



# COLUMBIA POLICE DEPARTMENT

*"Policing Excellence through Community Partnerships"*

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<b>Subject:</b> Traffic Law Enforcement		
<b>Amends/Supersedes:</b> Section 06, Chapter 02, Traffic Law Enforcement	<b>Chief of Police:</b> <i>W.A. Huddle</i>	
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## 1.0 DIRECTIVE

There is a direct relationship between the quality of traffic enforcement and the degree of safety with which citizens use the streets and highways. This Department endeavors to reduce driver errors and traffic violations through enforcement and consequently reduce the number of traffic-related fatalities and accidents.

## 2.0 OBJECTIVES

The traffic enforcement objectives of the Department are to reduce traffic accidents and injuries and to facilitate the safe and orderly flow of traffic, both vehicular and pedestrian. The Department will seek to achieve these objectives through the public's voluntary compliance with traffic regulation, education and enforcement.

## 3.0 TYPES OF ENFORCEMENT ACTIONS

All sworn officers will take appropriate enforcement action for each violation of the law witnessed or reported to them. All enforcement actions will be accomplished in a firm, fair, impartial and courteous manner. The officer's actions should demonstrate a professional attitude and serve to improve the relationship between the public and the Department.

### 3.1 Warning Citation and Verbal Warning

**Columbia Police Department Officers shall utilize the South Carolina Public Contact/Warning Form to document ALL TRAFFIC STOPS that DO NOT result in an arrest or the issuance of a Uniform Traffic Ticket, pursuant to SC Code §56-5-6560.**

A Public Contact/Warning form and verbal warning might be an appropriate enforcement action when a violator commits an act that may be due to inattention or unfamiliarity with a minor infraction.

A verbal warning does not allow the officer to scold, belittle, berate or other wise verbally abuse a traffic violator.

### 3.2 Uniform Traffic Ticket

The Uniform Traffic Ticket should be issued to violators who jeopardize the safe and efficient flow of vehicular and pedestrian traffic, including hazardous moving violations, parking violations and operating unsafe and/or improperly equipped vehicles.

The Columbia Police Department does not have a ticket quota system but encourages its members to place emphasis on the quality of the citations they issue.

### 3.3 Physical Arrest

Officers will make a physical arrest of a traffic violator for the following:

- Violation of traffic laws pertaining to driving under the influence (DUI).
- Whenever a high court misdemeanor or felony has been committed involving a vehicle.
- When the operator cannot produce sufficient identification to verify his identity and he is going to be charged with some violation.

## 4.0 UNIFORM ENFORCEMENT POLICIES FOR TRAFFIC LAW VIOLATIONS

Uniform enforcement of traffic laws is a critical element of an effective traffic law enforcement program.

The following guidelines for uniform traffic law enforcement action in routine situations are provided to assist officers in making decisions as to whether a traffic citation is warranted.

The following guidelines should not replace officer judgment, for it is impossible to foresee unusual circumstances. An officer must be able to decide what enforcement action is appropriate based on a combination of training, experience and common sense.

### 4.1 Speed Violations

Citations for speed violations should be based on speeds that insure a conviction in court. Officers should also consider the location and time of the violation when making a decision to issue a citation based on speed (i.e. congested areas, downtown, school zone, early morning hours and amount of traffic on the road).

### 4.2 Hazardous Violations

Citations for hazardous violations other than speeding should be based on the degree of the hazard, location and previous accident history of the location.

### 4.3 Driving Under Suspension (DUS)

Whenever the status of an offender's driver's license is determined to be suspended, the officer making the stop will make a physical arrest of the violator unless the suspended license is a direct result of an insurance matter. Officers may Field Book individuals for the first offense of Driving Under Suspension.

If the violator's license is suspended due to an insurance related matter, the officer stopping the violator will issue a citation for driving under suspension and then release the violator. The officer will be required to obtain a certified copy of the suspension information from the South Carolina Department of Highways and Public Transportation for court purposes.

