

**PA Traffic Enforcement Zone (TEZ)
Suggested Practices
North Central Highway Safety Network**

<p>PROJECT CHARACTERISTICS Enhanced Enforcement Strategy</p>	<p>PROGRAM AREA(S) Determined by Crash Data Analysis and Problem Identification</p>
<p>TYPE OF JURISDICTION All Law Enforcement Jurisdictions</p>	<p>JURISDICTION SIZE All</p>
	<p>ENFORCEMENT GROUPS All size Law Enforcement Agencies (LEAs) and multiple operations</p>

Project Overview:

Traffic Enforcement Zones (TEZs) are being introduced as another available enforcement strategy to reduce the number of vehicle related crashes, injuries and deaths on Pennsylvania roadways. The Enforcement Zone concept is not new and is currently being used in many other states. This outline will provide a strategy that can be used in Pennsylvania to integrate existing enforcement countermeasures in nearly all Focus Areas.

A Traffic Enforcement Zone is **not** a checkpoint. It does **not** rely on a systematic process to stop vehicles but only those vehicle or driver actions that can be observed to be in violation of Pennsylvania’s Vehicle Code. It is simply an established roadway with an observation officer (at the entrance to the Zone) who relays observed violation(s) information to pursuit vehicles within the Zone who will make the stop. Signage will inform all motorists that they have entered the Enforcement Zone.

A Traffic Enforcement Zone can create a highly visible public awareness environment on targeted roadways with a minimal enforcement presence. Traffic Enforcement Zones require minimal equipment (4x4 portable signs and speed detection equipment) if the particular Focus Area or roadway profile benefits from its use. Enforcement manpower can be as little as one observation officer and a pursuit officer. Manpower in TEZs can also be expanded to accommodate larger volume roadways. TEZs could be moved within a LEA jurisdiction, between jurisdictions or throughout a County (see “Joint Details”).

Each TEZ should require the development of an operations plan that specifies the location, timing and procedures that could best be used.

Goal:

The primary goal of a TEZ is to systematically reduce crashes, injuries and fatalities on targeted roadways through a combination of public awareness and enforcement efforts utilizing minimal personnel from participating law enforcement agencies

Strategy:

Law enforcement agencies, through individual efforts or funded programs, have attempted to improve traffic safety in their jurisdictions by reducing the incidence of Vehicle Code violations. Many successful enforcement strategies have been created and employed. The success of any strategy is limited by the public's awareness and level of deterrence. The deterrence effect of a TEZ is created through the potentially large number of contacts and citations generated (similar to a roving patrol) and the high visibility of a check point (every motorist who drives through a TEZ sees the enforcement sign, police presence and detained vehicles).



TEZs may increase seat belt use, particularly during nighttime hours. The observation officer could relay information to the pursuit officer, not only the violation, but whether the occupants were unbelted.

TEZs can be selected within jurisdictions by examining crash records to identify road segments and intersections that have high incidences of crashes. The zones can be several blocks to a mile or so in length. Enforcement zones can also be identified by the LEA knowledge.

Joint Details:

Law Enforcement Agencies (LEAs) can work together to form joint enforcement where limited manpower is present. The ability to share resources and work together can be as valuable as in checkpoint operations. LEAs should assure that municipal cooperative police service agreements are established and department protocol is followed when working with other LEAs. LEAs should make PSP aware of all TEZ operations.

Earned Media:

It will be necessary to expose to the public information regarding TEZs in the same manner other enforcement strategies were introduced. The public's understanding of TEZs can easily be created through earned media activities coordinated by the funding projects, PennDOT Safety Press Officers (SPOs) or sponsoring LEAs. Using media releases is always recommended.

Reporting:

Reporting should detail activities of the operation in the same way as other enforcement details. Each funding project may require its own list of data to be collected and reporting guidelines. A standard reporting form is attached for Agency use.

Suggested Practices:

The Suggested Practices are to provide step-by-step guidance to law enforcement, highway safety partners and funding personnel.

Traffic Enforcement Zone (TEZ) Suggested Practices

Purpose:

To establish suggested procedures and guidelines for conducting TEZ Details. To provide constitutional and legal methods for enforcing Pennsylvania Vehicle Code statutes.

