

Applicant Info

Applicant Organization Name *

Oklahoma City Police Department

Organization Mailing Address *

700 Colcord Dr.

City *

Oklahoma City

State *

OK

Zip *

73102

Area Code/Phone Number *

(405) 297-1000

Area Code/Fax Number

Organization Physical Address *

700 Colcoird Dr.

City *

Oklahoma City

State *

OK

Zip *

73102

County *

Oklahoma County

FEI Number *

736005359

DUNS Number

014104777

UEI Number - If not known, click [here](#). *

D3MUME8J5T25

Authorizing Official *

David Holt

Title *

Mayor

Mailing Address *

200 N. Walker Ave.

City *

Oklahoma City

State *

OK

Zip *

73102

Area Code/Phone Number *

(405) 297-2345

Area Code/Fax Number

Project Info

WHAT TYPE OF PROJECT ARE YOU PROPOSING?

General Police Traffic Services

*

PROBLEM IDENTIFICATION

Oklahoma City is the most populous city in the state of Oklahoma having a population of more than 687,000. In 2021, Oklahoma City police officers and the Oklahoma Highway Patrol investigated 1,700 fatality and injury vehicular traffic crashes within our city limits. There were 2,195 people killed or injured in these crashes.

The 2021 OHSO data shows the contributing factors. It was determined that 100 of the 1,700 crashes were alcohol-related crashes resulting in 16 fatalities and 60 were drug-related crashes resulting in 36 fatalities. There were 203 speed-related crashes resulting in 27 fatalities and 180 distracted driving crashes resulting in 9 fatalities. Of the total number of individuals killed or injured in these crashes 150 of them were not using passenger restraints. Oklahoma City is ranked number 12 the state for unrestrained fatalities. In addition, according to the Oklahoma State Seatbelt Survey posted on the OHSO website, the state of Oklahoma had an 83.9% driver compliance rate and 86.4% passenger seatbelt compliance rate.

In addition to car crashes, the 2021 OHSO data showed Oklahoma City police officers and the Oklahoma Highway Patrol investigated 28 fatal and 162 serious/minor injury vehicular traffic crashes involving pedestrians and bicyclists within our city limits.

*

PROJECT GOALS

Crash data and statistics:

To conduct 5500 hours or more of overtime high visibility enforcement in the City of Oklahoma City in support of state and national goals to reduce the incidence of KA crashes in FFY24.

*

PROJECT DESCRIPTION/WORK PLAN

Will this project involve traffic enforcement activity?

☒ Yes

No *

Approximate population served: 687,000

Number of sworn officers: 1,048

The Oklahoma City Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available (including but not limited to DDACTS, crash reports, arrest records, and OHSO data). General traffic enforcement will address a greater variety of traffic violations, dependent upon local problem identification. This project will also emphasize Impaired Driving, Occupant Protection plus Pedestrian and Bicycle safety, in response to local data-driven needs. Public information and education (PI&E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.

This project will be funded by a 70/30 split between the state and city. (1.45% fringe - 100% OHSO).

Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts and "Click It or Ticket" mobilizations.

A seatbelt survey will be conducted to compare with the previous year's survey to see if usage rate increased.

The Oklahoma City Police Department will participate in all NHTSA mobilizations in accordance with the terms of the grant agreement, and employ the following evidence-based strategies in conducting grant related activities:

Countermeasure: High Visibility Enforcement

Planned Activity: State and Local High Visibility Enforcement

*

PROJECT EVALUATION

The Oklahoma City Police Department will submit monthly reports to OHSO. The monthly report will include the number of arrests made, citations issued, number of other stops conducted, number of hours worked, and the number of public education activities conducted. The most current crash data available from the OHSO and current local data will be compared to the previous year's data to evaluate the impact of the project. The end of the project year will include an End of Year Summary report submitted to OHSO to include statistical data.

*

If the OHSO is not able to fund this project as proposed, would your agency be interested in an alternative type of project? If so, please select a second and third preference based on your local problem identification.

2nd

Preference:

3rd

Preference:

Countermeasures and Performance Measures

Countermeasure selection and justification

Describe the evidence-based countermeasure selected, including any supporting documentation or reference to show this countermeasure is likely to reduce crashes, fatalities and injuries.

