

2015 Traffic Crash and Enforcement Review

By

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Introduction

Abstract

At times, it can be helpful for an agency to stop, reflect, and analyze daily operations. This is where the review process is imperative. According to the Rapid City Police Department (RCPD) Rules and Procedures Manual (2014), the Field Services Commander (or designee) will “conduct a documented compilation and review of traffic collision data along with enforcement activities.” This procedure is performed in compliance with the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA) standard 61.1.1.1 “the objective is to direct appropriate enforcement efforts toward violations, not only in proportion to the frequency of their occurrence in collision situations but also in terms of traffic related needs identified by the agency’s service community.”

Organizational Setting

The Rapid City Police Department is a law enforcement agency in western South Dakota with a population of approximately 68,000 people. The Police Department works in an area that encompasses about 55 square miles and hosts around two million tourists a year. This police agency is the second largest in South Dakota and consists of more than 150 employees; 116 of these employees are sworn police officers. The Department in question is currently analyzing traffic enforcement data from 2015.

Data Source

Only traffic crashes meeting the criteria to be reported to the State of South Dakota were used in this analysis. A reportable traffic crash is one occurring on a public road with over \$1000 damage to a vehicle or property and/or an injury. Specific analysis of crashes in 2013, 2014, and 2015 is based on reports by the Rapid City Police Department.

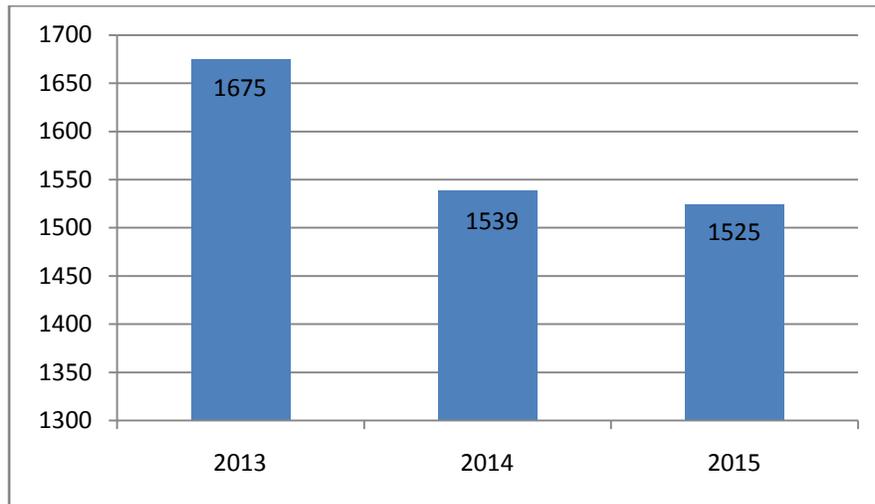
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Section A – Compilation of Traffic Collision Data

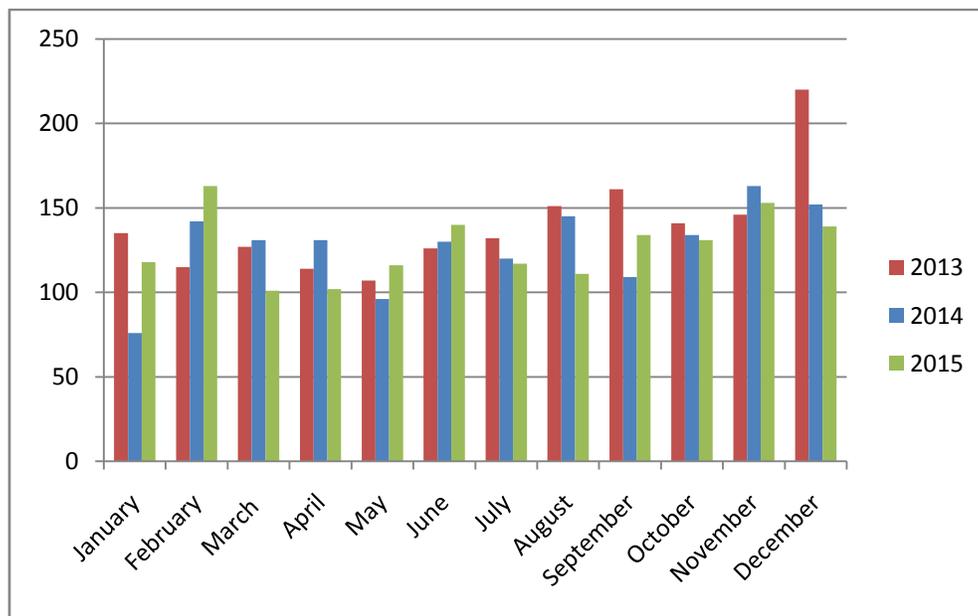
The ultimate goal of this review is a reduction in traffic collisions. To get a better understanding of the issue at hand we must first look at “when and where” traffic crashes occur in Rapid City.