#### 4.4 Equipment Violations

Officers should consider the type and seriousness of the equipment violation as well as whether the driver would normally be aware of the violation.

#### 4.5 Non-hazardous Violations

If in the officer's discretion a verbal warning **and** a South Carolina Public Contact/Warning Form would best serve the traffic enforcement objectives. The officer should also consider whether the violation was repetitive, flagrant and the location of the violation in making his enforcement decision.

#### 4.6 Multiple Violations

In the instance of a vehicle stop for multiple violations, the officer may cite all the violations if he feels it necessary. In most cases the officer should cite the most serious violation(s) and issue a verbal warning for the remaining violations.

#### 4.7 Public Carriers and Commercial Vehicles

In keeping with the objective of uniform enforcement of traffic laws, all public carrier and commercial vehicles should be handled in the same manner as private passenger vehicles, with the exception of enforcing those laws that apply only to these types of vehicles.

#### 4.8 Newly Enacted Laws and Ordinances

The enforcement of newly enacted laws, regulations and ordinances will normally begin after a grace period during which, a Warning Citation will be issued.

The grace period will be in conjunction with South Carolina Department of Highways and Public Transportation enforcement procedures or, in the case of a new ordinance, in accordance with City Council recommendation.

### 5.0 **VISIBLE TRAFFIC PATROL**

Normal traffic enforcement involves visible traffic patrol by officers who observe and handle traffic violations during the performance of their normal duties.

The following four (4) types of visible traffic patrol may be utilized for traffic enforcement:

- Area Patrol                      This involves traffic enforcement within the officer's assigned area of responsibility.
- Line Patrol                        This involves traffic enforcement on a particular section of roadway.
- Directed Patrol                 Supervisors can specify enforcement efforts in an area, on a line patrol, at a specific location or at a specific time for a specific violation, depending on the nature of the hazard/violation being enforced.
- 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 and monitor the adherence to traffic laws.

All visible traffic patrols will be conducted in marked patrol vehicles with emergency equipment (i.e. lights, siren, etc.) No unmarked or unconventional vehicles will be utilized for routine traffic enforcement purposes.

## 6.0 UNKNOWN RISK TRAFFIC STOP

The following procedure for stopping and approaching an unknown risk traffic violator is intended to provide maximum safety for the officer, the violator and other users of the roadway. Varying conditions regarding the engineering of a particular traffic artery, the urgency to stop the violator and the existing volume of traffic may dictate adjusting or altering this procedure.

### 6.1 Stopping a Traffic Violator

The following procedures will be followed for stopping a traffic violator during an unknown risk traffic stop under optimum conditions:

1. The officer needs to consider his safety in preparation for the stop and in determining the location for the stop. If the officer wants a well-lit location at night, he must also realize that the lights that illuminate the suspect also illuminate him. The officer may wish to make the stop in a dimly lit area where he can control the light by using his spotlight, takedown lights and high beam lights and take the violator's night vision away while providing adequate illumination of the violator. The officer should also consider that some areas such as shopping centers, school grounds and hospitals would increase danger to a number of citizens and therefore should not be selected if possible. Every effort should be made to avoid making the stop on curves, intersections and private drives.
2. Once the officer has decided on an appropriate location to attempt to make the traffic stop, the officer will position himself behind the violator to begin the stopping procedure. The officer will notify the communications center of the intended location of the traffic stop, the license number, the make, model, and color of the vehicle and the number of occupants.
3. The officer will then signal the violator to stop by using the blue lights, hand signal, horn and if necessary, the siren. These signals also alert other drivers of the officer's intent and will usually facilitate securing the right of way for the stopping maneuver. The violator should be signaled and directed to the right side of the roadway close to the curb or on the shoulder if available.
4. If a violator stops abruptly in the wrong lane or in another undesirable location, he should be promptly directed to move to a safer location through use of the public address system. If the violator is suspected of driving under the influence or suspected physical or mental impairment, the driver should not be permitted to move the vehicle once it is stopped.
5. Once the violator has stopped in an appropriate location, the officer's vehicle should be positioned one-half to one car length behind the violator's vehicle. The officer, while maintaining visual contact of the violator, should stop his vehicle at a point where it visually appears that the rear tires of the violator's vehicle meet the hood of the police vehicle. The police vehicle should also be positioned so that the left front offset position is approximately three (3) feet to the left of the violator's vehicle. This position is recommended for most traffic stops made within the City Limits. However, if conditions exist where this position would limit the cover and safety of the officer, violator or other users of the roadway by use of this position, the officer may consider the angled position by angling the front of the patrol car outwards the center of the roadway. Officers must consider that the utilization of this alternative position requires that the patrol car's stopping position must not present an undue hazard to the motoring public by protruding excessively into the lane of travel. Officers must also consider the use of the angle position reduces the illumination of the interior of the violator's vehicle during low light conditions and requires the officer to prepare to make a passenger side approach and contact.

