

CHAPTER 8
SOBRIETY/DRIVER LICENSE CHECKPOINTS
REVISED JULY 2019
TABLE OF CONTENTS

<u>PURPOSE</u>	8-3
<u>OBJECTIVE</u>	8-3
<u>POLICY</u>	8-3
<u>BACKGROUND (SOBRIETY CHECKPOINTS)</u>	8-3
<u>BACKGROUND (DRIVER LICENSE CHECKPOINTS)</u>	8-6
<u>RESPONSIBILITIES</u>	8-6
Areas	8-6
Field Divisions	8-7
<u>SITE SELECTION</u>	8-7
<u>OPERATIONAL PLANS</u>	8-7
<u>STAFFING REQUIREMENTS</u>	8-9
<u>CHECKPOINT OPERATIONS</u>	8-9
<u>VEHICLE/DRIVER SCREENING</u>	8-10
<u>ENFORCEMENT ACTIONS</u>	8-11
<u>VEHICLE IMPOUND PROCEDURES</u>	8-12
<u>REPORTING REQUIREMENTS</u>	8-13
<u>PRESS RELEASES</u>	8-13
<u>MULTIAGENCY CHECKPOINTS</u>	8-14
<u>EQUIPMENT-GENERAL</u>	8-14
Evidential Breath Testing Equipment.....	8-15
<u>SUPPORT VEHICLES</u>	8-15

ANNEXES

<u>A</u> – SAMPLE CHECKPOINT OPERATIONS PLAN	8-17
<u>B</u> – SAMPLE CHECKPOINT PRESS RELEASE	8-21

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CHAPTER 8.

SOBRIETY/DRIVER LICENSE CHECKPOINTS.

1. PURPOSE. The purpose of this chapter is to provide policy and procedures for the conduct of sobriety/driver license checkpoints by members of the California Highway Patrol (CHP).
2. OBJECTIVE. The objective of these policies and procedures is to ensure conformance with constitutional and statutory requirements concerning the use of sobriety/driver license checkpoints.
3. POLICY. Sobriety/driver license checkpoints shall be conducted in compliance with the directives and procedures contained in this chapter.
4. BACKGROUND (SOBRIETY CHECKPOINTS).
 - a. Sobriety checkpoints have been employed as a driving under the influence (DUI) countermeasure by various law enforcement agencies in the United States since 1980. The use of DUI checkpoints in order to detect and apprehend impaired drivers has been the subject of controversy and legal challenges in every state that has used them. The legal challenges against checkpoints focus on the constitutional safeguards against unreasonable search and seizure.
 - b. The Fourth Amendment of the United States (U.S.) Constitution requires all searches and seizures, conducted by the government, to be reasonable. It is recognized by the courts the stopping of a motor vehicle and its occupants by police constitutes a seizure, even though the detention is brief and limited in scope. Consequently, sobriety/driver license checkpoints are viewed as per se violations of the Fourth Amendment by a portion of the legal community.
 - c. Anticipating similar legal challenges in California, the Department requested an Attorney General's Opinion on the legality of utilizing checkpoints as a DUI countermeasure prior to initiating a field evaluation of sobriety checkpoints. Subsequently, Attorney General Opinion No. 84-902 (November 8, 1984) was issued. This opinion concluded that California law enforcement agencies could lawfully use checkpoints, provided sufficient safeguards were taken to minimize intrusions on motorists.
 - d. As a result of the favorable Attorney General Opinion, the Department conducted a field evaluation of sobriety checkpoints. The purpose of this field

evaluation was to test the operational design of sobriety checkpoints under actual field conditions, determine the types of CHP Areas best suited for checkpoint use, and assess the impact checkpoints might have as a deterrent to DUI. The findings of the evaluation indicated that checkpoints can produce significant reductions in DUI and traffic collisions where DUI is a primary collision factor. Based on the overall success of the program, the decision was made to expand the use of checkpoints to all field Divisions.

e. Historically, sobriety checkpoint-related rulings in both state and federal courts have been inconsistent. One example of conflicting court rulings with regard to checkpoints occurred in California. Specifically, in December 1984, the California First District Court of Appeal ruled in *Ingersoll v. Palmer* that a sobriety checkpoint conducted by the Burlingame Police Department in November 1983 was permissible under the state and federal constitutions. Conversely, the California Fourth District Court of Appeal ruled in *Richard T. v. California* an Anaheim Police Department checkpoint conducted in January 1985 was in violation of the Fourth Amendment and therefore unlawful. This ruling was issued on September 19, 1986. Consequently, the CHP temporarily discontinued the use of sobriety checkpoints in October 1986.