Our agency will utilize officers in an overtime capacity to increase visibility of enforcement, as well as to detect and arrest impaired drivers at least 3 nights a week. These officers will usually be deployed Thursday- Sunday based on high incidents of alcohol-related KAB crashes and will also be deployed on specific holidays where there is a potential for higher incidents of impaired drivers to be on the roadways. The NHTSA publication "Countermeasures that Work" suggests a large number of enforcement officers operating in a high visibility capacity has proven to be effective. They also indicate publicizing the increase patrols has been effective. We will coordinate with our Office of Media Relations to publicize our increased patrols (Saturation Patrols) when coordinating with other metro agencies.

Our Agency will utilize officers in an overtime capacity to conduct sustained occupant protection enforcement. The NHTSA publication "Countermeasures that Work" indicates states whose agencies enforce their seatbelt use laws vigorously as part of customary traffic enforcement activities recorded statewide seatbelt use well above the national compliance rate. These overtime officers will be utilized at least 3 days a week on average, during hours when most motorists travel. This will increase visibility and have the potential to contact more motorists. We will coordinate with our Office of Media Relations to publicize our increased patrols when we participate in the required mobilizations regarding seatbelt enforcement.

Our agency will utilize officers in an overtime capacity to provide pedestrian and bicycle safety educational materials by contacting pedestrians, bicyclists, and motorists. These overtime officers will be utilized at least 5 days a week on average during daytime hours when there is increased pedestrian and bicycle activity. The NHTSA publication listing pedestrian safety countermeasures cites a North Carolina program called "Watch for me NC" that includes tailored safety messages directed towards pedestrians, bicyclists, and drivers. Additionally, the NHTSA published bicycle safety countermeasures suggests bicycle safety education to improve knowledge of laws, risks, and cycling best practices.

We will coordinate with our Office of Media Relations to post informative and educational material to our department's social media pages. The NHTSA publication "Countermeasures that Work" states numerous times how effective publicizing events and activities can be when trying to deter impaired driving and increase seatbelt usage. Our office of Media Relations post will also provide education information to the public to increase overall traffic safety.

*

Performance Measure

Describe the expected level of performance which will need to be accomplished in order to support the countermeasure selected.

We estimate officers working Impaired Driving Enforcement shifts will work a total of 2170 hours at an average overtime rate of \$75.06 per hour (regular pay rate of \$50.04 per hour). Impaired Driving Enforcement officers will be required to make 1 DUI/DWI/APC arrest per 8 hours worked during the overtime shift. Every shift of Impaired Driving officers deployed will require 1 supervisor to perform supervisory duties. Supervisors are estimated to work 1080 hours at a maximum overtime rate of \$81.39 per hour (regular pay rate of \$54.26 per hour).

We estimate officers working Occupant Protection overtime shifts will will work 1660 hours. The maximum Overtime rate for the Occupant Protection operator is \$75.06 (regular pay rate of \$50.04). Officers working this program will be required to make 2 traffic contacts per enforcement hour as well as issue 2 seatbelt violation citations per enforcement hour worked.

We estimate officers working the Pedestrian/Bicycle Safety overtime shifts will work 780 hours. Officers working this program will be required to make 4 contacts with pedestrians, bicyclists, or motorists per enforcement hour. Officers will provide educational materials during the contacts with a tailored message related to pedestrian and bicycle safety.

We will perform 2 PI&E events/activities (to include media contacts, press releases, safety presentations, social Media, Etc.) a month for a total of 12 for this contract period.

*

Personnel Services

Entry info

Personnel Services is the salary and fringe benefits of people who will work on this project. If the project is to partially fund a full-time position, indicate as Full Time.

Check box if Personnel Services is not being requested for this project. Click **SAVE**.

Job Title *

Impaired Driving Enforcement Officer/Supervisor, Occupant Protection Enforcement Operator, Pedestrian/Bicycle Safety Officer

Full Time

Part Time

[X]

Overtime

*

Approximate number of overtime hours annually?

5,700

Average Hourly Overtime Rate?

\$76.25

OT Salary Amount

\$434,625.00

OT Fringe Rate

1.45 %

(Enter 0 if fringe benefits are not requested)

OT Fringe Amount

\$6,303.00

Total Amount

\$440,928.00

Description of grant-related duties to be performed by this job title:

This year's application is for General Traffic Services and includes impaired driving enforcement, occupant protection enforcement, and bicycle / pedestrian safety programs. In previous years, the three programs were approved as separate projects. Last year's project, FY 2022-2023, was the first year the three programs were combined into the General Traffic grant and involved a 70/30 split between the State and City with 70% of the cost reimbursed by the State and 30% paid by the City. This year's application proposal is identical to last year's grant and combines impaired driving enforcement, occupant protection enforcement, and bicycle / pedestrian safety into General Traffic services with a 70/30 split.