Officers should be aware of the following signs that might indicate that this is not a normal traffic stop:

- Vehicles driven without tags.
- Vehicles with fresh or severe damage.
- Vehicles driven without lights.
- A flagrant moving violation.

- A vehicle that will not pass a police vehicle.
- The number of occupants and their activities.
- A trunk that is ajar or has a missing lock.

If an officer observes one or more of these signs, his awareness of the situation should be heightened and extra caution should be used.

## 6.2 Approaching a Traffic Violator

If the officer stops a van, mobile home, tractor-trailer, suspicious vehicle, a vehicle with heavy tinting on the windows or a door cracked open, the officer should not approach these vehicles. The officer should call the driver out of the vehicle either verbally, by hand signals or with the use of the public address system.

The officer should remain in the apex of his door and have the violator move to the rear of his vehicle and stand to the far right either on the sidewalk or shoulder of the roadway.

The officer should then move to the rear of the patrol vehicle and approach the suspect from the right side. The officer should maintain a reactionary gap with the violator. The officer may consider repositioning the violator to the front corner of the patrol vehicle where it may serve as a temporary barrier to the violator.

The call out procedure outline above should be used on vehicles that present a special risk to the officer simply by the vehicles design, size or accessories.

The following procedure should be used when approaching other type vehicles in an unknown risk traffic stop:

1. Once the officer has stopped, he should check for oncoming traffic and exit his vehicle as quickly as possible. He should be continuously alert for any suspicious movement or actions on the part of the violator or other occupants in the violator's vehicle.
2. The officer will approach from the left rear of the violator's vehicle and will first observe and then lightly lift on the violator's trunk. The officer will maintain a bladed stance and have visual contact with the violator.
3. The officer will then proceed up the left side of the violator's vehicle and visually clear each area of the vehicle as he approaches the violator. The officer will then stop at a point to the rear of the trailing edge of the left front door. From this position the officer can communicate with the violator, keeping him in a slightly awkward position and at the same time keep all occupants of the vehicle in view.
4. In those cases where the violator's vehicle has occupants in the front and rear seats, the officer should observe the actions of the passengers in the rear seat. If the officer sees anything out of the ordinary, he should disengage and have the violator step out of his vehicle.
5. If the violator is called out of his vehicle, the officer should follow the violator to the right rear of his vehicle and watch the violator's hands at all time. The officer should assume a bladed stance and retreat to the right front bumper of his vehicle to put more than a double arms length between himself and the violator for the issuance of the citation. The officer may also leave the violator at the right rear of his vehicle and then go back to the passenger side of his vehicle. The officer should then place his ticket book on the dashboard and with his right foot on the ground outside the vehicle; write the citation while also observing the violator. This is also the recommended procedure for writing the citation if the violator was not removed from his vehicle.