f. The Attorney General opined that the decision by the California Fourth District Court of Appeal was incorrect and petitioned the California Supreme Court to review the case in late October 1986. The California Supreme Court heard the *Ingersoll* sobriety checkpoint case in early April 1987. On October 29, 1987, the California Supreme Court affirmed the permissibility of sobriety checkpoints in a 4-3 decision. The California Supreme Court concluded, “. . . within certain limitations a sobriety checkpoint may be operated in a manner consistent with the federal and state Constitutions.” The *Ingersoll* decision listed the following safeguards which are necessary to establish the reasonableness of sobriety checkpoints under the Fourth Amendment:

- (1) The decision to establish a sobriety checkpoint, the selection of the site, and the procedures for the checkpoint operation must be established by supervisory law enforcement personnel, and not by an officer in the field.
- (2) A neutral formula must be used to determine which vehicles are to be stopped, such as every third, fifth, or tenth driver, so that who is stopped is not left to the discretion of the officer in the field.
- (3) Primary consideration must be given to maintaining safety for motorists and officers with proper lighting, warning signs, and clearly identifiable official vehicles and personnel.
- (4) The location of a checkpoint should be determined by policy-making officials, rather than by officers in the field, with sites chosen which have a

high incidence of alcohol-related traffic collisions and/or arrests consistent with safety considerations.

(5) The time of day and the duration of checkpoints must be carefully considered with effectiveness, safety, and motorists' concerns kept in mind.

(6) The checkpoint must be established with high visibility, displaying its official nature by signs, lights, and uniformed officers to reassure motorists the stop is duly authorized.

(7) Each motorist stopped should be detained only long enough for the officer to question the driver briefly and to look for signs of impairment, such as alcohol on the breath, slurred speech, and glassy or bloodshot eyes. If the driver does not display signs of impairment, they should be permitted to drive on without further delay.

(8) Advance publicity must be given of a sobriety checkpoint to reduce its intrusiveness and increase its deterrent effect.

g. The U.S. Supreme Court reviewed the constitutionality of sobriety checkpoints in June 1990. In *Michigan v. Sitz*, 110 S.Ct. 2481, the U.S. Supreme Court ruled that a Fourth Amendment "seizure" occurs when a vehicle is stopped at a checkpoint. The ruling of the U.S. Supreme Court (5-4) was that sobriety checkpoints do not violate the Fourth Amendment.

h. On December 23, 1993, the California Supreme Court ruled, in *People v. Banks* (863 P.2d 769, 25 Cal.Rptr. 2d 524), that advance publicity of a sobriety checkpoint was not a constitutional requirement. The California Supreme Court concluded "that the operation of a sobriety checkpoint conducted in the absence of advance publicity, but otherwise in conformance with the guidelines established in [Ingersoll], did not result in an unreasonable seizure" However, the California Supreme Court stated that advance publicity is a relevant factor when determining the reasonableness of the checkpoint. In other words, the court will evaluate the totality of the circumstances and take advance publicity into consideration when calculating whether or not a checkpoint is lawfully conducted.

i. The Department's policies and procedures have been developed to conform to these requirements.

j. California Vehicle Code (CVC) Section 2814.2 requires the driver of a motor vehicle to stop and submit to a sobriety checkpoint inspection when signs and displays are posted.

5. BACKGROUND (DRIVER LICENSE CHECKPOINTS).

- a. Historically, the CHP has not always included the inspection of driver licenses at sobriety checkpoints.
- b. In 1996, the question of the legality of a driver license checkpoint arose in a death-penalty case before the California Supreme Court (*People v. Alvarez*, 14 Cal. 4th 155, 183) where incriminating evidence had been obtained from the defendant when he was stopped at a checkpoint for the routine inspection of driver licenses. The defendant claimed the checkpoint violated his Fourth Amendment right to be secure against unreasonable searches and seizures. The trial court denied the defendant's motion to suppress. In upholding the seizure, the California Supreme Court affirmed the trial court's decision. The California Supreme Court held, in substance, that a stop of a vehicle by a law enforcement officer is generally a reasonable seizure for Fourth Amendment purposes, if it is made at a checkpoint for routine license and registration inspection of all passing vehicles.
- c. In 2012, the California Department of Motor Vehicles published a study entitled, *Estimation of Fatal Crash Rates for Suspended/Revoked and Unlicensed Drivers in California*. This study examined collision and licensing data from 1987 through 2007 and found suspended/revoked and unlicensed drivers had a significantly increased risk of being involved in a fatal collision when compared to licensed drivers. As such, the CHP includes the inspection of driver licenses at sobriety checkpoints to ensure the highest level of traffic safety.