The job titles of the personnel working this project will be Impaired Driving Enforcement Operator, Impaired Driving Enforcement Supervisor, Occupant Protection Enforcement Operator, and Bicycle / Pedestrian Safety Officer. Impaired Driving Enforcement Operators will actively patrol city streets looking for impaired drivers. The Impaired Driving Enforcement Supervisor will work when the operators are assigned and supervise them. They are responsible for pursuit management, use of force investigations, on the job injury reporting, and for authorizing state charges of DUI suspects.

The Occupant Protection Enforcement Operator will actively patrol city streets looking for occupant protection violations. Conduct traffic stops to educate the vehicle occupants on the importance of seatbelt/child restraint use by either verbal warning or citation for the observed violation(s). Bicycle / Pedestrian Safety Officers will actively patrol city streets and contact pedestrians, bicyclists, and motorists to provide educational material related to bicycle and pedestrian safety.

It is estimated that Impaired Driving Enforcement Operators will work 2170 hours and Impaired Driving Enforcement Supervisors will work 1085 hours. Occupant Protection Enforcement Operators are estimated to work 1664 hours and Bicycle / Pedestrian Safety Officers are estimated to work 780 hours. The hourly overtime rate of pay for the involved personnel varies but the average listed above is \$76.25 / hour. A more detailed description of the estimated hours personnel will work for each program and estimated personnel costs and wages is included in an attachment to this application labeled "General Traffic Grant Itemized Budget Breakdown." In that document, the personnel costs for each program is broken down separately. Please see "General Traffic Grant Itemized Budget Breakdown" for further details.

The total amount of \$440,928 listed above is the total personnel costs before the proposed 70/30 split. The estimated proposed personnel cost to be reimbursed by the state at 70% would be \$308,650. The estimated personnel costs have increased from last year because there was a significant pay increase for all Oklahoma City police officers included in this fiscal year's collective bargaining agreement (FY2022-2023).

Budget Summary

Expense Item	Amount
Personnel Services	\$440,928.00
Operating Costs	\$0.00
Equipment	\$0.00
Travel In-State	\$0.00
Travel Out-of-State	\$0.00
Contractual Services	\$0.00
TOTAL	\$440,928.00

OKLAHOMA CITY POLICE DEPARTMENT



Standard Operating Procedures

IMPAIRED DRIVING ENFORCEMENT OVERTIME PROGRAM

1st Edition

Standard Operation Procedures

Effective: July 15, 2005

420.0270

**IMPAIRED DRIVING ENFORCEMENT OVERTIME PROGRAM SOP TABLE
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100.00 STATEMENT OF PURPOSE

The purpose of the Impaired Driving Enforcement overtime program, formerly known as the Alcohol Safety Action Program (ASAP) and/or DUI overtime program, is the reduction of traffic collisions and fatalities caused by impaired drivers. The program is designed to increase impaired driving enforcement during selected time periods and is federally funded through a grant from the Oklahoma Highway Safety Office. This program has been in effect since 1997. Qualified officers volunteer for the program and are assigned to work specific days and times as determined by the program coordinator. These officers supplement on-duty officers and are assigned primarily to detect and apprehend impaired drivers.

200.00 ORGANIZATION AND STAFFING

The Uniform Support Division Major is the Project Director. The program coordinator is a Traffic Investigations Unit supervisor selected by the Project Director. The program is staffed by selected officers who volunteer to work the program in an overtime capacity.

300.00 UTILIZATION AND DEPLOYMENT

The Impaired Driving Enforcement overtime program is designed to supplement on-duty officers, and increase the enforcement of city ordinances and state statutes related to impaired driving. The hours of the program and number of officers participating are determined by the program coordinator. This determination is based on analysis of impaired driving trends and the availability of program funds.

400.00 GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The goal of the program is to reduce traffic collisions and injuries related to impaired driving. The program seeks to achieve this objective through aggressive enforcement and prosecution of ordinances and statutes related to impaired driving. The progress of the program is recorded in monthly reports and in an annual summary.

500.00 PERSONNEL DUTIES, AUTHORITY, AND RESPONSIBILITIES

510.00 PROJECT DIRECTOR

The Commander of the Uniform Support Division is the Project Director. The Project Director is responsible for overall supervision and oversight of the program.