## 6.3 Officer/Violator Relations

Once the officer has stopped the violator and approached to a point where communications begin, the officer/violator relations are activated. The officer will adhere to the following procedures during his contact

with the violator:

- Be alert at all times for the unexpected, but not obviously apprehensive.
- Be absolutely certain that the observations of the traffic violation were accurate. Have the decision as to the enforcement action to be taken already made and do not base your decision on the violator's attitude.
- Present a professional image in dress, grooming, language, bearing and emotional stability.
- Greet the violator with an appropriate title and in a courteous manner. Ask for the violator's driver's license, proof of insurance and vehicle registration. Accept only these forms. Do not accept a billfold or card case. Obtain another form of identification if the violator has no driver's license. Be observant for alcohol and/or drug related impairment.
- Inform the violator what traffic law he has violated. The violator should not be kept in suspense.
- If the enforcement action to be taken is a citation, the officer will avoid all unnecessary loss of time to the violator. The officer will answer all questions regarding the violation but will not argue, berate, belittle or otherwise verbally abuse the violator.
- The officer issuing the citation will explain the following information relative to the citation to the violator:
  - The court date and time.
  - Whether a court appearance is mandatory.
  - That the violator may pay the bond by mail or at the Violation Bureau's drive-in window.
  - The amount of the pre-set bond.
- Return the violator's drivers license, registration and a copy of the citation and then assist the violator in safely reentering traffic. Do not follow the violator for any distance.

#### 6.4 Dealing with Difficult Violators

If the violator appears overtly hostile, belligerent or unreasonably upset, call for another unit and a supervisor to respond to the scene. **Do not:**

- Argue the merits of the case. Inform to violator that Traffic Court is the proper venue for such discussions.
- Attempt to stop the violator from making video of the interactions.
- Engage in any political or ideological discussions.
- Accept any pamphlets, tracts or paperwork beyond what you have requested
- Allow yourself to become distracted by the violator's attitude or antics.

### 7.0 HIGH RISK TRAFFIC STOP

The high-risk traffic stop or felony car stop is initiated when an officer observes a vehicle being driven by a known or suspected felon. The high-risk traffic stop is one in which the officer stopping the vehicle knows before hand that this stop has a real potential for danger.

The following procedure for stopping and approaching a high-risk traffic stop is intended to provide maximum safety for the officer, the violator and other users of the roadway. Varying conditions regarding the engineering of a particular traffic artery, the urgency to stop the violator and the existing volume of traffic may dictate adjusting or altering this procedure.

## 7.1 Pre-stop Procedures

The following procedures will be followed before making a high-risk traffic stop under optimum conditions:

1. The officer observing the suspect vehicle will keep the vehicle in view and request sufficient assistance in making the stop. The officer will keep support units and the communications center informed of the location and direction of travel to facilitate the approach of the support units. The suspect vehicle will not be stopped, unless absolutely necessary, until adequate support is available and in position. The Columbia-Richland Communications Center will be notified of the vehicle license number, the make, model, color of vehicle and the number of occupants. Columbia-Richland Communications Center will be informed of the location of the stop when determined.
2. The officer will plan to stop the suspect vehicle in a location that presents minimal danger to other citizens.
3. When conditions are appropriate and support units are available, the officer will move into position to the rear of the suspect vehicle. The officer initiating the stop will observe the actions of the violator and any passengers as well as observing the vehicle doors and trunk area.

## 7.2 Making the High Risk Traffic Stop

The following procedures will be utilized in making a high-risk traffic stop under optimum conditions:

1. The contact officer will signal the suspect vehicle to stop by utilizing his emergency equipment, which will also alert other traffic of the stop. When the suspect vehicle begins to stop, the contact officer will turn off the siren and actuate the public address system.
2. The contact and cover vehicles will be parked so that it provides maximum protection and cover. This can best be accomplished by keeping the engine block between the suspect and the officer and by turning the wheels sharply to the left to help prevent bullets skipping. The contact unit will determine the position of the support vehicle. The police vehicles will be stopped three (3) car lengths from the suspect vehicle.
3. At night, all lights, including spotlights, will be focused on the interior of the suspect vehicle to the disadvantage of the violator. The contact officer will exit the vehicle quickly, but remain in the area of his door with easy access to the public address system. The cover officer(s) will exit the vehicle quickly and take a point of cover with easy visibility of the suspect vehicle. Officers should remember that a point of cover is one that will stop a bullet and not just conceal the officer. It is also imperative that officers prevent setting up in a crossfire situation. The officers should triangulate the suspect vehicle.
4. The contact officer will give all commands over the public address system. The contact officer will give the following commands to the suspect(s):
  - The contact officer will notify all occupants of the vehicle that they are under arrest and that any sudden movements will be considered a threat and will be dealt with accordingly.
  - All occupants in the front seat of the suspect vehicle will be told to place their palms on the roof of the vehicle. All occupants in the rear seat will be told to press their hands palm flat against the rear window or roof of the vehicle. All occupants will be told to remain in this position until ordered to move.
  - The driver of the vehicle will be told to use his left hand and place the vehicle in park while

