



LOUDON POLICE DEPARTMENT LOUDON, TN



Chapter 13

Subject: Safety Zone	Effective Date: 2/26/2006	Revised Date: 03/31/2020
Title: Safety Zone	Pages: 7	Distribution: All officers
Cross Reference:	Chief of Police Approval:	

The following directive shall contain:

- I. Purpose
- II. Policy
- III. Declarative Statement
- IV. Types of Safety Zones
- V. Criteria to be satisfied when choosing site locations
- VI. Procedure

- I. The purpose of this directive is to establish policy, procedure and operational protocol for the conduct of safety zone activities by the City of Loudon Police Department and accomplished the following objectives:
 - a. To provide safety education to the motoring public under controlled situations.
 - b. To establish procedures for conducting safety zone activities.
 - c. To establish media notification procedures for safety zone activities.
 - d. To establish procedures which enhance the safety of the public and law enforcement personnel while conducting safety zone activities.

II. Policy

It shall be the policy of the City of Loudon Police Department to conduct safety zone activities in a safe, effective and lawful manner. It shall further be the policy of the City of Loudon Police Department to utilize safety zone activities as a mechanism to establish greater highway safety by educating the motoring public about Traffic Safety issues common detecting and taking corrective action for safety violations and other law violations that represent hazards or dangers to the citizenry and motorists of the State of Tennessee. The City of Loudon Police Department will continually evaluate the effectiveness of safety zone activities, modify policy and techniques when required by law or analysis finding's, and strive to advance the state's compelling interest of saving lives without violation of individual or civil liability rights of any person.

Safety zone activities as referred to in this policy, are defined as any action(s) taken by officers that restrict the movement of the motoring public provide education and ensure compliance with safety requirements as provided by law enforcement in policy to advance legitimate state interests in promoting highway safety.

III. Declarative statement

The primary goals of all safety zones are to educate the motoring public regarding the importance of wearing seatbelts; Ensuring that children are riding in properly installed child safety seats; taking the necessary corrective action(s) whenever a violation of law is observed; And , attempting to favorably alter driving behavior while reducing the likelihood of future loss of property or life caused by unsafe practices.

IV. Types of safety zones

- a. Safety checkpoints

As related to this policy, checkpoints may only be established for the purpose of educating the motoring public about Traffic Safety issues. There are numerous configurations for safety checkpoints ranging from formal events in the roadway two child safety seat checkpoints at predetermined locations. The number of personnel required can range from two officers distributing safety education literature at any intersection to as many as would be required to adequately staff a roadway checkpoint. All will have the common purpose of educating the public about critical safety issues. All checkpoints involving direct contact with the motoring public in a public roadway will meet the standards established by the laws of the state of Tennessee along with state and federal court requirements.

When possible, law enforcement should be supported at safety checkpoints by personnel who are trained to instruct parents on the proper manner to install child safety seats.

b. Saturation patrol

Saturation patrol employees the use of multiple patrol units in a specific area to detect and investigate traffic violations and to provide safety education when appropriate to include citations for chargeable offenses.

For maximum benefit safety zone activity should be preceded by media announcements notifying the tops of activity in general areas where the safety zones will be conducted. The patrol Sergeant or his designee shall prepare press releases for distribution to the local news media. Announcements of safety zones will be given, to local news media no sooner than two weeks, or no later than 24 hours prior to the planned date.

V. Criteria to be satisfied when choosing site locations

- a. The frequency of traffic violations, traffic crashes and or low seat belt use shall be a primary consideration in determining salt locations.
- b. Avoidance of undue inconveniences to the public must be considered.
- c. The location of the checkpoint will be selected for its safety and visibility for oncoming motorists.

- d. The location must give motorists adequate prior warning that a checkpoint is ahead.
- e. The site location must provide sufficient space to provide adequate advance warning signs and sufficient lighting to ensure motorists and member safety.
- f. Ample room must be present for police and subject vehicles.
- g. The location must have the availability of a secondary screening area that will provide a safe area for motorists to move the vehicle in the event that further investigation is warranted.
- h. The site selection should minimize, when possible any adverse impact on businesses in residential driveways, alleys, and intersecting streets or highways
- i. The roadway parking area should be well drained.
- j. The site should be free from obvious hazards on the highway
- k. safety zone should not be conducted on limited access facilities

