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SECRETARY OF THE AIR FORCE**

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**AIR FORCE MOTOR VEHICLE TRAFFIC
SUPERVISION**



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This instruction implements Air Force Policy Directive (AFPD) 31-2, *Law Enforcement*. It assigns responsibilities and establishes procedures for motor vehicle traffic supervision on Air Force installations in the continental United States (CONUS) and overseas (OCONUS) areas. This includes, but is not limited to, granting, suspending, or revoking the privilege to operate a privately owned vehicle (POV); registration of POVs; administration of vehicle registration and driver performance records; driver improvement programs; police traffic supervision; and off-installation traffic activities.

(90SW) AFI 31-204, dated 14 July 2000, Air Force Motor Vehicle Traffic Supervision, is supplemented as follows. This supplement and its attachment implements local procedures and directives. It assigns responsibilities and establishes procedures for motor vehicle traffic supervision on F. E. Warren AFB (FEW). All operators are required to thoroughly familiarize themselves with this supplement and comply with the rules set forth in it. This includes, but is not limited to, granting, suspending or revoking the privilege to operate a privately owned vehicle (POV); registration of POVs; driver improvement programs; rules of the road. This instruction requires the collection and or maintenance of information protected by the Privacy Act of 1974. The authority to collect and or maintain the records prescribed in this instruction is Title 10, U.S.C., 8013 and F031 AF SP K, Vehicle Administration Records. Forms affected by the Privacy Act have an appropriate Privacy Act Statement. Consult AFI 33-332, *Air Force Privacy Act Program (PA)*, for further guidance on Privacy Act Statements. For Official Use Only information comply with the DoDR 5400.7, Air Force Supplement, AFSPC Sup 1, Chapter 4, *Freedom of Information Act Program*. This instruction requires the collection and or maintenance of information protected by the Privacy Act of 1974. The authority to collect and or maintain the records prescribed in this instruction is Title 10, U.S.C., 8013 and F031 AF SP K, Vehicle Administration Records. Forms affected by the Privacy Act have an appropriate Privacy Act Statement. Consult AFI 33-332, *Air Force Privacy Act Program (PA)*, for

further guidance on Privacy Act Statements. For Official Use Only information comply with the DoDR 5400.7, Air Force Supplement, AFSPC Sup 1, Chapter 4, *Freedom of Information Act Program*.

SUMMARY OF REVISIONS

This revision incorporates Interim Change (IC) 2000-1. It makes changes to paragraph 4.9.3. A bar (|) indicates revision from previous edition. See the last attachment of the publication for the complete IC.

(90SW) This supplement realigns the Installation Traffic Code (ITC) with applicable local statutes (**Attachment 3 (Added)**). Updates the ITC by eliminating unnecessary items and adds modified items for clarification. This document requires complete review by all personnel operating vehicles on this installation. A bar (|) indicates revisions from the previous edition.

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Chapter 1

INTRODUCTION

1.1. Program Management. This instruction implements policy, assigns responsibility, and establishes procedures for motor vehicle traffic supervision on Air Force installations located in the continental United States (CONUS) and overseas (OCONUS) areas.

1.1.1. This includes, but is not limited to:

1.1.1.1. Granting, suspending, or revoking the privilege to operate a POV.

1.1.1.2. Registration of POVs.

1.1.1.3. Administration of vehicle registration and driver performance records.

1.1.1.4. Driver improvement programs.

1.1.1.5. Police traffic supervision.

1.1.1.6. Off-installation traffic activities.

1.1.2. Commanders can modify these policies and procedures in the following instances:

1.1.2.1. When dictated by host nation relationships, treaties, and agreements.

1.1.2.2. When traffic operations under military supervision necessitate special measures to meet mission unique requirements or to protect public safety.

1.1.3. Safe and efficient movement of personnel and vehicles is the objective of every traffic control program. Program goals should focus on ways to reduce traffic-related deaths, injuries, and property damage.

1.2. Responsibilities.

1.2.1. Air Force Chief of Security Police (HQ USAF/SP). Establishes policy to assist installation commanders in the administration of local traffic supervision and enforcement programs.

1.2.2. Air Force Security Police Agency (HQ AFSPA). Provides guidance to MAJCOMs and field units on implementing traffic safety and supervision programs.