Chart 1 - Number of Reportable Traffic Crashes by Year



(RCPD Crash Analysis Data)

Chart 2 – Number of Reportable Traffic Crashes by Month

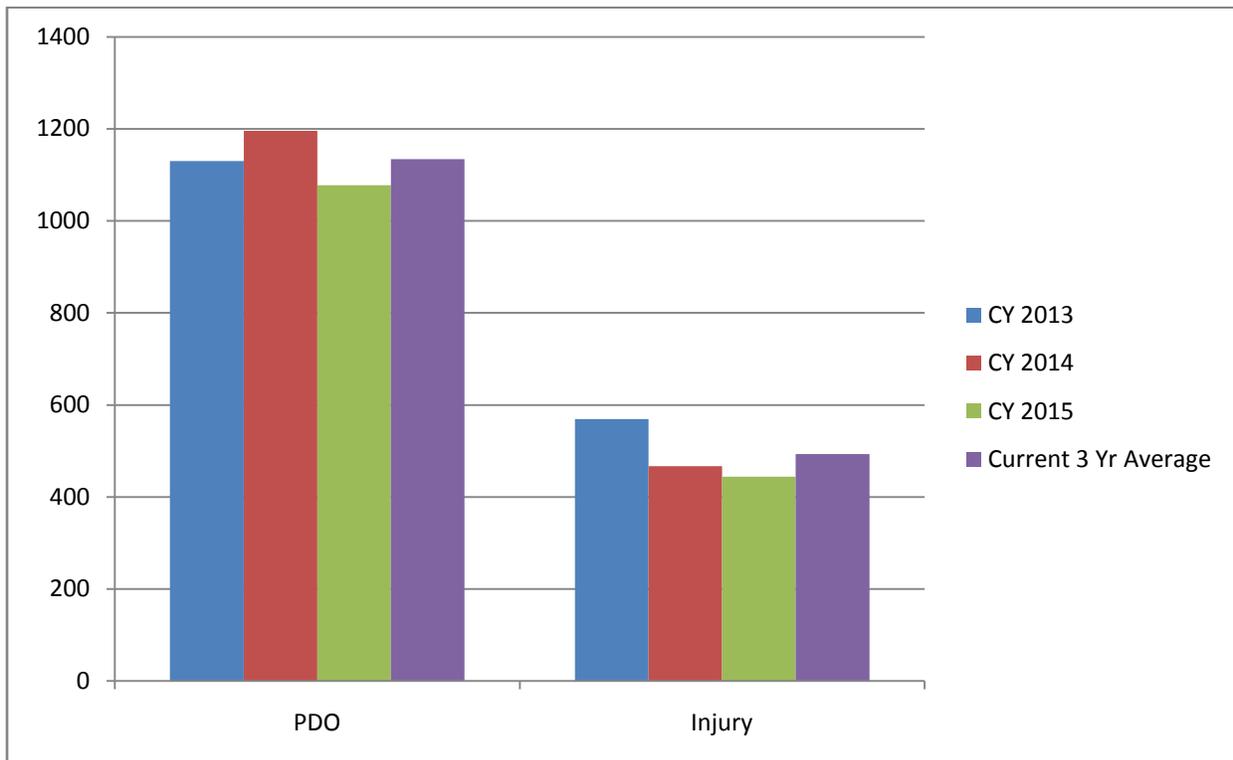


(RCPD Crash Analysis Data)

The charts show how many crashes there are each year for the last three years and how crashes are reported throughout each year. Traditionally, crashes occur during inclement

weather in the winter and increased traffic of the summer tourist season. As previously mentioned, annually the Black Hills area hosts about two million tourists from around the world. The increased traffic greatly affects Rapid City during the summer months. More people on the roads increases the odds of crashes occurring. In regards to the increase in crashes in the winter months, many drivers are unprepared for driving in snowy and icy conditions. This lack of preparedness and rapid changing weather and road conditions result in higher numbers of crashes. For the third straight year, the number of reportable crashes has declined.

Chart 3 – Types of Traffic Crashes by Year



(South Dakota Department of Public Safety and RCPD Crash Analysis Data)

The chart above further breaks down the types of crashes to property damage only and those with injuries. Also depicted on the chart is the three year average for both types of crashes. In 2015, the number of both types of crashes was below their respective three year average. Due to the low number of fatal crashes, these are not depicted on the chart. There were three in 2013, two in 2014, and three in 2015.

Another factor to consider when reviewing traffic crashes is the human factor. Driving skills vary widely and South Dakota does not mandate specific driver education course prior to being issued a driver's license.