6. RESPONSIBILITIES.

a. Areas.

(1) Areas shall ensure all checkpoints are operated in accordance with the directives outlined in this chapter. If the Area commander decides to conduct a checkpoint which does not comply with the operational directives, a request for approval must be routed, through channels, to Assistant Commissioner, Field (ACF).

(2) Areas shall prepare checkpoint operational plans as described in paragraph 8. of this chapter and submit plans to their Division so they may be approved at least one week prior to the scheduled date of operation.

b. Field Divisions.

(1) Divisions shall approve checkpoint operational plans submitted by the concerned Area(s) at least one week prior to the scheduled date(s) of operation.

(2) Divisions shall ensure all checkpoints conducted within their Division are operated in accordance with the directives outlined in this chapter. If a situation arises wherein an Area commander decides to conduct a checkpoint which does not comply with the operational directives, prior approval must be obtained from ACF.

(3) Divisions should appoint a checkpoint coordinator to oversee operations and be available as a spokesperson to the news media.

7. SITE SELECTION.

a. Checkpoint sites shall be based on alcohol- and drug-related impaired driving traffic collision experience, or on past DUI arrest activity. Statistical information on the locations of alcohol- and drug-related impaired driving traffic collisions are available through the Statewide Integrated Traffic Records System. Data from Support Services Section, or local statistics, may be used to evaluate high DUI arrest activity locations. These statistics, coupled with officer/motorist safety factors, shall be considered in selecting sites for sobriety/driver license checkpoint operations. Sobriety/driver license checkpoints shall not be situated on freeways or on highways where traffic speed or other conditions would pose an unreasonable threat to motorists or members of the sobriety/driver license checkpoint team.

b. Additional considerations for sobriety checkpoint sites include the presence of adequate lighting to illuminate the checkpoint, and an area adjacent to the checkpoint to allow for the parking of suspected DUI drivers' vehicles and administration of field sobriety tests (FSTs). Sites without street lights may be used if portable lighting sufficient to ensure public and officer safety is used. The location must also allow for ample warning to motorists approaching the checkpoint.

8. OPERATIONAL PLANS.

a. Areas shall prepare operational plans for each checkpoint and submit plans to their Division so they may be approved at least one week before the scheduled date of operation. Copies of a previous plan may be used, with a new cover memorandum, if the checkpoint is in a location previously used and there are no substantial changes to the roadway configuration.

(1) Divisions shall advise ACF and Impaired Driving Section (IDS) of the dates, times, and locations of checkpoints. This will be accomplished at least 48 hours in advance of the operation by Communications Network message or e-mail.

- (2) Operational plans shall be kept on file by the Area for a minimum period of two years plus the current year, in the event they are needed for court cases.
- b. Operational plans prepared for checkpoints shall address the following points:
- (1) Date, hours of operation, and location of each checkpoint to be conducted during the period covered by the operational plan.
- (2) Contingency plans for each checkpoint, to include the identification of an alternate location for use in the event safety considerations prevent checkpoint operations at the intended location. Safety considerations may include circumstances such as inclement weather, extremely heavy traffic due to some unforeseen event, or a major traffic collision at or near the checkpoint location.
- (3) Procedures shall be determined for screening alternate vehicles if traffic volume prevents the screening of all vehicles (e.g., every second, third, or tenth vehicle). Screening procedures may be varied during the checkpoint to match anticipated traffic flow. For example, during peak hours the checkpoint team may screen only one in ten vehicles, then one in five as traffic flow reduces, and end by screening all vehicles during light traffic. The method for determining when to change screening procedures, and the procedures themselves must be listed in detail in the operational plan and shall not be deviated from by team members.
- (4) An estimate of the number of work hours to be expended shall be provided for each checkpoint.
- (5) A diagram of each checkpoint location shall depict the roadway, placement of traffic control devices, and secondary testing location for administering FSTs.
- c. Annex A contains a sample checkpoint operations plan.

9. STAFFING REQUIREMENTS.

- a. Sobriety/driver license checkpoint teams will usually be comprised of one sergeant (team leader) and enough officers to effectively operate the checkpoint. The exact number of officers may vary depending on funding (e.g., federal grant) and site location. The team leader should usually be a sergeant. Acting sergeants may be used on an exception basis with commander approval. The team leader shall designate one of the officers as an assistant team leader.

b. Team members shall be in full uniform, including campaign hats, at all times while in public view. Members in Areas authorized to wear cold weather uniform items may do so on checkpoint duty in conformance with Area and Division policies.