Patrol Area:

Areas are determined by information made available by available crash data and the personal knowledge of the officers involved in the operation.

Implementation:

Participating Departments are requested to send at least two MARKED POLICE VEHICLES to an area within their jurisdiction where records indicate there is a frequency of crashes and fatalities. A 4 x 4 TEZ sign should be erected prior to the observation officer along the shoulder of the roadway in a safe and secure manor. The sign should not interfere with traffic or the observation officer's or chase car officer's view of the roadway. This will ensure that the sign is under observation by involved officers and reduce the likelihood that the sign will be stolen or be moved to interfere with traffic.



The observation officer should be positioned at the start of the TEZ in a location where there is a clear line of sight to view vehicles entering the TEZ zone. The observation officer must clearly observe traffic; identify moving violations and other reasonable grounds to stop a vehicle. The observation officer must be able to identify the suspect vehicle, radio the suspect vehicles description and violation to the marked chase vehicles. The observation officer should be able to observe the chase vehicle officer engagement of

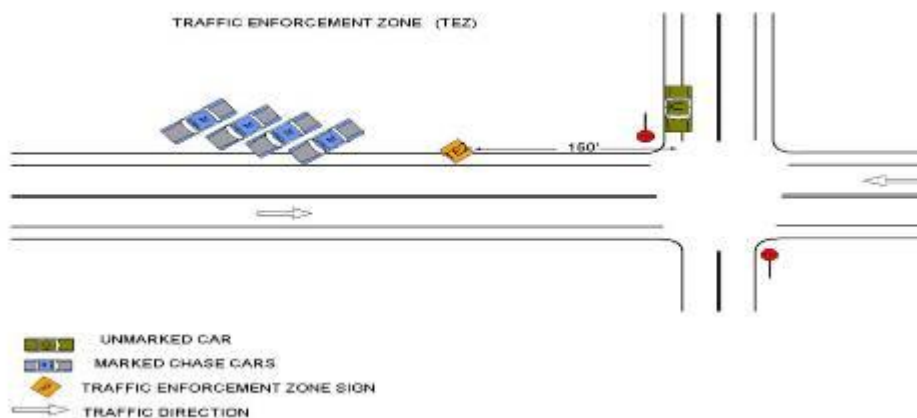
the suspect vehicle. An emphasis on speed enforcement can be added to the TEZs with the addition of speed detection equipment targeting high speed/aggressive driving roadways. Crash data analysis should determine if speed detection equipment is necessary for the TEZ.

Chase Car Officers should be positioned after the observation officer in a location where they can observe traffic and identify the suspect vehicle that was identified by the observation officer. Chase car officers should attempt to make the vehicle stop, if possible, in the enforcement zone. The safety of the officer(s), the suspect vehicle and occupants must be taken into consideration at all times. Chase car officers should be alert to any violation not reported by the observation officer. They should observe traffic and engage motorists committing Vehicle Code violators on their own if they have lawful grounds, based upon reasonable suspicion and/or probable cause of specific Vehicle Code violations to stop a vehicle. When a chase car has a vehicle stopped, free chase car officers should watch for “Steer Clear” violations (Duty of driver in emergency response areas – 75 Pa. Cons. Stat. § 3327) violations occurring at the engaged chase car locations.

The objective of the deployment strategy should be to maximize the visibility of the police presence. This is sometimes best accomplished by moving TEZs to multiple and different locations. Repeating the same location, if reduction of crashes is not observed, should be considered. Whatever approach is ultimately implemented, the objective should be to maximize police visibility and the perception of police presence in a special enforcement zone while maintaining acceptable levels of officer safety. You can determine the effectiveness of TEZs on your targeted roadway by reviewing your Agency’s citation and crash reports on a regular basis to determine any change. Reviewing roadway data yearly and establishing multiyear trends will also provide a reliable measure of the effectiveness of this enforcement strategy.

Officers are requested to make as many contacts as possible with the traveling public as reasonable grounds to stop a vehicle would lawfully permit. Once a vehicle is detained, regular department procedures should be followed.

