

FLORENCE POLICE DEPARTMENT GENERAL ORDER

Subject: CRASH REDUCTION PROGRAM	Procedure: General Order 29.6.1 CALEA 61	Total Pages: 7
Authorizing Signature: Original with Authorizing Signature on File	Effective: 2/1/19 <input type="checkbox"/> New <input checked="" type="checkbox"/> Amended <input type="checkbox"/> Rescinds	

I. POLICY

It is the policy of this Department to provide and maintain a Crash Reduction Program. The primary responsibility of officers assigned to the Crash Reduction Program is to promote the safe and expeditious flow of vehicular and pedestrian traffic by enforcing traffic laws and providing traffic related services designed to reduce traffic crashes and the resulting injuries and fatalities.

II. PURPOSE

This written order establishes guidelines for the operation of the department's Crash Reduction Program.

III. SCOPE

This written order is applicable to all sworn personnel.

IV. RESPONSIBILITY

It shall be the responsibility of all sworn employees to read and comply with this directive.

V. GENERAL PROVISIONS

- A. The Florence Police Department will deploy uniformed police officers assigned motorcycle duties. Police officers assigned motorcycle duties shall be assigned to the Patrol Operations Division. Specific assignments may vary and will be at the discretion of the Patrol Operations Commander.
- B. For the purpose of daily activities, work assignments, and overall management, motorcycle officers will be assigned to either or both of the Patrol Day Shift's Chain of Command.

VI. PROCEDURES

- A. **OBJECTIVES:** The Patrol Operations Commander will be responsible for formulating written objectives to achieve the goals of crash reduction and enhanced safety on the roadways. All personnel, regardless of assignment share the responsibility for achieving these goals.

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- B. **FUNCTIONS:** Officers assigned to the Crash Reduction Program operate within the Operations Bureau. These units are designated to perform the following:
1. Radar operations;
 2. Concentrated patrols at intersections, roadways, and other areas where enforcement is needed due to crashes and/or violations;
 3. Traffic crash investigation;
 4. Enforcement of Alabama DUI statutes;
 5. Conducting traffic safety presentations; and
 6. Conducting traffic analysis.
- C. **PERSONNEL DEPLOYMENT**
1. **SUPERVISORY RESPONSIBILITY:** Supervisors within the Chain of Command of the Crash Reduction Program are responsible for conducting analysis as needed to support their selective enforcement functions. They will use the information provided in traffic analysis reports to plan appropriate selective enforcement activities consistent with crash reduction objectives.
 2. **CRASH REDUCTION PERSONNEL:** Officers assigned to the Crash Reduction Program will be deployed to areas having the greatest concentrations of crashes. Specific enforcement requests will be evaluated according to crash reduction objectives and prioritized accordingly. Crash Reduction Officers will target those violations that analysis has shown to be factors in crashes for the area.
 3. **COORDINATION:** Traffic enforcement based on analysis reports is primarily the responsibility of officers assigned to the Crash Reduction Program. However, cooperation will be maintained between those officers and Patrol personnel for times when Crash Reduction Officers are unavailable.
- D. **TRAFFIC HOMICIDE INVESTIGATION:** Officers assigned to the Crash Reduction Program will work in conjunction with Detectives from the Criminal Investigation Division to investigate crashes involving fatalities, life threatening injuries, and other major crash scenes. For this purpose, Crash Reduction Officers will be on-call after normal business hours. Their on-call schedule will be determined by the Crash Reduction Team Leader. It is the responsibility of the Crash Reduction Team Leader to provide Dispatch with the on-call schedule.
- E. **TRAFFIC ANALYSIS:** The Patrol Operations Commander and Spillman IT personnel will be responsible for the traffic analysis function.
1. The purpose of traffic analysis is to provide information to support Departmental components in achieving their selective enforcement

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objectives, and to support the Department's planning and research function for traffic related issues.