1.2.3. Major Command Chief of Security Police (MAJCOM/SP). Each MAJCOM/SP manages command unique traffic supervision and enforcement programs. They provide key staff support to installation commanders and their assigned security police units.

1.2.4. Installation Commander. Establishes and manages the local installation traffic supervision program. They have broad authority to regulate the movement of traffic and personnel on their installations. Each must develop local procedures to ensure safe pedestrian and vehicle traffic. To meet goals and objectives, installation commanders integrate safety, engineering, legal, and law enforcement resources into their traffic review and planning processes.

1.2.5. Chief of Security Police. The CSP is the installation commander's principal advisor on issues pertaining to the safe movement of personnel and traffic. The CSP exercises staff responsibility for directing, regulating, and controlling traffic, and enforcing installation rules pertaining to traffic con-

trol. CSPs assist traffic engineers by performing traffic control studies to gather information on traffic problems and usage patterns.

1.2.6. Installation Safety Officer. The safety officer develops traffic accident prevention initiatives in support of the installation traffic safety program. They also help the CSP and other agencies with accident and incident investigation.

1.2.7. Installation Civil Engineer (CE). The CE plans, designs, constructs, and maintains streets, highways, and abutting lands. CEs select, determine appropriate design, procure, construct, install, and maintain permanent traffic and parking control devices in coordination with the CSP and installation safety officer. They ensure traffic signs, signals, and pavement markings conform to the standards in the current *Manual on Uniform Traffic Control Devices for Streets and Highways*. They also ensure planning, design, construction, and maintenance of streets and highways conform to National Highway Safety Program Standards, and where applicable, host nation requirements.

1.2.8. Installation Traffic Engineer. Traffic engineers conduct formal traffic engineering studies. They apply traffic engineering measures and control devices to reduce the number and severity of traffic accidents. If there is no installation traffic engineer, the installation commander may request support services by contacting the Commander, Military Traffic Management Command, 5611 Columbia Pike, Falls Church VA 22041-5050.

1.2.9. Mental Health Office. The mental health substance abuse control program provides alcohol/drug education, treatment, and rehabilitation to personnel identified with alcohol and/or drug abuse problems.

1.3. Delegation Of Authority. Installation commanders can delegate their authority under this instruction to their vice commander, support group commander, or other appropriate official. Those selected for delegation must not occupy a law enforcement, investigative, or other position which might lead to a conflict of interest or the appearance of such conflict during their administration of the motor vehicle traffic supervision program. Installation commanders must coordinate their letters of delegation through their installation staff judge advocate

Chapter 2

DRIVING PRIVILEGES

2.1. Requirements for Driving Privileges.

2.1.1. Driving a government owned vehicle (GOV) or POV on an Air Force installation is a privilege granted by the installation commander. If you accept that privilege, you must comply with the laws and instructions governing motor vehicle operation and registration on the installation. Consequently, everyone operating a motor vehicle on a military installation must produce, upon request from the security police, the following:

2.1.1.1. Proof of vehicle ownership or registration if required by the issuing authority.

2.1.1.2. A valid state, overseas command, host nation, or international driver's license and/or AF Form 2293, **US Air Force Motor Vehicle Operator's Identification Card**, supported by a DD Form 2, **US Armed Forces Identification Card**. Locally determine acceptable identification media for civilian personnel and base contractors. Note: Each installation commander must determine if international drivers licenses are recognized and accepted by the local (civilian) jurisdiction, and if so, will their use be authorized on the installation. As a general rule, most CONUS civilian jurisdictions will honor use of international drivers licenses for short periods of time by non-resident visitors and assigned military personnel. When practical, installation commanders should assimilate local policy to preclude conflicting policy.

2.1.1.3. If required by the jurisdiction in which the vehicle is operated, a valid record of motor vehicle safety inspection, emission control test, or any other test, evaluation, safety inspection, or other documents required by local, state, or host nation law or agreement. Note: In some instances, a state or other governing jurisdiction in which a vehicle is registered may require, as a condition for keeping registration/plates issued by that state or jurisdiction, a safety or other inspection even when the vehicle is operated in another state or jurisdiction. Though not enforceable (in another state), failure to comply may invalidate the vehicle registration leaving the owner/operator in a precarious legal position. In such cases, it becomes the owner's responsibility to comply with their "home state" or other issuing jurisdiction requirements in addition to host state requirements. Owners should secure host registration when unable to comply with licensing and/or registration requirements issued by their home state or other jurisdiction.