NOTE: Hats may be removed while seated in patrol vehicles or inside personnel support vehicles.

c. Checkpoint teams may consist of personnel from a single Area, personnel from multiple Areas within a single Division, and/or personnel from multiple Divisions.

d. The team leader is responsible for the overall operation of the checkpoint and ensuring adherence to the procedures outlined in this chapter. The team leader is also responsible for ensuring a record is kept of the number of vehicles that pass through the checkpoint, the number of arrests made, and any problems encountered. A log officer shall be appointed to perform record-keeping duties. The team leader shall remain on site except for brief relief periods.

e. Team members not involved in traffic control, log duties, or screening should position themselves to observe traffic from a position of safety and be immediately available to provide assistance as needed. Duties should be rotated periodically to prevent undue fatigue, and to orient each person to the various responsibilities of the other team member duties.

10. CHECKPOINT OPERATIONS.

a. Sobriety/driver license checkpoint teams should normally operate for periods of four to six hours. The team leader may discontinue operations at any time for safety reasons.

b. Traffic control measures will be implemented to provide adequate warning to motorists approaching the checkpoint. Traffic cones and warning signs shall be used for this purpose. One member of the team will be designated as the traffic control officer. The traffic control officer is responsible for maintenance of the traffic control devices and directing traffic into the checkpoint. Annex A includes diagrams of possible checkpoint configurations. The actual lane configuration should be designed to provide maximum safety at individual sites.

c. Patrol vehicles shall be parked to provide protection to team members and to be highly visible to approaching motorists. Patrol vehicles should also be situated to allow for pursuit, if necessary.

d. Adequate space shall be made available away from the checkpoint for the parking of suspected DUI drivers' vehicles and the administration of FSTs. This space may be a coned-off traffic lane, a wide shoulder area, or an adjacent parking lot. For safety reasons, a parking lot should be used, if available. Provisions shall also be made for securing the vehicles of arrested parties.

e. The team leader shall monitor traffic to ensure a back-up of vehicles does not occur. The average time a vehicle spends in the lane should not normally exceed three minutes. At intervals of approximately ten minutes, a vehicle should be selected and timed through the checkpoint lane and the time noted on the CHP 205, Sobriety/Driver License Checkpoint Activity Report. If delays of more than three minutes occur, the team leader may order alternate vehicles checked as specified in the operational plan. The team leader may discontinue checkpoint operations if alternate vehicle check procedures fail to prevent unreasonable traffic backups, and may consider moving to the alternate location designated in the operational plan.

11. VEHICLE/DRIVER SCREENING.

a. All vehicles, regardless of type, should be subject to screening. This includes commercial vehicles, such as buses and large trucks.

b. Vehicles shall not be stopped on a discretionary basis (e.g., due to the "looks" of the vehicle). However, this does not preclude stopping a vehicle when the driver exhibits obvious signs of impairment or when any other violation is observed.

c. Depending upon the configuration of the checkpoint, two or more officers should be used as screening officers. When approaching a vehicle, screening officers should scan the interior and occupants, with a flashlight, if necessary, for weapons and/or other contraband such as open containers of alcohol. Upon determining that no hazard exists, officers should greet the driver of the vehicle as follows: "Good evening sir/ma'am, this is a CHP sobriety and driver license checkpoint. May I please see your driver's license?" After the driver license has been checked and deemed valid, and no signs of impairment are observed, the driver should be handed an information pamphlet (if available), thanked for stopping, and allowed to continue. Delays of motorists should be kept to a minimum. Optimally, screening should not take more than 30 seconds.

NOTE: Team leaders should attempt to assign at least one officer as an observer on the passenger side of the lane (personnel permitting) to check on all vehicle occupants in the vehicles being stopped for screening.

d. The driver license check should be obtained through CHP dispatch. Optimally, a mobile digital computer should be used to establish license validity.

This will ensure the beat patrol units and dispatchers will not be negatively impacted by increased use of the radio.

e. In the event a motorist fails to comply with a screening officer's request, such as refusing to provide their driver license, move to the FST area, or refusing to roll the window down, the screening officer shall request assistance from the team leader. The team leader shall assess the circumstances and order the appropriate enforcement action in accordance with established departmental policy.

f. As the evening progresses, there may be a tendency to get overly casual about contact with motorists. The officers on the line must remain alert and professional in their actions. As the traffic flow lightens and traffic thins, both the speed of the vehicles and the impairment levels of the drivers tend to increase. This may be one of the most dangerous phases of the checkpoint and officers must be aware of incoming traffic at all times.