Table 1 – Driver Contributing Circumstances

Driver Contributing Circumstance	2014	2015
Failure to Yield	443	485
Following Too Closely	198	256
Distracted	155	184
Over Driving Road Conditions (Speed)	216	159
Improper Turn / Lane Change	142	140
Disregard Traffic Signal	103	104
Other	60	93
Improper Backing	42	61
Run Off Road	20	34
Speeding – Over Speed Limit	28	27

(RCPD Crash Analysis Data)

The table above lists the top ten reported driver contributing circumstances for crashes occurring in Rapid City. Consistently, Failure to Yield has been the top factor for the last two years. In 2015, Following Too Closely and Distracted surpassed Over Driving Road Conditions as the second and third most frequent factors. Failure to yield is widely reported in a variety of traffic crashes but predominately in angle or turning crashes. Overdriving road conditions increases as a factor during winter seasons with more snow and ice storms. (Note: The manner this data is collected changed in 2014, therefore, only two years of data are presented.)

Another human factor to consider is drivers under the influence of alcohol and drugs.

Table 2 – Alcohol and Drug Related Crashes

Influencing Substance	2013	2014	2015
Alcohol	107	66	84
Drug	23	23	21
Both	5	2	4

(RCPD Crash Analysis Data)

The table above lists the number of alcohol and drug related crashes over the last three years. While the number of drug related crashes dropped by two, the number of alcohol related crashes rose by 22%. In 2015, the south patrol sector of Rapid City had the highest number of these crashes for the second year in a row. The majority of the alcohol and drug related crashes occur between noon and 0300 hrs.

Recent studies have shown that the City of Rapid City has a high number of car versus pedestrian and bicyclist crashes.

Table 3 – Pedestrian and Bicyclist Crashes

Unit Type	2013	2014	2015
Pedestrian	25	23	17
Bicyclist	23	15	13

(RCPD Crash Analysis Data)

The table above lists the number of car versus pedestrian and car versus bicyclist crashes for the last three years. The trend again this year was a decrease in both types of crashes. The majority of these crashes occurred in the north patrol sector.

Taking a closer look at car versus pedestrian crashes in 2015:

- Drivers were at fault in 47% or in eight of the crashes, and of these, 50% or four were issued citations.
- 52% or nine crashes occurred when the vehicle was traveling straight and 17% or three occurred when the vehicle was turning left.
- All of the pedestrians were injured and the injuries ranged from possible injury to two that were fatalities.
- Pedestrians were at fault for 58% or 10 of the crashes; primarily due to improper crossing of a street. In one of the crashes, both the driver and the pedestrian were reported as having a contributing factor in the crash.

Taking a close look at the car versus bicyclist crashes in 2015:

- Bicyclists were at fault in 69% or nine of the crashes.
- Bicyclists crossed improperly in 46% or in six of the crashes and failed to yield or obey traffic signals in 23% or in three of the crashes.
- All of the bicyclists were injured and the injuries ranged from possible to non-incapacitating.
- 61% or eight of the crashes occurred when the vehicle was traveling straight and 15% or two occurred when the vehicle was turning.
- One driver at fault for the crash was issued a citation.

Top Crash Intersections / Area

Finally, we must consider where traffic crashes occur. While traffic crashes occur all over Rapid City, there are specific locations with a higher number of crashes. These are primarily intersections with high traffic volume. Rated by the number of crashes, below is analysis of these locations, the manner of collision, and driver contributing circumstances. It should be noted that an officer can report up to two driver contributing circumstance per driver, therefore these numbers may be higher than the overall number of crashes. The overall trend in this analysis is there were a higher number of crashes in the intersections than in 2014.

1. US Highway 16 / Catron Blvd

- Count: 22 (2014: 12 and was listed as #4)
- Manner of Collision
 - Angle: 12
 - Rear End: 8
 - Single Vehicle: 2
- Driver Contributing Circumstances
 - Failure to Yield: 11
 - Following Too Closely: 4
 - Distracted: 3
 - Disregard Traffic Signal: 3
 - Over Driving Road Conditions: 1
 - Swerving to Avoid: 1
 - Unknown: 1
- Citations Issued: 11
- Discussion: This very large four way intersection is one of the major intersections in Rapid City for north/south and east/west traffic. US Hwy 16 is a primary route from Interstate 90 to Mount Rushmore and the Black Hills. It is also the primary truck route from Interstate 90 into the Black Hills. In 2015, the number of angle crashes increased from eight to twelve and the rear end crashes increased from one to eight. All but one of the angle crashes involved a left turn violation. 58% of the left turn violations involved westbound traffic turning in front of eastbound traffic. Due to this high percentage of angle crashes, the South Dakota Department of Transportation (DOT) added more time to the westbound protected left turn cycle. There has been no significant change in the rate of left turn violation crashes since the time was added to the light cycle. In September 2015, DOT agreed to install a flashing yellow left turn arrow, but as of this report, it has not been installed.

