

# HARFORD COUNTY SHERIFF'S OFFICE OPERATIONS POLICY

## Stationary Enforcement Stopping Teams

<b>Distribution:</b>	All Personnel	<b>Index:</b>	OPS 0903
<b>Responsible Unit:</b>	Special Operations Division - Traffic	<b>Rescinds:</b>	SO – 07.10
<b>DLI Program:</b>	Pending	<b>MD Code:</b>	

<b>Issued:</b>	7/15/17	<b>Revised:</b>	7/15/17	<b>Reviewed:</b>	7/15/17	<b>Next Review:</b>	7/15/18
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### 1. Purpose

To provide Deputies guidance when conducting stationary traffic enforcement.

### 2. Policy

Deputies must conduct stationary enforcement and stopping teams in accordance with this policy.

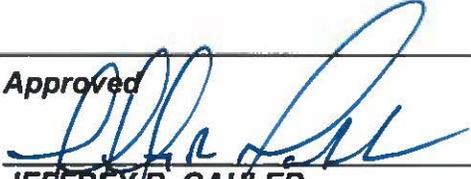
### 3. Procedures

#### A. General Procedures

1. Stationary stopping teams and roadside safety checks may be employed using RADAR or LIDAR, or through direct observation of violations (e.g., seatbelt enforcement or cell phone enforcement).
2. Stationary stopping teams may only be conducted at locations and times that are safe for the deputies participating in the stop team, and safe for violators stopped. These locations will be:
  - a. on roadways posted for 45 mph or less with sufficient visibility so deputies may be seen clearly by violators to provide the greatest safety for the deputy and the public;
  - b. during daylight hours, and not during inclement weather (rain or snow); and
  - c. in areas that have a safe location where vehicles may stop.
3. Deputies participating in stationary stopping teams must wear their issued reflective traffic vests at all times.
4. Deputies must NOT step into the travel lanes of the roadway at any time.
5. Vehicles must be positioned so they do not impede the flow of traffic or present a safety hazard.
6. Deputies must notify dispatch of the location of the stopping team and must request that a CAD incident be created.
7. Deputies may choose to operate on a separate talk group to avoid interference with normal communications; however, if a separate talk group is used, deputies must ensure that the primary talk group is monitored at all times.
8. Stationary stopping teams should not be used during obvious periods of heavy traffic or with the intent to cause traffic issues.

B. Specific Procedures for RADAR and LIDAR

1. If RADAR is employed, the operator's vehicle must be positioned to accurately record the speed of vehicles on the roadway and must have the stopping team in view to verify the identity of the stopped vehicle.
2. The responsibility for any RADAR/LIDAR operation rests with the RADAR/LIDAR operator who must ensure that the stopping team operates safely and in compliance with HCSO policy.
3. If the deputy issuing the summons, citation or warning is not the RADAR/LIDAR operator, that deputy must note the RADAR/LIDAR operator's information on the document that is issued.

Approved   
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JEFFREY R. GAHLER  
SHERIFF  
DATE 7/10/17