12. ENFORCEMENT ACTIONS.

a. Enforcement actions should be limited to driver license violations, impairment, open alcoholic beverage containers, drugs, and serious criminal violations. For most mechanical violations, a verbal warning should be given. If the mechanical violation presents a serious safety hazard, the driver should be directed to pull into the secondary testing area to make or arrange for repairs before proceeding.

b. It must be emphasized to all checkpoint team members that the primary purpose of the checkpoint is to detect and deter impaired driving, with a secondary goal of detecting drivers with an invalid license. A sobriety/driver license checkpoint is not a "fishing expedition" for other types of violations. The team leader shall evaluate and approve all enforcement actions other than violations that are impairment or driver license related.

c. When/if articulable signs or behavior normally associated with impairment are observed, or further investigation of the status of the driver license is warranted, the driver will be directed to a FST area where further investigation will be conducted.

NOTE: Alcoholic beverage containers, cannabis, cannabis products, or other drugs are indicators of possible impairment violations. When these items are observed in the immediate area of a driver, officers should be especially alert for other signs and symptoms of impairment.

d. When conducting FSTs, escort the driver away from their vehicle so the passengers (if any) cannot easily view the FSTs. This is to avoid any interference or disruptions that may arise if the driver is subsequently arrested.

e. When an arrest for DUI is made, investigative/arrest procedures as directed in this manual shall be used. The officer who originally screens the driver should conduct the FSTs and arrest. Chemical testing and booking of the arrestee should be handled by the original officer, but may be delegated to another officer. As a screening officer moves from the lane with a suspected impaired driver, a standby officer should rotate into the lane and assume screening duties. Drivers who are not arrested after completing the FSTs shall be assisted back into traffic.

13. VEHICLE IMPOUND PROCEDURES.

a. Pursuant to Section 2814.2 CVC, a vehicle shall not be impounded at a sobriety checkpoint for Section 14602.6 CVC if the driver's only offense is a violation of Section 12500 CVC. If an officer contacts a driver in violation of Section 12500(a) CVC during a checkpoint, the following provisions will apply:

(1) The officer shall make a reasonable attempt to identify the registered owner of the vehicle.

(2) The vehicle shall be released to the registered owner, provided they are a licensed driver, or to any licensed driver authorized by the registered owner to take possession of the vehicle. The registered owner, or their authorized agent, has until the end of the checkpoint to remove the vehicle.

(3) If a vehicle cannot be released by the end of the checkpoint, it may be parked and locked in a secure location if a validly licensed driver cannot be located, or the vehicle may be removed pursuant to Section 22651(p) CVC.

(4) If a citation is issued for Section 12500(a) CVC, and the vehicle is released to either a licensed registered owner, or a licensed agent of the registered owner, the officer shall document the name and license number of the party taking possession of the vehicle on the officer's copy of the CHP 215, Notice to Appear.

(5) If a vehicle is impounded pursuant to Section 22651(p) CVC at the end of checkpoint operations, officers should document the steps taken to identify the registered owner, or a licensed agent of the registered owner, in the narrative portion of the CHP 180, Vehicle Report. Additionally, officers should note the amount of time provided to the driver to produce a licensed registered owner, or licensed agent of the registered owner, prior to towing the vehicle.

b. These provisions apply only to drivers in violation of Section 12500(a) CVC contacted during a checkpoint operation. Drivers with suspended licenses, or in violation of sections other than 12500(a) CVC, are subject to all other vehicle

impound procedures (refer to Highway Patrol Manual [HPM] 81.2, Vehicle Procedures Manual).

14. REPORTING REQUIREMENTS.

a. During a grant-funded checkpoint operation, the CHP 215 and CHP 415, Daily Field Record, shall contain the appropriate special project code (SPC) number in the special box. For questions regarding the appropriate SPC, refer to the corresponding operational plan or contact IDS for assistance.

b. Team leaders are responsible for completing a CHP 205 for each checkpoint conducted. The CHP 205, including instructions for completing the form, is available in the departmental forms directory. Originals shall be maintained at the Area and filed with the operational plan establishing the checkpoint.

c. At the completion of each checkpoint, the team leader shall prepare copies of the CHP 205 for transmittal to the appropriate field Division and IDS. The copies shall be forwarded (via fax, mail, or e-mail) within 48 hours of the conclusion of the checkpoint operation.

15. PRESS RELEASES.

a. Areas are required to provide a press release to the media 48 hours prior to the checkpoint operations. To assist Area commanders with this requirement, a sample checkpoint press release is included in Annex B of this chapter. Notifications shall include general information outlining date(s), time(s), and geographical areas where checkpoint operations will occur. No paid advertisements will be authorized.