2. E North St / Cambell St

- Count: 20 (2014: 12 and was listed as #5)
- Manner of Collision
 - Rear End: 10
 - Angle: 9
 - Single Vehicle: 1
- Driver Contributing Circumstances
 - Failure to Yield: 12
 - Improper Turn: 4
 - Over Driving Road Conditions: 3
 - Following Too Closely: 2
 - Failure to Keep Proper Lane: 1
 - Drinking: 1
 - Other: 1
 - Unknown: 1
- Citations Issued: 9
- Discussion: This “T” intersection is a major thoroughfare for traffic going to shopping and dining, as well as access to Interstate 90. Since 2014, the number of rear end collisions has risen sharply and the number of angle crashes has remained about the same. All of the angle crashes involved westbound traffic turning left in front of eastbound traffic. In August 2015, the City of Rapid City installed a flashing yellow left turn arrow for westbound traffic. Prior to this there were seven angle crashes and since the light was installed, there were only two. The rear end crashes were split between westbound traffic and northbound traffic turning right.

3. N LaCrosse St / Interstate 90 (including on / off ramp intersections)

- Count: 17 (2014: 15 and was listed as #2)
- Manner of Collision
 - Angle: 13
 - Rear End: 3
 - Single Vehicle: 1
- Driver Contributing Circumstances
 - Failure to Yield: 8
 - Disregard Traffic Signal: 4
 - Following Too Closely: 2
 - Improper Turn: 1

- Overdriving Road Conditions: 1
- Speeding: 1
- Running Off Road: 1
- Other: 1
- Unknown: 1
- Citations Issued: 10
- Discussion: This interstate on and off ramp area is one of the major access points to shopping and dining. It is also the oldest interstate interchanges in the city. Traffic is especially heavy during the holiday shopping season. The angle crashes occurred at both of the intersections on the north side and south side of the bridge of I-90 and all of the rear end crashes occurred at the intersection north of the bridge. South Dakota Department of Transportation is planning to completely rebuild this interchange in 2020 and this is expected alleviate the high number of angle crashes.

4. Mount Rushmore Rd / Main St

- Count: 16 (2014: 6)
- Manner of Collision
 - Angle: 6
 - Sideswipe Same Direction: 6
 - Rear End: 3
 - Single Vehicle: 1
- Driver Contributing Circumstances
 - Improper Turn: 6
 - Failure to Yield: 4
 - Following Too Closely: 2
 - Disregard Traffic Signal: 2
 - Improper Lane Change: 2
 - Failure to Keep Proper Lane: 1
 - Running Off Road: 1
 - Drinking: 1
- Citations Issued: 10
- Discussion: This four way intersection is a major intersection for north and south traffic. Main St is a one way street through downtown and it is a major route for westbound traffic. During the summer tourist season, there is a significant increase in the tourist traffic volume going to and from Mount Rushmore and the Black Hills. All of the angle crashes and all but one of the sideswipe crashes involved traffic turning left. The majority of the crashes involved an improper

turn, including turning into the wrong lane and northbound traffic turning left in front of southbound traffic. There are two northbound left turn lanes and it is very common for cars to turn into whatever lane the driver chooses instead of the left and center lanes of traffic on Main St.

5. E North St / Eglin St

- Count: 14 (2014: 4)
- Manner of Collision
 - Angle: 7
 - Rear End; 7
- Driver Contributing Circumstance
 - Failure to Yield: 7
 - Following Too Closely: 4
 - Distracted: 2
 - Improper Turn: 1
 - Speeding: 1
 - Improper Backing: 1
 - Unknown: 1
- Citations Issued: 14
- Discussion: This is a major four way intersection providing access to Interstate 90 as well as shopping and dining at the Rushmore Crossing shopping area. The shopping area has grown significantly and the traffic volume is extremely heavy during the holiday season. Five of the angle crashes involved northbound traffic turning left in front of southbound traffic. The remaining two involved traffic disregarding a red light. Four of the rear end collisions occurred in the large radius eastbound right turn lane.

6. Mountain View Rd / W Main St

- Count: 14 (2014: 7)
- Manner of Collision
 - Angle: 7
 - Rear End: 7
- Driving Contributing Circumstance
 - Failure to Yield: 9
 - Following Too Closely: 2
 - Distracted: 2
 - Disregard Traffic Signal: 1
 - Cell Phone: 1

- Other: 3
- Citations: 10
- Discussion: This four way intersection is a major intersection for the west side of the city for traffic in all directions. Unprotected left turns with flashing yellow turn arrows are permitted for all directions except westbound due to its dual left turn lanes. Six of the angle crashes occurred in the intersection and of those, five involved a left turn violation. The rear end crashes were mixed across all directions of traffic.