Basic Diagram:





Hemlock Twp. Police, Columbia County conducting a TEZ on SR42. Pictured stops are on exit ramp to SR11.

Cost:

Cost for a TEZ will depend on the roadway and number of officers working the TEZ as determined by the roadway volume. An example of a typical TEZ is:

(Staff) The number officers and hours devoted to the enforcement detail should be decided based on roadway volume, safety of officer and motorist and available budgets. At a minimum, one observation officer and one pursuit officer is needed. Roadway visibility by deployed personnel increases the probability of achieving measurable results.

(Equipment) At least one TEZ sign, authorized by PennDOT on March 31, 2011 (scheduled to be included in pending revisions to PennDOT Publication 236M), should be used for the direction of travel the enforcement operation is focused on. Demonstration Projects used signs in both directions to increase awareness. The Regional Buckle Up PA /Aggressive Driving Law Enforcement Liaisons (LELs) are to be contacted to schedule and distribute signs for the operation. Return TEZ signs to the Regional LEL after the operation.

Vehicle Display and magnetic signs can also be used to increase awareness to the particular focus of the detail.

W20-102

TRAFFIC ENFORCEMENT ZONE

The Traffic Enforcement Zone Sign (W20-102) shall be authorized for use in temporary traffic control operations to advise motorists that they have entered a zone where traffic enforcement operations are being conducted.



DIMENSIONS - mm (IN)									
SIGN SIZE A x A	B	C	D	E	F	G	MAR- GIN	BOR- DER	BLANK STD.
1200 x 1200 (48" x 48")	150D (6D)	138 (5.5)	406 (16)	704 (27.7)	251 (9.9)	75 (3)	15 (0.6)	20 (0.8)	B3-1200 (B3-48)

COLOR:

LEGEND AND BORDER:
BLACK (NON-REFLECTORIZED)

BACKGROUND:
ORANGE (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION

By: *Sam Penaglia* Date: 3-31-2011
Chief, Traffic Engineering and Operations Division
Bureau of Highway Safety and Traffic Engineering

Select a Focus:

A TEZ can be established in any funded grant project (Impaired Driving, Aggressive Driving or Seat Belt). It is not necessary to only target one particular traffic safety issue. Like similar strategies (roving patrols, checkpoints, speed details), TEZs will reach all Focus Areas.

Scheduling:

The area Law Enforcement Liaison (LEL) should be contacted whenever a TEZ detail is scheduled.



TRAFFIC ENFORCEMENT ZONE REPORT

Host Department _____ Date _____.

Total # of Vehicles Contacted	Total # Detained

LOCATION OF SITE(S)				
Municipality	State Route & Roadway Name	Time of Operation		Vehicle Count
		Hours From	Hours To	

TIME OF OPERATION (24 Hour Clock)	Hours From		Hours To	
		(Start Time)		
Briefing to Site Set-Up				(End Time)
Operation Duration				

Violations	Total #	Violations	Total #	Violations	Total #
Aggravated Assault		Obedience to Traffic Devices		Speeding	
Child Safety Seat		ODS (Operator Under Suspension)		Stop Sign	
Consumption While Driving		ODS / DUI (Operator Under DUI Suspension)		Traffic Control Device	
Disorderly Conduct		Open Container		Underage Drinking	
DUI		Other Felony		Unregistered Vehicle	
False Identification		Other Misdemeanor		Unsafe Speed	
Financial Responsibility		Other Summary Offense		Void Inspection	
Fleeing or Attempting to Evade		Other Traffic Violation		VUFA	
Furnishing Minors		Permitting Violation of Title		Warning	
ID Check		Public Drunkness		Warrant: Bench	
License Restrictions		Resisting Arrest		Warrant: Felony	
Minor with Alcohol System		Seat Belt		Warrant: Misdemeanor	
No License		Simple Assault		Warrant: Summary	

Media & Means of Notification		
(INDICATE ANSWERS)		
	YES	NO
NEWSPAPER		
FAX		
PHONE		
EMAIL		
RADIO		
FAX		
PHONE		
EMAIL		
TELEVISION		
FAX		
PHONE		
EMAIL		