NOTE: Specific checkpoint locations shall not be released sooner than two hours prior to the checkpoint start time.

b. Areas shall obtain and preserve copies of any articles publicizing the checkpoint. Also, Areas shall attempt to record or otherwise preserve any announcement of the checkpoint on the radio or television. These articles or records of announcement shall be filed with the operational plan establishing the checkpoint.

c. Checkpoints may generate extensive news media interest. When this occurs, news conferences should be held prior to scheduled checkpoints for the purpose of briefing media representatives on how the operation will be conducted.

d. Suitable locations should be designated at checkpoint sites for media use. This procedure will ensure full cooperation while preventing interference with checkpoint personnel by the media.

16. MULTIAGENCY CHECKPOINTS.

a. Divisions may permit Areas within their commands to participate in multiagency checkpoints. However, Divisions shall first ensure that the operating standards for multiagency programs are at least equal to the standards contained in this chapter.

b. Divisions may also permit allied agency participation in departmental checkpoints, as long as the CHP maintains the lead role in the operation.

c. During briefings for joint CHP/allied agency checkpoints, team leaders should conduct a brief review of physical methods of arrest and weapons training/policy with allied agency participants so that all personnel know what tactics/procedures will be employed on the line.

17. EQUIPMENT-GENERAL.

a. The basic equipment required for sobriety/driver license checkpoint operations is assigned to each field Division and consists of traffic cones, warning signs, portable lighting, and stands.

b. Replacing equipment which is no longer serviceable, and purchases of additional equipment, shall be in accordance with normal requisition procedures and coordinated with IDS.

c. Temporary needs for additional equipment such as portable lights and/or generators may be satisfied through rental agreements with local vendors in accordance with contract procedures contained in HPM 11.1, Administrative Procedures Manual.

NOTE: Lighting and other equipment may also be obtained for temporary use through California Department of Transportation or a municipal source such as a public works department.

d. Warning signs shall be located in such a manner as to adequately warn motorists that they are approaching a sobriety/driver license checkpoint.

NOTE: At least six warning signs shall be used when setting up a sobriety checkpoint: Two signs shall read SOBRIETY/DRIVER LICENSE CHECKPOINT AHEAD; one sign shall read SOBRIETY/DRIVER LICENSE CHECKPOINT; one

sign shall read STOP AHEAD; one sign shall read "Not participating in the PEBT program are encouraged to coordinate with local crime laboratories to obtain evidential breath testing equipment for use at the checkpoint.

18. SUPPORT VEHICLES.

- a. Support vehicles may be used at sobriety/driver license checkpoint locations to provide a suitable break area for checkpoint team members and to provide electrical power for additional portable lighting equipment.
- b. Vehicles of an adequate type and number shall be used to transport the checkpoint team and equipment, and to allow for the transportation of arrestees.
- c. There are at least two sobriety/driver license checkpoint utility trailers assigned to each field Division. These trailers should be utilized for transporting the necessary equipment.
- d. Mobile Blood Alcohol Testing Vehicles and Consolidated Communications Mobile Alcohol Testing Vehicles are equipped with evidential breath testing instruments, property storage space, a portable generator, and electrical outlets for powering portable flood light systems. These vehicles may be assigned to sobriety/driver license checkpoint details as deemed appropriate by their respective Division.

NOTE: It is recommended that locally assigned mobile road enforcement pick-up trucks be used for towing these trailers. Division may create a standard operating procedure to ensure DUI check point trailers are properly operated.

- e. The Department's prisoner transportation vans may be used when conducting a checkpoint where numerous arrests are anticipated. Areas shall ensure there are adequate personnel available for transporting prisoners.

ANNEX A

SAMPLE CHECKPOINT OPERATIONS PLAN

State of California

Transportation Agency

Memorandum

Date: May 8, 2018

To: Valley Division

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
North Sacramento Area

File No.: 250.14369.13760

Subject: DRIVING UNDER THE INFLUENCE (DUI) /DRIVER LICENSE
CHECKPOINT "*Statewide Impairment Reduction (SIR)*" PROJECT AL 18006,
SPC 469

The North Sacramento Area has scheduled the DUI Sobriety/Driver License Checkpoint for May 25, 2018. The team will consist of six officers and one sergeant from the North Sacramento Area. The checkpoint will be conducted in compliance with departmental policies and procedures, as stated in HPM 70.4, *Driving Under the Influence Enforcement Manual*, Chapter 8, *Sobriety/Driver License Checkpoints*.