7. 5 St / Main St

- Count: 14 (2014: 18 and was listed as #1)
- Manner of Collision
 - Angle: 6
 - Rear End: 4
 - Sideswipe Same Direction: 3
 - Car vs Pedestrian: 1
- Driver Contributing Circumstances
 - Failure to Yield: 4
 - Distracted: 3
 - Disregard Traffic Signal: 3
 - Improper Turn: 2
 - Improper Backing: 2
 - Following Too Closely: 1
 - Unknown: 1
- Citations Issued: 4
- Discussion: This four way intersection is one of the major intersections for north and south traffic. Main St is a one way street through downtown and this is a major route for westbound traffic. All of the angle and sideswipe crashes involved north and southbound traffic. All of the sideswipe crashes involved a car turning into the improper lane. The car versus pedestrian crash involved a car backing out of a parking space hitting a pedestrian standing at the edge of the parking lane and driving lane.

8. 5 St / Omaha St

- Count: 13 (2014: 10 and was tied for #12)
- Manner of Collision
 - Rear End: 9
 - Angle: 4
- Driver Contributing Circumstance
 - Failure to Yield: 3
 - Following Too Closely: 3
 - Distracted: 3
 - Unknown: 3
 - Disregard Traffic Signal: 2
 - Over Driving Road Conditions: 1
- Citations: 3
- Discussion: This is a large major intersection for traffic in all directions. East and west left turns are allowed only on green arrows and north and south left turns are unprotected. All but one of the angle crashes involved a left turn violation in the north and southbound lanes of traffic. The rear end crashes were mixed across all directions of traffic.

9. East Blvd / Omaha St

- Count: 13 (2014: 9)
- Manner of Collision
 - Angle: 6
 - Rear End: 4
 - Single Vehicle: 1
 - Head On: 1
 - Car vs Bicycle: 1
- Driver Contributing Circumstances
 - Failure to Yield: 5
 - Disregard Signal: 5
 - Distracted: 2
 - Following Too Closely: 2
 - Other: 1
 - Illness: 1
 - Improper Turn: 1
- Citations Issued: 9
- Discussion: This is a large major intersection for traffic in all directions. Eastbound left turns are the only protected turns. As such, two of the angle

crashes involved a left turn violation. Four of the angle crashes involved a car failing to stop for a red light. The rear end collisions were mixed across all directions of traffic and the one head on was the result of a medical condition.