maintain right hand contact with the roof. Then he will be instructed to use his left hand to shut the vehicle off and hold the keys outside the driver's side window.

- The driver will then be told to open the driver's side door with his right hand, push and hold the door open with his left foot.
- The driver will then be told to exit the vehicle with his arms fully extended upwards, hands held high in the air, palms facing the contact officer. The driver will be told to turn in complete circle, 1/4 of a turn at a time. The contact officer will direct the suspect when to turn and when to stop. The primary officer will attempt to identify any weapons on the suspect. If a weapon is observed, the suspect will be told face away from the officer. The contact officer will advise the cover officer(s) that a weapon has been identified on the suspect.
- The driver will then be told to turn away from the officers, move his hands down and to the rear, palms facing skyward and above waist level, bent over at the hips and head up and looking away from the officers. The contact officer will direct the suspect to walk backwards towards the sound of the officer's voice. The suspect will be directed to maintain this position while moving to the front center of the contact and cover officer's vehicles. The suspect will be directed to maintain this position and directed to kneel. Once in the kneeling position, the suspect will be directed to cross his feet and sit back on his heels. Before moving into position to handcuff the cover officers will ensure that the suspect is in a complete position of disadvantage before initiating tactically handcuffing. After handcuffing, the suspect will be searched and all weapons will be secured by the cover officer. The cover officer should then recover the keys to the vehicle from the suspect's possession.
- The suspect will then be placed in the back of a caged unit, other than the one(s) covering the suspect vehicle, if available. All suspects will be searched by all officers who come into contact with them.
- All passengers in the front of the suspect vehicle will be brought out, one at a time, out the driver's side door. The last person out the driver's side door will kick the door closed. The above procedure will be followed for each suspect. The suspects in the rear seat will either be brought out the driver's door or the rear door on the driver's side.

### 7.3 Clearing the Suspect Vehicle

The following procedure will be utilized to clear the suspect's vehicle after all known suspects have been removed from the vehicle:

1. The contact officer will call to the vehicle stating that he knows the suspect is in the vehicle and that he should come out with his hands up.
2. At this point the contact officer will become the cover officer and the cover or back-up officer will begin his approach of the vehicle. The approach to the vehicle will be from the passenger side of the suspect vehicle. The officer will utilize all available cover to get to the right front bumper of the suspect vehicle. From this point the officer will utilize a pop-peek method of clearing the interior of the vehicle, starting from the front and working to the rear. Once the inside of the suspect vehicle has been cleared the officer will move to the trunk area and cover the trunk for the approach of a second officer.
3. The approach of the second officer will be from the driver's side front of the suspect vehicle and the same pop-peek method will be utilized by this officer. The second officer will pick up the keys to the suspect vehicle on his way to the trunk area. Upon reaching the trunk area and coordinating with the



first officer, the second officer will remain low, crouched position and insert the trunk key into the suspect vehicle. The second officer will then open the trunk area and roll out of any line of fire. The first officer will be responsible for securing anyone inside the trunk area.

4. If at any time the first or second officer observes or hears a suspect in the suspect vehicle, the officers will back track to their original position of cover at their vehicles and call the suspect out again, stating the location of the suspect. If the suspect refuses to exit the vehicle, the situation will be treated as a barricaded suspect.