Checkpoint site locations were selected based upon high incidents of DUI/unlicensed driver related collisions, DUI arrests, roadway configurations, traffic volumes, lighting sight distance, Standardized Field Sobriety Test (SFST) administration and officer and motorist safety. The checkpoint will not operate during inclement weather. The team leader may shut down the operation at anytime for officer safety.

I. CHECKPOINT OPERATIONS

A. Primary Location

Westbound Madison Avenue east of Hemlock Street in Sacramento County, 2200 hours (start of shift) to 0300 hours (end of shift).

B. Secondary Location

Southbound Watt Avenue north of Freedom Park Drive in Sacramento County, 2200 hours (start of shift) to 0300 hours (end of shift).

ANNEX A

SAMPLE CHECKPOINT OPERATIONS PLAN (*continued*)

Valley Division

Page 2

May 8, 2018

I. CONTINGENCY PLAN

A. Primary Checkpoint Location

Westbound Madison Avenue at Hemlock Street is designated as the primary location for this checkpoint. Westbound Madison Avenue is an east/west roadway with three lanes in each direction divided by a raised concrete median. There are overhead street lights and nearby business lighting. The posted speed limit is 45 MPH.

Screening of vehicles will be based on traffic volume. It is anticipated that all vehicles will be screened. If at any time traffic delay exceeds three minutes by actual timing, every third vehicle will be screened. The team leader and assistant team leader will monitor the activities of the media. Media members will be restricted to a designated area while at the checkpoint location and monitored by the assistant team leader.

B. Alternate Checkpoint Location

Southbound Watt Avenue north of Freedom Park Drive will serve as the alternate location in the event the primary checkpoint is unavailable. This location is a north/south roadway with three lanes in each direction divided by a raised concrete median. There are overhead street lights and nearby business lighting. The posted speed limit is 35 MPH.

Screening of vehicles and media control will be the same as the primary location.

II. OVERTIME USAGE

Overtime usage will be in compliance with DUI Sobriety/Driver License Checkpoint Project AL 18006, SPC 469. Departmental funding for this checkpoint allows for one sergeant and six officers on overtime pay for eight hours each, for a total of 56 hours.

III. MISCELLANEOUS

All personnel involved will be thoroughly briefed by the team leader prior to checkpoint operation.

ANNEX A

SAMPLE CHECKPOINT OPERATIONS PLAN (*continued*)

Valley Division

Page 3

May 8, 2018

A public notice shall be provided to the local media a minimum of 48 hours in advance of the checkpoint. Specific checkpoint locations will not be released to the media sooner than two hours before the checkpoint operation commences.