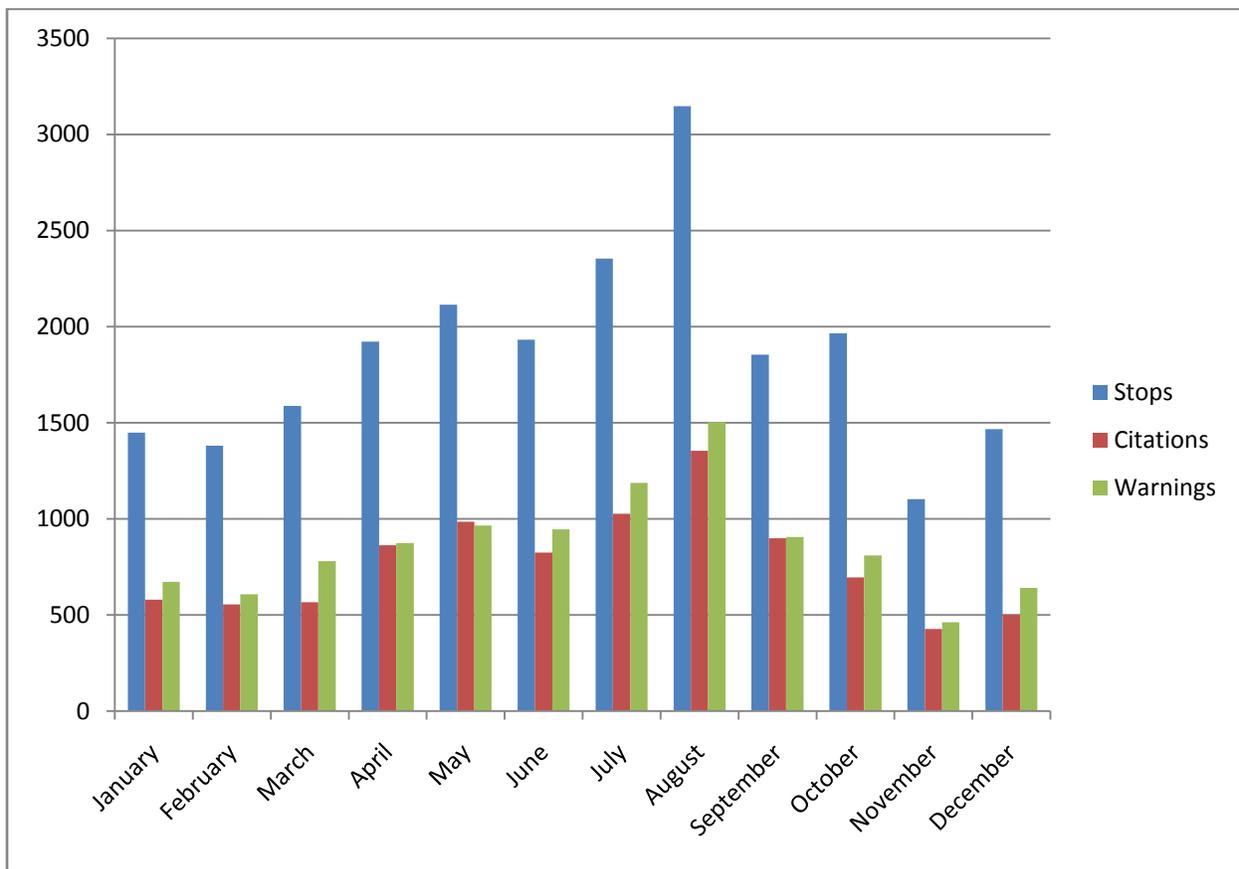
10. Mountain View / W Omaha St

- Count: 13 (2014: 12 and listed as #6)
- Manner of Collision
 - Rear End: 8
 - Side Swipe Same Direction: 2
 - Angle: 1
 - Single Vehicle: 1
 - Car vs Bicycle: 1
- Driver Contributing Circumstances
 - Distracted: 5
 - Following Too Closely: 3
 - Other: 2
 - Failure to Yield: 1
 - Improper Turn: 1
 - Over Driving Road Conditions: 1
 - Speeding: 1
- Citations Issued: 8
- Discussion: This “T” intersection is a major thoroughfare for west part of the city. Four of the rear end crashes occurred in the northbound large radius right hand curve. The South Dakota Department of Transportation plans to rebuild this intersection 2021 as part of a larger construction project. During the construction, traffic coming out of this curve will have its own designated lane of traffic. All of the rear end crashes occurred in the large radius right hand curve. There was no specific pattern to the remaining manners of collision.

Section B – Compilation and Review of Traffic Enforcement Activities

Traffic enforcement was performed primarily by traffic enforcement officers from January to September and patrol officers also enforce traffic laws as calls for service permit. (Note: Due to the conversion to 10 hours shifts in October, the traffic enforcement officer positions were temporarily suspended until effectiveness of the new shifts could be determined.) Some enforcement activity is based on citizen complaints and the rest is observed by the officer.

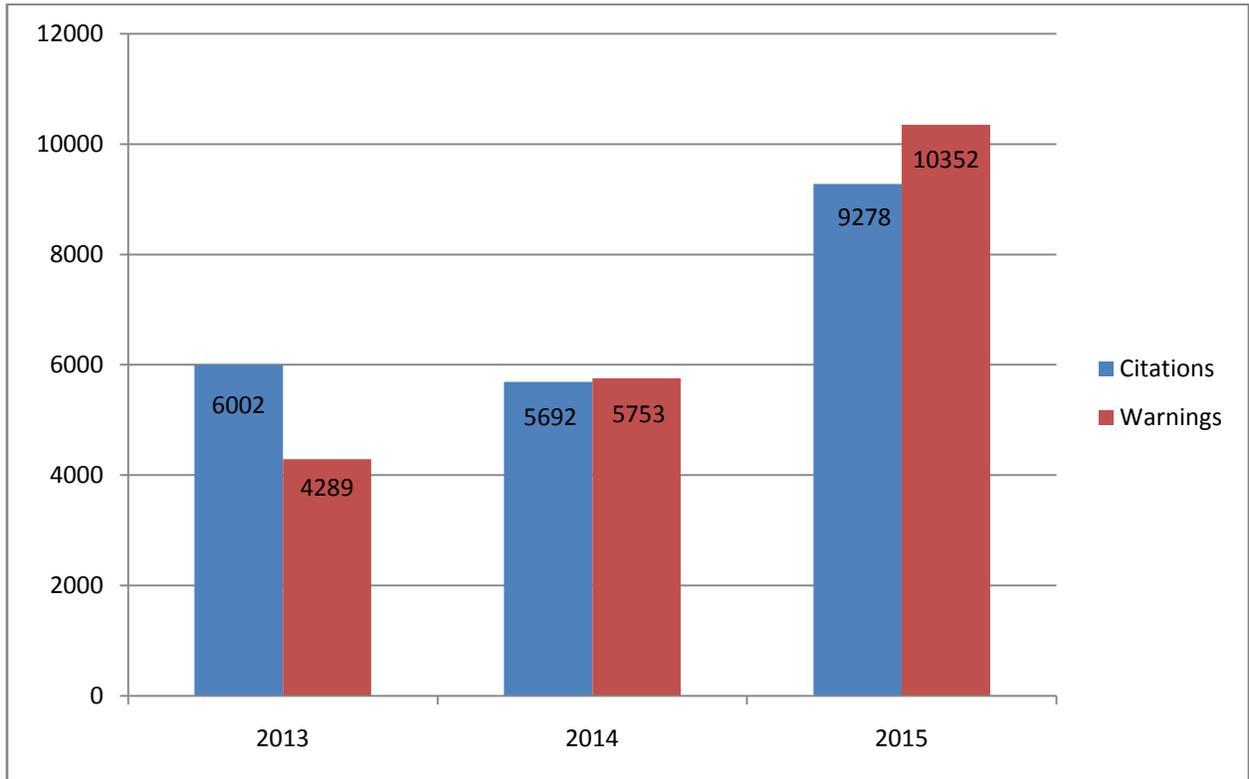
Chart 4 – 2015 Traffic Stops, Citations and Warnings by Month



