supervisor shall have the authority to request these devices and determine the location for using them.
- 2. Temporary devices shall be removed by Department personnel when the event or emergency situation is over and shall be returned to the proper storage location.

XII. **Hazardous Roadway Conditions**

- A. When a roadway hazard is identified that requires immediate correction, Officers shall notify the Whitfield County 911 Center of the hazard. Officers may be able to remove some hazards, such as tree limbs or other small debris. Other hazards may require Officers to remain on scene until other corrective actions may be taken.

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- B. When a roadway hazard is identified that is not an immediate threat, such as pot holes or obscured traffic signs, Officers shall notify the Whitfield County 911 Center so that the appropriate agency can be notified.

XIII. **Traffic Engineering**

- A. Collision investigations, citizen complaints / suggestions, and Officers' observations may reveal engineering deficiencies, which contribute to hazardous traffic conditions.
- B. Officers receiving such information shall notify the Traffic Enforcement Unit.
- C. The Traffic Enforcement Unit, in coordination with the Special Operations Supervisor, shall act as liaisons with Dalton Public Works and Georgia Department of Transportation to assist in identifying traffic engineering deficiencies and providing collision and enforcement data, as needed.

XIV. **Assisting Motorists**

- A. Officers shall, at all times, assist and protect citizens and motorists that are in need upon any street or highway. When an Officer observes a stranded motorist, he / she shall stop and ascertain what assistance, if any, is required. The Officer shall take whatever action is appropriate to include, but not limited to:
 - 1. If the vehicle is disabled upon the roadway and can be pushed to a safe location off the roadway, the Officer shall help the person move the vehicle.
 - 2. If the vehicle has a mechanical failure and cannot be moved from the roadway, the Officer shall arrange to have the vehicle towed, either by the owner's requested wrecker service or the "list" wrecker service.
 - 3. Transport the motorist to the Police Services Center or any other nearby place of safety.
 - 4. Relay the motorist's request to the Whitfield County 911 Center if he / she needs a phone call made to obtain assistance.
 - 5. Upon the discovery of an emergency, the Officer shall immediately notify the Whitfield County 911 Center and request the proper assistance (i.e. EMS, Fire Department, Public Works Department, etc.). Officers shall provide the dispatcher with the nature of the emergency, the apparent condition of any victim(s), and any other pertinent information. After notifying the dispatcher, the Officer shall render whatever aid is practical.
- B. In the event a disabled motorist is observed by an Officer on or en route to a call for service, the Whitfield County 911 Center shall be notified of the motorist's location so another Officer can be dispatched to the location.

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This policy supersedes any previous policies issued.

BY ORDER OF

CHIEF OF POLICE

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Appendix A
Dalton PD
TRAFFIC SAFETY CHECK POINT REPORT

<u>PLANNING</u>	
Date: _____	
_____ approves a Traffic Safety Check Point to be conducted between _____ hours and _____ hours at _____ (Location) for the primary purpose(s) of :	
_____	Driver's License/Insurance/Registration Verification
_____	Seatbelt Compliance
_____	Driver Impairment
_____	Vehicle Fitness / Vehicle Safety Compliance
Other agencies to participate (list): _____	
Traffic Safety Check Point Supervisor: _____	
Briefing to be held at _____	on _____ at _____
Time	Date
Location	
Notification e-mail sent to Operations Supervisor and Division Commander? ____ Yes ____ No	
Traffic Safety Check Point planned _____ on _____ at _____	
Time	Date
Location	
_____ Signature	

<u>FINAL REPORT</u>	
Supervisor of the Traffic Safety Check Point: _____	
Print Name	Signature
Screening Officers: _____	
Exact Location: _____	
Time Started: _____ Time Ended: _____	
Number of Personnel: DPD _____ Other _____	
How was Traffic Safety Check Point Identified: Marked Patrol Cars ____ Blue Lights ____ Signs ____	
Uniformed Officers w/Traffic Vests _____	
Cones ____ Other _____	
Minimal delay for motorists? Yes ____ No ____ (If no, explain) _____	
All vehicles stopped? Yes ____ No ____ (If no, explain) _____	
Was Traffic Safety Check Point stopped and restarted? Yes ____ No ____ (if yes, explain by whom, why, and what times) _____	

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REPORT OF ENFORCEMENT ACTION

Child Restraint: _____	<table border="1"><thead><tr><th>Other Violations</th><th>Quantity</th></tr></thead><tbody><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr><tr><td>_____</td><td>_____</td></tr></tbody></table>	Other Violations	Quantity	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
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Driving Suspended: _____																											
DUI Alcohol: _____																											
DUI Drugs: _____																											
Drug Arrest: _____																											
Equipment Violation: _____																											
No License: _____																											
No Insurance: _____																											
Open Container: _____																											
Registration Violation: _____																											
Seatbelt Violation: _____																											
Warrant Served: _____																											
Other: (specify violations and quantity to the right): _____																											

COMMENTS:

Constitutionality of Police Traffic Safety Check Point

1. The roadblock was implemented pursuant to a Check Point program that has, when viewed at the programmatic level, an appropriate primary purpose other than general crime control;
2. The decision to implement the specific roadblock in question was made by a supervisor in advance, and not by an officer in the field;
3. All vehicles that passed through the roadblock were stopped, rather than random vehicle stops;
4. The delay to motorists was minimal;
5. The roadblock was well-identified as a police Check Point;
6. The screening officers staffing the roadblock possessed sufficient training and experience to qualify them to make an initial determination as to which motorists should be subjected to field sobriety testing; and
7. Under the totality of the circumstances, the stop of the defendant was reasonable under the Fourth Amendment.

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RESTRICTED LAW ENFORCEMENT DATA

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