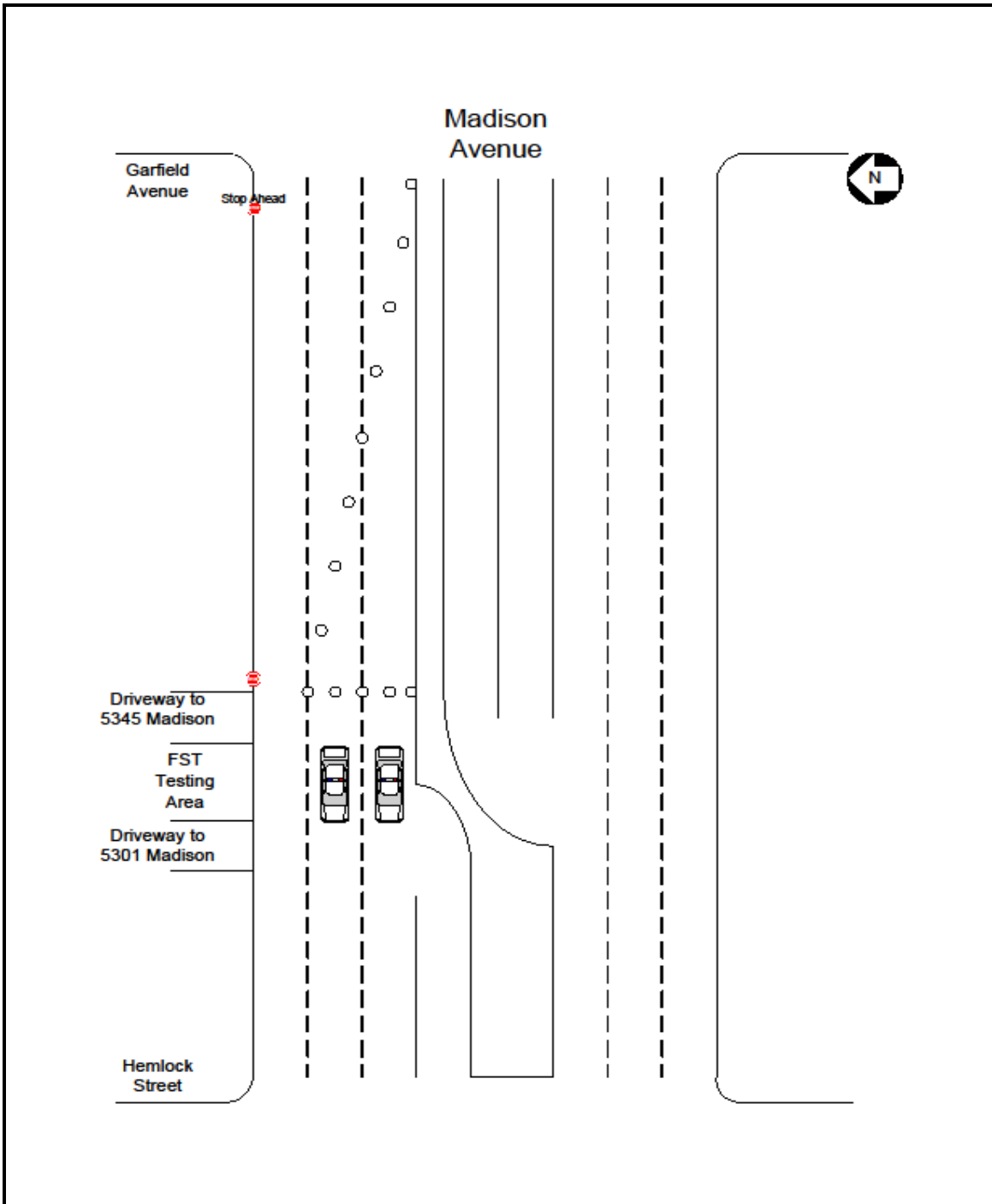
A. T. WILLIAMS, Captain
Commander

Attachments:

1. Maps of checkpoint locations
2. Checkpoint Diagram – Watt Avenue north of Freedom Park Drive
3. Checkpoint Diagram – Madison Avenue east of Hemlock Street
4. Press Release

ANNEX A

SAMPLE CHECKPOINT OPERATIONS PLAN (continued)



ANNEX B

SAMPLE CHECKPOINT PRESS RELEASE



**OFFICER AMY WALKER, PUBLIC INFORMATION OFFICER
A. T. WILLIAMS, COMMANDER
NORTH SACRAMENTO AREA
5109 TYLER STREET
SACRAMENTO, CA 95841
(916) 348-2300**

May 24, 2019
Release #19-XXXX

FOR IMMEDIATE INFORMATION AND PUBLIC RELEASE
(Sacramento, CA) The California Highway Patrol (CHP), North Sacramento Area,

NORTH SACRAMENTO CHP DUI CHECKPOINT

The California Highway Patrol (CHP), North Sacramento Area, announces a **Driving Under the Influence (DUI) Sobriety Checkpoint** to be held on Friday, May 24, 2019, in the unincorporated area of Sacramento County. The checkpoint will be setting up at approximately 9:30 p.m. and will be operational at 10:00 p.m., and is set to end at 3:00 a.m.

If there is inclement weather, the checkpoint will be canceled for safety reasons, and the officers will be assigned to roving DUI units.

Sobriety checkpoints will be staffed by CHP officers who are trained in the detection of alcohol and/or drug impaired drivers. CHP Drug Recognition Experts, certified by the National Highway Traffic Safety Administration, will be on site to provide on the spot assessments of drivers suspected of drug use. The officers will also be equipped with state of the art hand-held breath testing devices which provide an accurate measure of blood alcohol concentrations of suspected drunk drivers.

The sobriety checkpoint location will be available through CHP Sacramento Communications Center two hours prior to the checkpoint by calling (916) 861-1300 or by contacting Officer Walker on her cell phone at (916) 838-2205.

Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

Any additional information about this news release should be requested from Officer Walker who will be available at the CHP North Sacramento Area business phone number of (916) 348-2300, Monday through Friday, 8:00 to 5:00 p.m. After hours, or if urgent, please contact her by cell at (916) 838-2205.

REMEMBER TO ALWAYS BUCKLE UP AND DON'T DRINK AND DRIVE

The California Highway Patrol is a law enforcement and traffic safety agency reporting to the California State Transportation Agency Secretary David Kim and Governor Gavin Newsom.

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