520.00 PROGRAM COORDINATOR

The Program Coordinator is a supervisor in the Traffic Investigations Unit, selected by the Project Director. The duties of the program coordinator include, but are not limited to the following:

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- A. Prepare monthly schedule for Impaired Driving Enforcement overtime officers and supervisors;
- B. Prepare annual grant request to the Oklahoma Highway Safety Office;
- C. Prepare and submit monthly to the Oklahoma Highway Safety Office; payroll summary, budget summary, and Project Director's report;
- D. Prepare and submit reports of monthly activity to the Oklahoma Highway Safety Office;
- E. Submit copies of the payroll summary, budget summary, and Project Director's Report to the Oklahoma City Police Business office;
- F. Maintain overtime Impaired Driving Enforcement files;
- G. Submit Project Director's report annually;
- H. Attend training and workshops hosted by the Oklahoma Highway Safety Office as well as other related training;
- I. Attend monthly meetings of the Metro Area Traffic Safety Council;
- J. Schedule overtime Impaired Driving Enforcement officers for training related to impaired driving and traffic safety; and
- K. Plan, administer, and coordinate all activities related to the overtime Impaired Driving Enforcement program.
- L. Maintain copies of extra duty authorization cards for officers and supervisors working the Impaired Driving Enforcement overtime program.

530.00 IMPAIRED DRIVING ENFORCEMENT OVERTIME SUPERVISOR

The Impaired Driving Enforcement overtime supervisor is a volunteer selected by the Program Coordinator with preference given to supervisors in the Uniform Support division and is assigned to work in an overtime capacity. The duties of the Impaired Driving Enforcement Overtime Supervisor include, but are not limited to the following:

- A. Maintain valid authorization for extra-duty employment; and

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- B. Perform all supervisory tasks related to the activity of Impaired Driving Enforcement overtime officers including HFSC authorization, use of force follow-ups, pursuit packets, complaints that arise from shifts worked and any other reports required in the supervision of Impaired Driving Enforcement overtime officers.

540.00 IMPAIRED DRIVING ENFORCEMENT OVERTIME OFFICER

The Impaired Driving Enforcement overtime officer is a volunteer, approved by the Program Coordinator and assigned to work in an overtime capacity. The duties of the Impaired Driving Enforcement overtime officer include, but are not limited to the following:

- A. Enforce city ordinances and state statutes related to impaired driving in accordance with departmental policies and procedures;
- B. Submit all paperwork related to impaired driving arrests and activity at the end of each shift; and
- C. Maintain valid authorization for extra-duty employment.

600.00 PERSONNEL SELECTION PROCEDURES

Impaired Driving Enforcement overtime supervisors and officers are volunteers, approved by the Program Coordinator.

Officer's continued participation in the program is based on their demonstrated willingness and ability to enforce impaired driving laws in accordance with departmental policies and procedures as well as city ordinances and state laws..

700.00 TRAINING AND DEVELOPMENT

Supervisors and officers who participate in the Impaired Driving Enforcement overtime program have all completed the Basic Police Academy and have received field training and experience in the enforcement of impaired driving laws. They must be certified *Intoxilyzer* operators and trained in Standardized Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE). Periodic updates to SFST and ARIDE training should be

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attended as well. When available, they will receive additional training in subjects related to traffic safety and impaired driving enforcement.

800.00 UNIT INSPECTION

The Impaired Driving Enforcement overtime program submits an annual report to the Oklahoma Highway Safety Office. The Oklahoma Highway Safety Office inspects, reviews, and authorizes the program. All records pertaining to this grant program are subject to audit by the appropriate city, state, and federal oversight agencies.

900.00 RECORDS MANAGEMENT AND SPECIAL REPORTING

The program coordinator is responsible for maintaining all records related to the Impaired Driving Enforcement overtime program. These include payroll, budget, and activity records. Reports of these records are submitted monthly, and an annual summary report is submitted to the Oklahoma Highway Safety Office, the Chief of Police, and the city finance office.

The Impaired Driving Enforcement overtime program will adhere to the City's Records Retention Policy.

1000.00 COLLECTION AND PRESERVATION OF EVIDENCE

Officers participating in the Impaired Driving Enforcement overtime program will collect, preserve, and submit physical evidence in accordance with Department policy and procedures.