2.1.1.4. Proof of current vehicle insurance when required by state, host nation, or the installation commander.

2.1.1.4.1. (Added-90SW) Personnel who are cited for operating a vehicle on FEW for no insurance, no registration or failure to produce documents that prove otherwise, are subject to having their base driving privileges revoked for 60 days maximum. Personnel who are cited for no registration and the registration is expired 30 days or less have two duty days (Monday – Friday) to properly register the vehicle and provide proof to 90 SFS/SFAR. If proof cannot be made their base driving privileges will be suspended for 14 days. If the registration is expired for 31 days but not more than 59 days, their base driving privileges will be suspended for 30 days. If the registration is expired 60 days or more, their base driving privileges will be suspended for 60 days. They still must properly register the vehicle in order to enter or park on any part of FEW. The 90th Security Forces Squadron, Security Forces Reports and Analysis

Section will initiate and issue suspension letters for failure to have proper registration or insurance.

2.2. Stopping and Inspecting Personnel or Vehicles.

2.2.1. The security police may stop vehicles on military installations based on the installation commander's authority. The following principles govern the stopping of motor vehicles:

2.2.1.1. In overseas areas, security police may stop, search, and detain vehicles on or off base as determined by host nation agreements and local command policy.

2.2.1.2. AFI 31-209, *The Air Force Resource Protection Program*, local command instructions, and policies established by the installation commander will detail stop, inspection, search, and impoundment of motor vehicles at CONUS installation entry gates and in Air Force restricted areas.

2.2.1.2.1. (Added-90SW) AFI 31-209 has been superseded by AFI 31-101. Personnel will abide by and submit to Random Vehicle Inspections. Failure to comply may warrant punitive and/or administrative action.

2.2.1.3. On-base traffic stops and inspections (other than at entry gates and restricted areas) of POVs is authorized when there is a reasonable basis to believe it's necessary to enforce a traffic regulation or when there is suspicion of criminal activity.

2.2.2. MAJCOMs responsible for overseas military installations must provide their installation commanders with written guidelines governing stop, inspection, search, and impoundment of vehicles. This guidance must reflect host nation agreements and pass appropriate legal review. Note: A theater commander or those commanding unified forces may direct policy covering all installations under their command. In this case, MAJCOMs must review those policies before issuing their guidance.

2.3. Implied Consent to Blood, Breath, or Urine Tests. Drivers give consent to evidential tests for alcohol or other drug content of their blood, breath, and/or urine as a condition to accepting installation driving privileges. This consent applies when lawfully detained, apprehended, or cited for any impaired driving offense committed while driving or in physical control of a motor vehicle on an Air Force installation.

2.3. (90SW) Implied Consent to Blood, Breath, or Urine Tests. All drivers who accept installation driving privileges automatically give Implied Consent to blood, breath or urine tests. This consent applies when lawfully detained, apprehended, or cited for any impaired driving offense committed while driving, or in physical control of, a motor vehicle on the installation.

2.4. Implied Consent to Vehicle Impoundment. As a condition to accepting installation driving privileges, drivers must give their consent for the removal and temporary impoundment of their POV if their POV is: 1) Illegally parked for unreasonable periods; 2) Interferes with traffic operations; 3) Creates a safety hazard; 4) Disabled by accident or incident; 5) Left unattended in, or adjacent to, a restricted, controlled, or off-limits area; and 6) Abandoned. Drivers also agree to reimburse an authorized agency or contractor for the cost of towing, storage, and disposal should a need arise to remove or impound their motor vehicle because of a situation described above.

2.4.1. Installation commanders define in local procedures or supplement to this instruction, the definitions for "unreasonable periods," "abandoned," and other terms relevant to enforcement action

under paragraph **2.4**. Incorporate those instructions, procedures, and definitions into the local installation traffic code and make them known to the general public.

2.4.1.1. (Added-90SW) Vehicles illegally parked for a period exceeding 24 hours are deemed illegally parked for an unreasonable period and are subject to impoundment. Abandoned vehicles are subject to towing and impoundment at the expense of the owner. A vehicle is considered abandoned when:

2.4.1.1.1. (Added-90SW) The vehicle is not displaying current registration, a valid DD Form 2220, or a valid AF Form 75.