## **8.0 SPECIAL TRAFFIC OFFENDERS**

Certain classes of traffic violators require special processing due to their political position or age.

### **8.1 Juveniles**

Juveniles will be issued the same traffic citation as an adult offender as long as it can be handled in City Court. All General Sessions Traffic offenses will be referred to the Family Court.

All other procedures for the handling of juveniles will be in accordance with established procedures.

### **8.2 Nonresidents, Legislators and Military Personnel**

All other violators, to include nonresidents from outside the city, will be handled in accordance with the procedures established in this directive with the following exceptions:

State Legislators and members of the United States Congress are immune from arrest during their attendance at the sessions of their respective houses except in cases of treason, felonies and breaches of the peace. (South Carolina Constitution, Article 3, Section 14)

Military personnel shall not be arrested while engaging in or going to or from military or militia duty except in the case of treason, felony or breach of the peace. (S.C. Code of Laws, §17-13-60)

## **9.0 PARKING ENFORCEMENT ACTIVITIES**

All sworn personnel will be responsible for the enforcement of parking laws and ordinances. Parking enforcement activities will consist of both vehicular and foot patrols.

### **9.1 Issuance of Parking Ticket Books**

Police personnel will secure ticket books from the Equipment Management Unit as they are needed.

### **9.2 Writing Parking Tickets**

All parking tickets will be printed in clear, concise letters. Ballpoint pens will be used with enough pressure to print legible copies. Separate parking tickets will be printed for each offense (i.e. A second violation will require a separate ticket).

Parking tickets will not be issued for overtime parking on the following days:

- Sunday
- New Year's Day
- Independence Day
- Labor Day

- Thanksgiving Day
- Christmas Day
- Any other day so designated by the Chief of Police or his designee.

Tickets will be placed by the issuing officer in a conspicuous place where the driver can observe the ticket upon approaching or entering the vehicle. In the case of an automobile or truck, the ticket should be placed under the windshield wiper blade on the driver's side of the vehicle. When placing a ticket on a motorcycle, it should be in such a manner as to attract the attention of the operator.

### 9.3 Turning in Copies of Tickets

Copies of all issued tickets will be turned in to the Municipal Court Building at 811 Washington St. by the completion of the officer's tour of duty. All copies of soiled or defaced tickets will be submitted to the Collections Division for proper accounting.

### 9.4 Payment of Tickets

Tickets may be paid at the Collections Division located at 1136 Washington Street or the Municipal Court Building located at 811 Washington Street in Columbia. A numbered receipt will be given upon payment in all cases.

### 9.5 Cancellation or Voiding of Issued Parking Tickets

Parking tickets may only be voided by the Parking Ticket Collections Division.

### 9.6 Parking Meter Exemptions (City of Columbia Ordinance Section 2-3075)

The following persons will be exempt from paying parking meter fees:

- All commercial trucks while actually loading and unloading are required to pull into the curb without charge in metered spaces. Any commercial truck parked in a metered space longer than while actually loading and unloading will be in violation.
- Disabled operators of vehicles bearing license plates issued by the State Highway Department indicating that the operator is disabled shall be exempt from the requirement of depositing coins in parking meters. All other parking regulations shall apply to such operators.
- All persons presented the Medal of Honor and bearing a Medal of Honor license plate issued by the State Highway Department will be exempt from paying parking meter fees.
- Witnesses who testify or are subpoenaed to testify in criminal cases in Circuit Court shall not be subject to parking meter requirements for deposit of coins or overtime parking. Parking meter tickets certified by the clerk of court as exempt under this section shall be canceled.

### 9.7 Meter Bag Use and Restrictions

When necessary, a vehicle used in emergency repairs, construction or similar circumstances may park in metered parking spaces with the meters bagged. Such parking must be authorized by the Inspections Division or by a permit issued by the City of Columbia Engineering Division.

The meter must be covered by an authorized parking meter bag, which shows the company or persons name, date of issue, date of expiration and designates the meter number and block location in which it will be used.

Parking meter bags will be used in metered parking spaces only and must be placed on the meter prior to 7:00 a.m. on the date of use.