(RCPD Records Management)

The chart above shows the total number of traffic stops each month and the total number of citations and warnings that were issued. It should be noted that some of the citations and warnings issued are the result of traffic crashes and other criminal enforcement activity. The spike in August was due to enforcement activity associated with the annual Sturgis Motorcycle Rally.

Chart 5 – Citations and Warnings Issued



(RCPD Records Management)

The chart above shows the total number of citations issued over the last three years. The overall number of citations and warnings has dramatically increased and this is a direct result of the traffic enforcement officer positions.

To gain a better understanding of traffic enforcement activity, we must also consider where the majority of the traffic stops occur.

Table 4 – Top Locations of Traffic Stops

2013	2014	2015
5 St / Omaha St	5 St / Omaha St	5 St / Omaha St
W Main St / Cross St	5 St / Main St	Soo San Dr / Canyon Lake Dr / 32 St
5 St / Main St	5 St / Saint Joseph St	Mount Rushmore Rd / Saint Joseph St
500 Saint Joseph St	Mt View Rd / W Main St	Sheridan Lake Rd / W Flormann St
Haines Ave / Anamosa St	N LaCrosse St / E North St	West Blvd / Main St
N 5 St / New York St	LaCrosse St / E Omaha St	5 St / Main St
W Main St / Jackson Blvd	Mt Rushmore Rd / Main St	5 St / Saint Joseph St
Haines Ave / Van Buren St	Mt Rushmore Rd / Saint Joseph St	5 St / Saint Patrick St
2 St / Saint Joseph St	N LaCrosse St / E Anamosa St	East Blvd / Omaha St
N Maple Ave / Macarthur St	N LaCrosse / Interstate 90	9 St / Saint Joseph St

(RCPD Records Management)

The table above lists the top ten locations for traffic stops over the last three years. The locations highlighted were also in the list of top intersections for crashes in their respective years.

Section C – Comparison of Collision Data and Enforcement Activities

In Section A, the top ten locations for traffic crashes were listed and in Section B, the top locations for traffic stops were listed.

Table 5 – 2015 Traffic Crash Locations vs Traffic Stops & Citations

Crash Location	Crashes	Traffic Stops	Crash Citations	Traffic Stop Citations	Warnings
US Hwy 16 / Catron Blvd	22	69	11	40	23
Cambell St / E North St	20	64	9	19	42
N LaCrosse St / I-90	17	52	10	6	39
Mount Rushmore Rd / Main St	16	106	10	22	74
E North St / Eglin St	14	62	7	22	38
Mountain View Rd / W Main St	14	101	10	19	75
5 St / Main St	14	133	4	31	94
5 St / Omaha St	13	175	3	45	125
East Blvd / Omaha St	13	124	9	34	74
Mountain View Rd / W Omaha St	13	51	8	15	34

(RCPD Records Management)

The table above lists the number of traffic stops at the top ten intersections for traffic crashes. It also shows the number of citations issued during the crash investigation, the number of traffic citations issued during traffic stops and all of the written warnings.

Section D – Implementation of Selective Enforcement Techniques and Procedures

Traffic Complaints

The City of Rapid City is divided into three patrol sectors and these areas are managed by the three Patrol Lieutenants. From January through September, traffic complaints were assigned to a traffic enforcement officer by means of one Lieutenant who oversaw the Traffic Enforcement Officers. As stated earlier, the traffic enforcement officer positions were temporarily suspended until the effectiveness of the newly implemented 10 hours shifts is determined. For the last three months of the year, when a traffic complaint came in, the corresponding Lieutenant investigated the complaint and with the help of sector officers, worked to resolve the problem. During this time frame, due to high numbers of calls for service, efforts by the sector officers have primarily been complaint driven.

Intoxicated Drivers

The Rapid City area has a problem with intoxicated drivers. Over the past three years Rapid City Police has made the following DUI arrest totals.

2013 – 892 Arrests
2014 – 965 Arrests
2015 – 874 Arrests

Section E – Deployment of Traffic Enforcement Personnel

Traffic Enforcement Officers

From January through September, five Officers were designated as Traffic Enforcement Officers; two on morning shift, two on afternoon shift and one on night shift. These officers targeted their activities in areas with high numbers of traffic complaints, and areas with high numbers of traffic crashes or DUI concerns. The positions were temporarily suspended until the effectiveness of the newly implemented 10 hours shifts is determined. It is anticipated that traffic enforcement positions will be reinstated in the spring of 2016.

