

DEKALB POLICE DEPARTMENT

Subject: **Traffic Accident & Enforcement Analysis** is
Policy #: **403.8**

Effective Since: 3-1-09 (numbered 403.9 prior to 1-1-19)

Effective Date: 1-1-19

Reference Material: none

ILEAP Standards Covered: NA

FTO Training Task: NA

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PURPOSE: The purpose of this policy is to outline agency procedures for conducting analysis of traffic-related data, including traffic accidents and enforcement efforts. In analyzing accident and enforcement data, traffic activity patterns can be identified and conclusions can be made in order to direct specific efforts to the reduction of traffic problems and accidents.

POLICY: On at least an annual basis, the department will compile data regarding traffic-related information. This will usually be conducted in conjunction with data prepared for the department's official annual report. The department will compile and organize traffic and accident data with the purposes of making the information available to administration, patrol supervisors, and patrol officers so engineering recommendations and/or enforcement efforts can be effectively directed to address specific problems and to achieve specific goals.

DEFINITIONS: none

PROCEDURE:

I. Traffic Accident Analysis

A. Compilation and Review of Traffic Accident Data

1. On an annual basis, in conjunction with preparing the official annual report, the department will compile data regarding traffic accidents.
2. Compilation of traffic accident data will typically include the following:
 - a. Total number of accidents within the city, with sub-categories for the following:
 - i. Accidents with no reports taken
 - ii. Accident reports with damage under \$500
 - iii. Accident reports with damage between \$501-\$1500
 - iv. Accident reports with damage over \$1500
 - v. Accident reports with personal injury
 - vi. Accident reports with a fatality
 - b. Number of accidents by intersection or block. Intersections or roadway blocks with ten or more accidents will be documented on a list of locations with the highest accident frequency.
 - c. Accident frequency listed by day of the week and each hourly segment.
 - d. The most common traffic violation noted or cited in accident investigation; this may be broken down individually for higher-frequency accident intersections or locations.
3. In analyzing traffic accident data, the following potential contributory causes will be studied:
 - a. Traffic volume
 - b. Traffic violations
 - c. Engineering issues such as signage, signaling, vision obstructions, etc.

B. Compilation and Review of Traffic Enforcement Data

1. On an annual basis, in conjunction with preparing the official annual report, the department will compile data regarding traffic enforcement.
2. Compilation of traffic enforcement data will typically include the following:
 - a. Number of traffic citations issued, listed by type
 - b. Number of alcohol Zero Tolerance arrests
 - c. Number of DUI arrests, and may include the following:

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- i. DUI arrests for each patrol shift
- ii. DUI arrests by gender
- iii. DUI arrests by day of week
- iv. DUI arrests made by type:
 - Officer-initiated
 - Accident investigation
 - Citizen complaints
- d. Number of traffic violation warnings issued

C. Comparison of Accident Data and Traffic Enforcement Data

1. The number of accidents will be compared with previous years.
2. The number of traffic citations will be compared with previous years.
3. The number of accidents and traffic citations for the current and previous years will be compared side by side.
4. Accidents by type will be compared with the previous years.
5. High accident frequency intersections will be compared with the previous years.

II. Selective Enforcement Techniques and Procedures

- A. **Accident Data Analysis** : The department will analyze the accident and traffic enforcement data in an attempt to accurately identify the following:
1. Locations with higher potential for accidents.
 2. The primary contributing factors of accidents in general and/or at specific locations.
 3. Traffic enforcement efforts that can be specifically directed in order to reduce accidents in general and/or at specific locations.

B. Deployment of Traffic Enforcement Personnel

1. Directed patrols will be assigned to locations that have been determined to have a higher probability for accidents and have a specific accident-causing violation that can be detected.
2. Directed patrols will be assigned at times most related to the times accidents have been known to occur.
3. Directed patrols may be assigned for a specific location upon citizen complaints of traffic violations occurring on a regular basis.
4. Directed patrol activity and enforcement efforts will be documented on a Directed Patrol sheet and forwarded to the Patrol Lieutenant for review.
5. Officers on patrol will be encouraged to be particularly alert to traffic violations that have been determined to cause accidents in general or at specific locations.
6. Officers on patrol will be encouraged to employ enforcement efforts to drivers who are operating vehicles in an aggressive or reckless manner or are driving in considerable excess of the speed limit.

C. Evaluation of Directed Traffic Enforcement Activities

1. On an ongoing or routine basis, the Patrol Commander will review traffic accident and enforcement data to determine the following:
 - a. If the number of directed patrols being conducted is sufficient.
 - b. If the directed patrols have been successful in detecting violations.
 - c. If appropriate enforcement efforts have been made in addressing violations.

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2. The relative success of directed patrols will be determined by evaluating the number of violations observed and enforcement efforts made.
3. Directed patrol activities will be continued in areas that continue to pose traffic problems or continue to produce enforcement efforts of noted violations.
4. Directed patrol activities may be suspended in areas where traffic violations are not being detected, or where traffic problems are alleviated due to previous enforcement efforts, engineering improvements, or other reasons.

D. Making Traffic Engineering Suggestions :

1. At times the department receives complaints or suggestions from citizens and/or officers regarding traffic engineering deficiencies, such as suggestions for removing vision obstructions, adding stop signs, lowering speed limits, etc.
2. In the above cases and/or after studying traffic problems or accident patterns, the department may conclude that some engineering improvements may be warranted.
3. Officers and supervisors should forward traffic engineering suggestions to the Patrol Lieutenant, who will forward them on to Chief if deemed appropriate. The Chief can then authorize forwarding of the information to the applicable city or state street/traffic departments.
4. The city legal department should also be notified if there is a particular risk or known hazard associated with any perceived traffic engineering deficiency.
5. All copies of traffic accident reports will be forwarded to IDOT for their administrative and engineering review.
6. The occurrence of a serious collision, or the repeated occurrence of hazardous traffic violations involving a potential engineering deficiency should be brought to the attention of the street department for corrective actions.

Policy originally issued 3-1-09; this revision becomes effective on 1-1-19 by authority of the Chief of Police .

NOTE: This policy and procedure summarizes the department's position on this specific matter. This policy is for general direction and guidance primarily designed for use by the department's members. This policy is for internal use only and does not create or enlarge an officer's liability in any way. This policy shall not be construed as the creation of a higher standard of safety or care in an evidentiary sense, with respect to third party claims. Violations of this policy, if proven, can only form the basis of an internal departmental complaint and then only in a non-judicial administrative setting.