2.4.1.1.2. (Added-90SW) The vehicle has been sited by law enforcement personnel via DD Form 2504 and attempts to contact the registered owner have failed or 30 days have elapsed since the vehicle was sited.

2.4.1.1.3. (Added-90SW) The vehicle is parked in an approved slot, but the owner cannot be contacted to recover the vehicle at the request of security forces. The provisions of paragraph **2.4.1.1.2. (Added)** will apply in such cases.

2.4.1.1.4. (Added-90SW) The vehicle is impeding traffic or creating a safety hazard, or when requested by security forces.

Exception: (Added-90SW) Missile field personnel who must remain in the missile field for 72 hours or more, whose PMV has broken down on base en route to their dispatch point must notify the Law Enforcement Desk (LED) of the vehicle location and the date they will return from the missile field to preclude vehicle towing unless one of the provisions of paragraph **2.4.1.1.1. (Added)** to **2.4.1.1.4. (Added)** applies.

2.4.1.2. (Added-90SW) Personnel deployed may park their privately owned vehicles at their respective work-centers; however, they must have made prior coordination with the unit's commander's support staff to preclude vehicle impoundment.

2.4.1.3. (Added-90SW) Recreational vehicles will not be left or parked within the housing area over 48 hours.

2.5. Suspension or Revocation of Driving Privileges . Installation commanders may suspend or revoke installation driving privileges and POV registration for lawful reasons both related and unrelated to traffic violations or safe vehicle operations. Installation commanders must incorporate procedures governing suspension and revocation in local publications or supplement to this instruction. Make these known to the general public.

2.5. (90SW) Suspension or Revocation of Driving Privileges. The Law Enforcement Desk (LED) Sergeant maintains unissued Letters of Preliminary Revocation of Driving Privileges while on FEW. These letters will be completed by Security Forces IAW the instructions that accompany the letters. These letters will be issued in accordance with 90 SFS instructions.

2.5.1. Suspensions.

2.5.1.1. Installation commanders can suspend driving privileges for serious violations or when lesser measures fail to improve a driver's performance. The commander may also suspend or revoke licenses for up to 12 months if a driver continually violates installation parking standards, or habitually violates other standards considered non-moving in nature. Installation commanders

determine suspension and revocation policy for non-moving violations, as well as what constitutes a non-moving violation on their installation (i.e., performing unauthorized repair; failure to register; unauthorized modifications or alterations; failure to maintain safety standards, etc.). Make these standards part of the local installation traffic code and take reasonable steps to make them known to the general public.

2.5.1.1. (90SW) Three parking violations within a 12-month period will result in suspension of driving privileges for 30 days. Each additional violation within this period will result in an additional 30-day suspension. Unauthorized parking in a handicapped slot will result in an initial suspension of driving privileges for 3 days. Subsequent handicapped parking violations will result in a 30-day suspension.

2.5.1.2. The installation commander has discretionary authority and may withdraw anyone's authorization to operate a government or privately owned motor vehicle on the installation.

2.5.1.3. Installation commanders will immediately suspend installation GOV or POV driving privileges pending resolution of an intoxicated driving incident which involves active duty military personnel, their family members, retired members of the military service, and DoD civilian personnel. This applies regardless of the geographic location of an intoxicated driving incident. Installation commanders can only suspend privileges of non-DoD affiliated civilians for incidents occurring on the installation or in the areas subject to their military traffic jurisdiction. After a review of available evidence as specified in paragraph 2.6., suspend driver's privileges pending resolution of the intoxicated driving incident under the circumstances outlined below:

2.5.1.3. (90SW) Letters of Preliminary Revocation for Driving While Intoxicated (DWI) are maintained and issued by the Security Forces. For each on-base DWI offender, these letters will be completed IAW instructions. For each off-base offender, the offender will be contacted by 90 SFS/SFAR and directed to report to the 90 SFS/SFAR office to be issued a preliminary revocation letter. All final letters of revocation for DWI or refusal to submit to a chemical test listed in paragraph 4.14.3. of this supplement will be initiated by 90 SFS/SFAR. The removal of all DD Form 2220, DoD Registered Vehicle Decal, (accountable) will be supervised by the first sergeant, commander or designated representative and turned into 90 SFS/SFOXI on the next duty day following the incident. Offenders who have family members authorized installation driving privileges may have the family member transfer registration into their name. All other offenders will be issued a "RESTRICTED" driving decal by 90 SFS/SFOXI and directed in writing to attend the 90 SW Safety's Defensive Driving Course V by the first sergeant or commander. Upon approval of 90 SFS/SFOXI, the vehicle may then be parked in the lot near Gate 2. Civilians who have no military affiliation charged with DWI while on FEW will be issued a Preliminary Notice of Revocation of Base Driving Privileges letter. If deemed appropriate by the 90 MSG/CC, the individual may be barred from the installation. Furthermore, letters for preliminary revocation will be issued for:

2.5.1.3.1. Refusal to take or complete a lawfully requested chemical test to determine blood alcohol content (BAC) or breath alcohol content (BrAC) for alcohol or other drugs.

2.5.1.3.1. (90SW) Operating a motor vehicle with BAC or BrAC of 0.08 percent by volume or higher.

2.5.1.3.2. Operating a motor vehicle with BAC or BrAC of 0.10 percent by volume or higher.

2.5.1.3.2. (90SW) Operating a motor vehicle with a BAC or BrAC below 0.08 percent blood alcohol by volume when an arrest report or other official document reasonably shows an intoxicated driving incident occurred.

2.5.1.3.3. Operating a motor vehicle with a BAC or BrAC below 0.10 percent blood alcohol by volume if the jurisdiction in which the vehicle is operated imposes a suspension for a BAC or BrAC level below 0.10.

2.5.1.3.4. On an arrest report or other official document reasonably showing an intoxicated driving incident occurred.

2.5.2. Revocation.

2.5.2.1. The installation commander will immediately revoke driving privileges for a period of not less than one year in the following circumstances:

2.5.2.1.1. A person is lawfully detained for intoxicated driving and refuses to submit to or complete tests to measure blood alcohol or drug content as required by the law of the jurisdiction, installation traffic code, or this instruction.

2.5.2.1.2. A conviction, nonjudicial punishment, or a military or civilian administrative action resulting in the suspension or revocation of a driver's license for intoxicated driving. Official documentation is required as the basis for this type of revocation action.

2.5.2.1.3. When a serious incident involving a motor vehicle occurs and the installation commander determines immediate revocation of driving privileges is required to preserve public safety or the good order and discipline of military personnel.

2.5.2.2. The CSP develops plans and procedures to forward revocation, suspension, and driving records to gaining commanders and to initiate appropriate staff action when receiving similar records from losing commanders of inbound personnel.

2.5.2.3. When temporary suspensions are followed by revocations, compute the revocation period from the original suspension date, exclusive of any period during which full driving privileges were restored pending resolution of charges.

2.5.2.4. Installation commanders may impose multiple suspensions to run consecutively or concurrently.

2.6. Reciprocal Procedures.

2.6.1. Air Force installation commanders will honor revocations issued by other installation commanders regardless of service component affiliation. Revocations remain in effect during reassignment unless the issuing authority terminates the revocation before reassignment. Installation commander may honor suspensions as determined on a case by case basis. Anyone with suspended or revoked privileges may petition an installation commander for partial or limited driving privileges.

2.7. Administrative Due Process for Suspensions and Revocations.

2.7.1. When considering suspending or revoking someone's driving privileges, notify that person in writing and tell them what action you are taking and the reason for it. Coordinate this notice with the base legal office.

2.7.2. Except for incidents outlined in para 2.5.1.3. and 2.5.2.1., do not suspend or revoke a person's driving privileges until they are notified (or reasonable attempts made) and offered an administrative hearing. Installation commanders determine when a suspension or revocation takes effect once making or attempting this written notice. Only in unusual circumstances should you make verbal notifications. Unless an application for a hearing is made within the prescribed period, suspension or revocation takes place on the prescribed date and time. Installation commanders determine the time period for staying a suspension or revocation action after receiving a request for a administrative hearing. For offenses outlined in para 2.5.1.3. and 2.5.2.1., an installation commander will authorize an immediate preliminary suspension based on reliable evidence. Such evidence can include witness statements, a military or civilian police report, chemical test results, a refusal to complete chemical testing, video tapes, written statements, field sobriety test results, or other evidence.