Failure to comply with these regulations governing the use of meter bags or misuse of the bag will result in the vehicle being ticketed and the special parking privileges rescinded.

## **10.0 RE-EXAMINATION OF DRIVERS**

If an officer of this Department has good reason to believe that a person holding a valid South Carolina Driver's License is incompetent or otherwise not qualified to be licensed due to a physical or mental disability or other conditions that prevent the person from exercising reasonable and ordinary care over a motor vehicle, the officer will make a written request to the South Carolina Department of Highways and Public Transportation that the person be re-examined.

The officer requesting the re-examination will complete a "Request for Driver Re-examination Form" which contains the driver's name, address, race, sex, date of birth, driver's license number and a narrative **detailing the date, time, and actions observed that makes the officer believe that this driver needs to be re-examined.** The "Request for Driver Re-examination Form" will be mailed to the South Carolina Department of Highways and Public Transportation, Driver Improvement Division as soon as possible.

## **11.0 OFF-ROAD VEHICLE ENFORCEMENT**

All officers will strictly enforce all statutes and ordinances regarding the use of an off-road vehicle on public roadways to include:

- Equipment and safety violations.
- Illegal use of sidewalks.

No bicycle, moped or motorcycle will be ridden in any parks or recreation areas except in Areas specifically designated by signs for such use. (City of Columbia Ordinance Section 12-3)

## **12.0 PEDESTRIAN AND BICYCLE ENFORCEMENT**

The enforcement of pedestrian and bicycle statutes will be directed toward the following:

- The reduction or elimination of those human, vehicle or environment factors leading to accidents.
- The reduction or elimination of those behavioral actions, decisions and events that lead directly towards accidents.
- The reduction or elimination of precipitating factors leading to accidents.

All officers will take appropriate enforcement action when and where pedestrian and bicycle accidents occur and violations are observed.

### **12.1 Pedestrian Enforcement**

The enforcement of traffic laws pertaining to pedestrians requires broad discretion from individual officers. The following guidelines and procedures should be used for fair and consistent application of the law:

- Prior to any substantial increase in enforcement of pedestrian traffic laws, officers will utilize high visibility and verbal warnings in conjunction with departmental publicity and community awareness campaigns to prepare pedestrian violators of forthcoming enforcement.
- The enforcement of pedestrian traffic laws will be concentrated in areas with frequent and severe pedestrian accidents.

- The "spirit" of the law will supersede the "letter" of the law with regard to pedestrian traffic. Enforcement will be applied accordingly.

The main goal of pedestrian traffic enforcement is the safe flow of pedestrian traffic and the reduction of pedestrian involved accidents.

## 12.2 Bicycle Enforcement

The enforcement of traffic laws pertaining to bicycles requires a great deal of discretion on an officer's part. The following procedures are guidelines to discretion that should result in a more uniform and consistent application of bicycle traffic laws:

- In areas with heavy traffic congestion and a high number of accidents involving bicycles, the laws pertaining to the operation of a bicycle will be strictly enforced.
- The appropriate laws will be enforced in areas where a substantial flow of vehicular traffic and a large number of hazardous moving violations are observed involving persons riding bicycles.
- Officers will exercise discretion in the application of bicycle traffic laws in areas of minimal traffic flow, unobstructed visibility and minimal experience with traffic accidents involving bicycles.
- Officers should be less tolerant of older offenders of bicycle laws who should be aware of the hazards of the unsafe operation of bicycles. Officers should be more lenient in the enforcement of bicycle laws regarding youthful offenders who may not be fully aware of their responsibilities in the safe operation of bicycles. Officers should instruct youthful offenders on bicycle laws and safety.

## 13.0 SPEED MEASURING DEVICES

Only officers that have been trained and certified by the South Carolina Department of Public Safety will operate speed-measuring devices. The operation, care and upkeep, maintenance and calibration records, and equipment specifications of all RADAR and LIDAR units will be the responsibility of the Traffic Unit and kept in accordance with their Standard Operating Procedures.