1100.00 EQUIPMENT/VEHICLE OPERATION AND CONTROL

Officers participating in the Impaired Driving Enforcement overtime program will use vehicles assigned to them as take-home or home storage vehicles. If the officer does not have an assigned vehicle, the program coordinator will identify a pool vehicle to be used in the Impaired Driving Enforcement overtime program. Department policy will be followed regarding the operation and maintenance of the vehicles.

**Oklahoma City Police Department
Uniform Support Bureau**

**Impaired Driving Enforcement
Overtime Program**

Standard Operation Procedures

Effective: July 15, 2005

420.0270

Reviewed and Approved:

Lieutenant

_____/_____/_____

Captain

_____/_____/_____

Major

_____/_____/_____

Deputy Chief

_____/_____/_____

Chief of Police

_____/_____/_____

Effective:

Revised:

Approved:






QuickFacts

Oklahoma City city, Oklahoma


QuickFacts provides statistics for all states and counties, and for cities and towns with a **population of 5,000 or more**.


Table

<div>All Topics ▾</div>	Oklahoma City city, Oklahoma
Population Estimates, July 1 2022, (V2022)	NA
Population Estimates, July 1 2021, (V2021)	687,725
<div>  PEOPLE </div>	
Population	
Population Estimates, July 1 2022, (V2022)	NA
Population Estimates, July 1 2021, (V2021)	687,725
Population estimates base, April 1, 2020, (V2022)	NA
Population estimates base, April 1, 2020, (V2021)	681,387
Population, percent change - April 1, 2020 (estimates base) to July 1, 2022, (V2022)	NA
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)	0.9%
Population, Census, April 1, 2020	681,054
Population, Census, April 1, 2010	579,999
Age and Sex	
Persons under 5 years, percent	7.1%
Persons under 18 years, percent	25.4%
Persons 65 years and over, percent	12.7%
Female persons, percent	50.4%
Race and Hispanic Origin	
White alone, percent	64.3%
Black or African American alone, percent (a)	13.8%
American Indian and Alaska Native alone, percent (a)	3.2%
Asian alone, percent (a)	4.4%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.1%
Two or More Races, percent	9.4%
Hispanic or Latino, percent (b)	19.9%
White alone, not Hispanic or Latino, percent	53.1%
Population Characteristics	
Veterans, 2017-2021	41,570
Foreign born persons, percent, 2017-2021	11.6%
Housing	
Housing units, July 1, 2021, (V2021)	X
Owner-occupied housing unit rate, 2017-2021	60.0%
Median value of owner-occupied housing units, 2017-2021	\$168,900
Median selected monthly owner costs -with a mortgage, 2017-2021	\$1,446
Median selected monthly owner costs -without a mortgage, 2017-2021	\$513
Median gross rent, 2017-2021	\$933
Building permits, 2021	X
Families & Living Arrangements	
Households, 2017-2021	265,519
Persons per household, 2017-2021	2.49
Living in same house 1 year ago, percent of persons age 1 year+, 2017-2021	82.5%
Language other than English spoken at home, percent of persons age 5 years+, 2017-2021	20.0%
Computer and Internet Use	
Households with a computer, percent, 2017-2021	93.6%
Households with a broadband Internet subscription, percent, 2017-2021	87.8%
Education	
High school graduate or higher, percent of persons age 25 years+, 2017-2021	87.5%
Bachelor's degree or higher, percent of persons age 25 years+, 2017-2021	32.3%

Health	
With a disability, under age 65 years, percent, 2017-2021	9.6%
Persons without health insurance, under age 65 years, percent	⚠ 16.3%
Economy	
In civilian labor force, total, percent of population age 16 years+, 2017-2021	66.9%
In civilian labor force, female, percent of population age 16 years+, 2017-2021	61.9%
Total accommodation and food services sales, 2017 (\$1,000) (c)	1,959,161
Total health care and social assistance receipts/revenue, 2017 (\$1,000) (c)	8,613,158
Total transportation and warehousing receipts/revenue, 2017 (\$1,000) (c)	3,965,068
Total retail sales, 2017 (\$1,000) (c)	10,999,824
Total retail sales per capita, 2017 (c)	\$17,110
Transportation	
Mean travel time to work (minutes), workers age 16 years+, 2017-2021	21.7
Income & Poverty	
Median household income (in 2021 dollars), 2017-2021	\$59,679
Per capita income in past 12 months (in 2021 dollars), 2017-2021	\$33,162
Persons in poverty, percent	⚠ 14.9%
 BUSINESSES	
Businesses	
Total employer establishments, 2020	X
Total employment, 2020	X
Total annual payroll, 2020 (\$1,000)	X
Total employment, percent change, 2019-2020	X
Total nonemployer establishments, 2019	X
All employer firms, Reference year 2017	15,607
Men-owned employer firms, Reference year 2017	9,062
Women-owned employer firms, Reference year 2017	2,740
Minority-owned employer firms, Reference year 2017	2,216
Nonminority-owned employer firms, Reference year 2017	11,019
Veteran-owned employer firms, Reference year 2017	1,084
Nonveteran-owned employer firms, Reference year 2017	12,131
 GEOGRAPHY	
Geography	
Population per square mile, 2020	1,123.5
Population per square mile, 2010	956.4
Land area in square miles, 2020	606.20
Land area in square miles, 2010	606.41
FIPS Code	4055000