- F. SPILLMAN TRAFFIC DATA: Traffic information within the Spillman database contains the following information useful for traffic analysis:
1. Traffic crash data (locations, etc); and
 2. Traffic enforcement data (citations, arrests, warnings, etc.).
- G. WEATHER: As effective motorcycle deployment depends upon the weather, the following guidelines will be considered when making the determination to deploy officers on a police motorcycle or in a cruiser:
1. Temperature:
 - a. Cold – temperatures below 35 F degrees, riding may be prohibited, unless on special detail as assigned by a supervisor.
 - b. Heat – temperatures above 100 F degrees, riding may be prohibited, as determined by a supervisor.
 - c. Normal – temperatures between 40 – 99 F degrees allow for all officers to be deployed on motorcycles unless otherwise determined by a supervisor.
 2. Precipitation: Generally, no officer will operate a department motorcycle upon the roadways during time of ice, snow, standing water, or decreased visibility, unless ordered by a supervisor.
 3. Wind: When winds are active at 20 to 25 miles per hour or greater, no officer will operate a department motorcycle, unless ordered by a supervisor.
- H. HOURS OF OPERATION: Hours of operation for Crash Reduction Officers shall be established by the Patrol Operations Commander. Work days and off days will be determined by the Patrol Operations Commander, based on department need.
- I. FORMATIONS: During escorts or other traffic related situations as determined by a supervisor, the Crash Reduction Officers will follow the following formations:
1. Pairs – two officers side by side, and they may “leap frog” at intersections.
 2. Box – Four officers riding at a slow speed surrounding a dignitary for protection.
 3. Line – Three or four officers riding abreast and will primarily be used for parades
- J. PURSUIT: While Crash Reduction Officers may initiate a pursuit, Crash Reduction Officers **shall not** continue to engage in pursuits when an

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officer in a marked cruiser with full emergency warning devices takes over the pursuit. When high risk situations appear imminent, Crash Reduction Officers **shall** terminate pursuit, regardless of the fact that a marked cruiser has not arrived to take over.

- K. PATROL DUTY: Crash Reduction Officers may be called upon to perform general police duties, which may include answering non-traffic calls for service when normal patrol units are unavailable.

VII. CRASH REDUCTION OFFICER EQUIPMENT

- A. POLICE MOTORCYCLE: The primary vehicle for officers assigned to the Crash Reduction Program is the police motorcycle. Motorcycle maintenance and care shall be the responsibility of the officer assigned to the program.
1. It shall be the responsibility of each officer that the preventive maintenance schedule is followed and performed only by a certified motorcycle mechanic that has been approved by this Department. All officers will perform daily safety checks and operator maintenance as outlined in the motorcycle owner's manual (oil level, air filter, battery maintenance, etc.)
 - a. Motorcycle Equipment Failure: From time to time while on duty, the officer will find that the motorcycle will not start or become inoperable due to engine failure, battery failure, flat tire, or some other problem. If this occurs, the officer will notify dispatch. If the officer cannot correct the problem, he will request to have to motorcycle towed.
 - b. Tires: Each officer will ensure that the tires on the assigned motorcycle are in good working condition before each tour of duty. Tires will be replaced as needed.
 - c. Cleaning the Motorcycle: Due to the high profile nature of the Crash Reduction Program's motorcycles, each officer will ensure that the assigned motorcycle is clean. At no time will any officer spray water under pressure on the instrument panel, police radio, radar unit, under the saddle, or into the tail pipes. A non-abrasive type soap or carwash liquid will be used along with a high grade wax or polish. At no time will paper products be used to clean the windshield or light covers. High gloss finishing products may be used on the motorcycle, but will not be applied to the tops of the shift pads, brake pedal, had grips, tires, or seat.
 2. Crash Reduction Program motorcycles are authorized as take home vehicles in accordance with vehicle take home policies. Motorcycles will be secured in a locked garage or secured in a

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covered area out of in climate weather and away from general public access.