VI. Procedure

- a. Before establishing safety zone site locations
 - i. A patrol Sergeant shall examine specific locations where the safety checkpoints can be conducted in accordance with site location provisions contained in the previous section. proposed that locations will be inspected by the patrol Sergeant to ensure compliance with this policy. After inspection, the Sargent shell then forward a listing of all site locations found to be satisfactory through the chain of, and for consideration.
 - ii. The chief of police shall approve acceptable locations. Once approved, a listing of all locations will be compiled and kept at agency headquarters and the communication center. Only these locations will be used to conduct safety zone checkpoints. New locations may be added to the listing only with approval from the chief of police. However, in no case will a new location be added without such prior approval.
- b. Members responsibilities when conducting safety checkpoints
 - i. All checkpoints must be conducted at pre-approved sites. When present at the checkpoints come at sergeants will be responsible for inspecting the site location, supervising all

personnel, and coordinating all activities in compliance with this policy.

- ii. Even though checkpoint locations may have been pre-approved, it is still necessary for the Sergeant to personally inspect the site to ensure that the conditions of this policy are satisfied prior to Commencement of activities. Under no circumstances shall any safety checkpoint be conducted without the presence of a Sergeant.

c. Establishing a safety checkpoint

- i. Safety zones cannot be used as a subterfuge to search for other crimes or conduct illegal searches and seizures.
- ii. The intent of the checkpoint must be clearly conveyed to all motorists who are stopped. Members are required to announce their identity and purpose of such checkpoint. This does not preclude an officer from taking appropriate enforcement actions for any law violation detected while conducting a safety checkpoint.
- iii. A sufficient number of uniformed, Commission personnel will be present at the checkpoint location to show police presence. A minimum of one officer in one Sergeant equipped with a marked patrol unit an equipment, are required for a checkpoint to minimize the dangers which could result from fear or surprise to the motoring public. The Sergeant will be responsible for ensuring that all provisions of this policy or satisfied.
- iv. In the event that more than two officers will be participating in the checkpoint, the majority of vehicles at the location will be marked patrol units.

d. Operational procedure

- i. A minimum of one hour prior to the beginning of checkpoint activity, the supervisor shall notify the dispatcher of the following:
 - 1. That a safety checkpoint is going to be conducted;
 - 2. The location of the checkpoint;
 - 3. Identify all law enforcement agencies present.
- ii. All law enforcement personnel will adorn the uniform in its entirety while engaged in checkpoint activities. These

personnel shall utilize issued Department traffic vest, day or night, and orange or red flashlight batons when conducting checkpoints during hours of darkness.

- iii. All emergency lighting (blue lights) will be activated during the checkpoint, night or day.
- iv. It is permissible for a warning signage to be posted to alert approaching motorists in advance of entering the safety checkpoint from all directions allowing traffic flow.
- v. Orange traffic cones shall be utilized at the beginning and end of the safety checkpoint site to afford greater motorists and officer safety.
- vi. During hours of darkness or low visibility:
 1. Headlights and spotlights will be utilized to illuminate the area in which the checkpoint is being conducted.
 2. Lighting trees furnished by the Department or other approved lighting sources separate from the vehicle lights, may be used.
 3. A minimum of two marked vehicles will be used.
 4. Vehicles should be positioned in such a manner that their headlights will not blind drivers approaching the checkpoint.
- vii. Length of operation:
 1. It shall be up to the discretion of the ranking supervisor, with the approval of the Department head or designated representative not present at the checkpoint, to determine the link of duration of the checkpoint. Ordinarily, when manpower, traffic flow and other conditions are favorable, checkpoints should be conducted for a minimum of one hour.
 2. In the event of inclement weather or emergency situation, the checkpoint will be terminated.
- viii. Members assigned to checkpoints shall identify themselves to the driver and advise the driver of the reason that the agency is conducting a stop of traffic.
 1. If no violation is detected, the officer may distribute safety information and thank the driver for his or her cooperation without further questioning period

2. When a primary violation is detected, the officer will request the operator of the vehicle to move the vehicle to a safe location and take the appropriate enforcement action.
 - a. If it is determined that a driver's privilege to operate a motor vehicle in Tennessee has expired, been revoked, suspended, cancelled, or if the driver is suspected of DUI, or is unlicensed, the driver will not be allowed to operate the motor vehicle from that point in time period
 - b. If the violation detected requires immediate enforcement action, the member will ensure the safe disposition of the violator's vehicle.
- ix. Upon completion of a checkpoint, the patrol Sergeant shall be required to:
 1. Collect and total all enforcement activity from each officer participating in the checkpoint. It will be each officer's responsibility to list his or her individual activity on the Department activity report.
 2. Advise dispatcher that all officers are released and are assuming regular assignment duties.