Intoxicated Drivers

One officer is assigned to the night shift with specific DUI enforcement responsibilities. Further, officers working during prime “intoxicated driver” hours are expected to conduct DUI enforcement. A 2014 Highway Safety grant requirements required RCPD officers to participate in specific DUI enforcement saturations and checkpoints.

Traffic Complaints

Sector Lieutenants and Sector Officers work to identify and resolve traffic problems in their corresponding areas. Many traffic enforcement activities are focused on specific complaints and a plan is devised to resolve the issue. Tactics such as posting a speed trailer and focusing a traffic enforcement or sector patrol officer to the area have been used frequently.

Violent Crime Task Force

2011 and 2012 statistics boasted a sharp increase in violent crime. The statistics were analyzed further to determine that many of these crimes were focused in specific areas of the city. Based on these results, the Street Crimes Unit was refocused on saturating these “high crime” areas during peak hours. The Street Crimes Unit has a specific mission with a renewed emphasis on traffic enforcement. This emphasis started in late 2013 and there appears to be a decline in violent criminal activity. The Street Crimes Unit has focused much of their activity in the north patrol sector. As such, it is interesting to note that for 2014 and 2015, the most DUI crashes were occurring in the south sector versus the north sector in 2013.

Section F – Evaluation of Selective Enforcement Activities

The Crosswalk Campaign in 2012 and 2013 appears to continue to have an impact on the number of pedestrian related traffic crashes. The number of pedestrian and bicyclist crashes fell for the third year in a row.

Intoxicated drivers are a continuing problem. The number of DUI arrests in 2015 decreased 10% from 2014 and the number of DUI crashes increased by 16%. It appears the increase in DUI crashes is related to the reduction in DUI arrests.

Overall, traffic enforcement activities were focused in the Central Patrol District. Only three high crash areas, 5 St / Main St, 5 St / Omaha St, and East Blvd / Omaha St, saw a high number of traffic stops. These intersections were rated seventh, eighth, and ninth respectively in the top ten crash intersections.

Recommendations

- Continue DUI enforcement with DUI officers and continue to participate in check points and saturations throughout the year. Additionally, these officers should focus their routine efforts in the north and south patrol sectors between the hours of noon and 0300 hrs.
- Continue with crosswalk enforcement activities with a focus on the central patrol district and the north patrol sector. Improper actions of drivers, pedestrians, and bicyclists should be enforced.
- Continue to have the Street Crimes Unit conduct traffic enforcement in the high crime areas. These efforts should include DUI enforcement.
- Increase traffic enforcement along Omaha St from E Saint Patrick St west to Mountain View Rd. Disregarding traffic lights has increased while failure to yield and following too closely continue the most common causes of crashes in this corridor.
- Selective traffic enforcement for improper turns should be focused at intersection with multiple turn lanes. For these intersections vehicles turning into or from an improper lane resulted in the majority of the angle traffic crashes. The intersections would include but are not limited to:
 - Mount Rushmore Rd and Main St
 - Main St and 5 St
 - West Blvd and Saint Joseph St
 - Mount Rushmore Rd and Omaha St

References

CALEA 5th Edition Standards (2012) version 5.16.

Rapid City Police Department (2014) Rules and Procedures Manual – 520-01 Traffic Enforcement

Rapid City Police Department Crash Analysis Data Log

South Dakota Department of Public Safety, Accident Records. Crash Statistic Summaries for Rapid City for Calendar Years 2013 and 2014.

Appendix A

CALEA Traffic Enforcement Review Standards

61.1.1 A written directive governs the agency's selective traffic enforcement activities, to include procedures for:

- a. compilation and review of traffic collision data;
- b. compilation and review of traffic enforcement activities data;
- c. comparison of collision data and enforcement activities data;
- d. implementation of selective enforcement techniques and procedures;
- e. deployment of traffic enforcement personnel; and
- f. evaluation of selective traffic enforcement activities.

Commentary: The ultimate goal of selective traffic law enforcement is to reduce traffic collision. This may be achieved through the application of such techniques as geographic/temporal assignment of personnel and equipment and the establishment of preventive patrols to deal with specific categories of unlawful driving behavior. The techniques used should be based on collision data, enforcement activity records, traffic volume, and traffic conditions. The objective is to direct appropriate enforcement efforts toward violations, not only in proportion to the frequency of their occurrence in collision situations but also in terms of traffic-related needs identified in the agency's service community.

The review of location, time, and violation factors in vehicle collision should be based upon a numerically significant sample. It is also essential to analyze fluctuations caused by seasonal variations that result in increases in traffic volume and/or collision. In rural or suburban areas, basing these studies on an annual collision experience may be necessary to provide a sufficient database. However, as traffic densities and collision rates increase, a more frequent reporting cycle should be considered. Supervisors responsible for traffic enforcement activities should be provided with copies of the analysis report.

(N/A O M M)