B. CRASH REDUCTION UNIFORM AND APPEARANCE:

1. HELMET: The Crash Reduction helmet will be D.O.T. certified and be of the half shell style with a snap on visor and capable of housing the approved communications equipment.
 - a. Color – The helmet will be black and white in color, white on top with a black band around the bottom and front badge area.
 - b. Cleaning the helmet – The outer shell of the helmet may be cleaned by the use of a mild soap and water. A high quality car wax or polish may be used. The inside of the helmet may be cleaned with soap and water.
 - c. Replacement – Helmets will be replaced after any high energy impact such as a motorcycle accident in which the helmet strikes a hard surface or if the helmet falls from a height of 5 feet or greater and strikes a hard surface, or may be replaced after 3 years of service.
2. BOOTS: Standard boots for motorcycle operation while on patrol will be 18” all leather style police motorcycle boots. This boot will be standard issue for both Class A and Class B uniforms.
 - a. Every officer will ensure that at the start of each shift or detail that his/her boots will be cleaned and have a high gloss shine.
3. PANTS: Standard pants for both Class A and Class B uniforms will be dark navy (no piping or stripes) police motorcycle riding breeches. The pants can be made of polyester, wool, or lycra blend.
4. SHIRTS:
 - a. Class A shirts will be standard navy polyester with badge and nameplate, with the Crash Reduction patch on the right sleeve 2” below the Department patch.
 - b. Class B shirts will be high visible shirts that are departmentally approved with reflective patches. The badge and name plate will be sown onto the shirt.
5. DUTYBELT:
 - a. Class A will be a leather type, basket weave design along with all accessory holders. A single leather, load bearing strap maybe worn.

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- b. Class B dutybelt may be either leather type or nylon. A single, nylon load bearing harness may be worn.
6. RAINGEAR: All motor officers shall be issued top and bottom raingear that is highly visible. The raingear will be of a gortex type material.
7. GLOVES:
 - a. WINTER GLOVES: Winter gloves shall be black in color consisting of a thermal insulation. Gloves should allow for a full range of motion when operating a motorcycle and give the ability to draw and fire a duty weapon.
 - b. SUMMER GLOVES: Summer gloves will be made of lightweight leather or nylon, be black in color, and be either full or half finger style.
 - c. DRESS GLOVES: Dress gloves will be white in color and be either leather or cloth.
8. JACKETS: Crash Reduction jackets for both Class A and Class B will be departmentally approved, high visibility gortex lined with a zip-out liner. Class B Jackets should have department patch on the left sleeve and the Crash Reduction patch on the right sleeve. Crash Reduction patches will be reflective.
9. NON-MOTORCYCLE OPERATIONS: The uniform for non-motorcycle operations (Class B) due to in climate weather, motorcycle out of service, or illness shall be departmentally approved high visibility shirt and utility style 5 pocket uniform pants.

VIII. SELECTION AND TRAINING

- A. To be considered for Crash Reduction Program motorcycle operation assignment, officers must be physically able to participate in motorcycle training and subsequent possible assignment.
- B. Officers interested in assignment to Crash Reduction Program motorcycle operations may apply for assignment when openings for Crash Reduction Program are posted.
- C. The selection process includes an interview with the Patrol Operations Commander, Lieutenants assigned to the Chain of Command of the Crash Reduction Program, and the Crash Reduction officers.
- D. Officers selected for assignment to the Crash Reduction Program must pass the basic Police Motorcycle Operations course before being assigned to full duty within the Crash Reduction Program.
- E. Only certified police motorcycle officers will be allowed to operate a police motorcycle. The exception to this rule is during the Crash

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Reduction Officer selection process which is completed under the supervision of the Crash Reduction instructor and supervisors.

- F. Continued Crash Reduction motorcycle training will be held on a monthly basis or as designated by the Patrol Operations Commander.