Value Notes

 Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info  icon to the row in TABLE view to learn about sampling error.

The vintage year (e.g., V2022) refers to the final year of the series (2020 thru 2022). Different vintage years of estimates are not comparable.

Users should exercise caution when comparing 2017-2021 ACS 5-year estimates to other ACS estimates. For more information, please visit the [2021 5-year ACS Comparison Guidance](#) page.

Fact Notes

- (a) Includes persons reporting only one race
- (c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data
- (b) Hispanics may be of any race, so also are included in applicable race categories

Value Flags

- Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest or upper in open ended distribution.
- F Fewer than 25 firms
- D Suppressed to avoid disclosure of confidential information
- N Data for this geographic area cannot be displayed because the number of sample cases is too small.
- FN Footnote on this item in place of data
- X Not applicable
- S Suppressed; does not meet publication standards
- NA Not available
- Z Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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Police Department

The City of Oklahoma City

Operations Manual

Policy Number: 760.0

Effective Date: 9/2014

760.0 Fleet Safety

Not only because they are engaged in traffic enforcement, but because they are the most visible representatives of local government, Department employees have a duty to operate Department vehicles in a legal, safe and courteous manner.

This responsibility is especially great in view of the tactical situations and traffic conditions in which Department vehicles are operated. Vehicle safety involves the establishment of standards, vehicle testing and selection, regular inspections, preventive maintenance, and defensive driving. Defensive driving is a matter of personal practice, which involves proper motivation, and the development of a positive mental attitude toward driving. The Department reinforces safe driving habits through roll call training, defensive driving and driver-training courses, supervision, and discipline.

No employee of the Oklahoma City Police Department will operate or ride in any City owned vehicle unless the driver and all front seat occupants are wearing properly fastened restraint devices.

595.0 Operation of Police Vehicles

Only authorized City employees will be allowed to operate a police vehicle or an authorized leased vehicle.

The driver and front seat passengers occupying any City equipment or authorized leased vehicle shall wear properly fastened restraint devices.

Children shall be properly restrained according to 47 O.S. § 11-1112 and Oklahoma City Municipal Code § 32-533.

Revised 9/01; Revised 8/14

Police Department

The City of Oklahoma City

Operations Manual

Procedure Number: 130.0

Effective Date: 9/2014

130.0 Employees Operating Department Vehicles

Civilian personnel will operate unmarked vehicles only when required for their normal job duties. At no time will civilian personnel operate marked vehicles unless an emergency situation exists or unless the employee is directed by a sworn Department supervisor to operate the vehicle. At no time, even during emergencies, will a civilian employee operate a marked vehicle with emergency equipment activated, i.e. red lights, siren, etc.

EXCEPTION: Maintenance personnel may operate marked vehicles to and from service facilities, under the restrictions above.

130.10 Requirements

All personnel-operating Department owned vehicles must:

- A. Hold a valid Oklahoma Driver's License.
- B. Be on official Department Business.
- C. Be properly authorized to operate Department vehicles.

130.20 Seat Belt Use

All front seat passengers in City or Department owned vehicles must wear a restraint device.

E-mail Address *

david.holt@okc.gov

Project Director *

Dan Stewart

Title *

Major

Physical Address *

700 Colcord Dr.

City *

Oklahoma City

State *

OK

Zip *

73102

Area Code/Phone Number *

(405) 316-5237

Area Code/Fax Number

E-mail Address *

daniel.stewart@okc.gov

Finance Officer *

Michael Stroope

Title *

Business Manager

Address where reimbursement is to be mailed *

700 Colcord Dr.

City *

Oklahoma City

State *

OK

Zip *

73102

Area Code/Phone Number *

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