2.7.2. (90SW) Letters of revocation or suspension for other traffic violations will be prepared by 90 SFS/SFAR. The 90 MSG/CC will conduct administrative hearings and release findings and recommendations. Failure of the offender to submit a request for an administrative hearing within 10 days from the date of receipt of the revocation or suspension letter will result in a waiver of such hearing. Any person whose driving privileges have been revoked or suspended will surrender any military driver's license to their squadron commander. Persons may not use a civilian license to drive GOVs off base when on base driving privileges have been suspended or revoked. Any person whose driving privileges revoked or suspended will be directed in writing to attend the 90 SW Safety's Defensive Driving Course V by the first sergeant or commander. Driving while under suspension will result in an additional year of suspended driving privileges on base.

2.7.2.1. Installation commanders or their designee must conduct evidence reviews as soon as possible, but no later than three duty days following final assembly of evidence.

2.7.2.1. (90SW) 90 SFS/SFAR will serve the letter by contacting the offender's first sergeant or unit commander. The unit commander or first sergeant will direct the offender to 90 SFS/SFAR to sign the letter within 3 duty days (unless TDY or in leave status). If a revocation for implied consent is combined with another revocation such as DWI, revocations will run consecutively.

2.7.2.2. For active duty military personnel, send a written notice of preliminary suspension for intoxicated driving to their commander or reasonable equivalent. For non-installation, non-DoD affiliated civilians, present the written notice of preliminary suspension for intoxicated driving either in person (preferred) or by certified mail. If the person is employed on the installation, send the notice to their commander or reasonable equivalent.

2.7.2.3. Advise the individual of the following in the preliminary suspension notification for intoxicated driving:

2.7.2.3.1. Suspension can be made a revocation under the authority of paragraph 2.5.2. of this AFI.

2.7.2.3.2. The right to request restoration of driving privileges pending investigation or resolution of the incident (direct request letters to the installation commander or designee).

2.7.2.3.3. The right of military personnel to present evidence and witnesses and be represented by a civilian counsel (at their own expense) or assigned military counsel. Commanders determine the availability of specific (by name) military counsel requests.

2.7.2.3.3.1. (Added-90SW) Appeal process for DD Form 1408, Suspensions and Revocations. The appealing individual will submit an in-turn letter endorsed by their commander to 90 SFS/SFAR, 90 SFG/CC, 90 SW/JA and 90 MSG/CC. This letter will include the date, time and location of the violation, as well as the citation number and justification for the appeal. 90 SFS/SFAR will coordinate and add appropriate attachments (i.e., statements from issuing patrol/witnesses). 90 SFS/SFAR and 90 SFG/CC will coordinate and make recommendations to 90 MSG/CC. The 90 MSG/CC will make the final determination and forward the original letters to 90 SFS/SFAR. 90 SFS/SFAR will notify the unit of 90 MSG/CC decision. The appeal process for DD Form 1805 (civilians) will be IAW the US Magistrate or District Court procedures.

2.7.2.3.4. The right of DoD civilian employees to have a personal representative present at the administrative hearing in accordance with applicable laws and instructions.

2.7.2.3.5. Amount of time the individual has to respond and request the administrative hearing before the preliminary suspension or revocation becomes permanent.

2.7.2.3.6. Direction to sign the acknowledgment of receipt and to return the signed letter to the address shown in the letter.

2.7.2.3.7. Requested hearings must take place within a reasonable period which is determined by the installation commander. A preliminary suspension for intoxicated driving remains in effect until the installation commander makes a final decision. However, if no decision is made within 30 days of the preliminary suspension or revocation, restore full driving privileges until the accused is notified of the final hearing results.

2.7.3. Hearings for intoxicated driving will cover only the pertinent issues of whether: 1) The law enforcement official had reasonable grounds to believe the person was driving or was in physical control of a motor vehicle while under the influence of alcohol or other drugs; 2) The person was lawfully cited or apprehended for an intoxicated driving offense; 3) The person was asked to submit to a test for alcohol or other drug content of blood, breath, or urine and was informed of the consequences for refusing to take or complete such a test; 4) The person refused to submit to the test for alcohol, breath, or urine; failed to complete the test; submitted to the test and the result exceeded the amount of allowed blood alcohol content; results indicate the presence of other drugs for an on-installation apprehension or in violation of state laws for an off-installation apprehension; and 5) The testing methods used were valid and reliable, and the results accurately recorded and evaluated.

2.7.3.1. For revocation actions under paragraph 2.5.2.1. for intoxicated driving, the revocation is mandatory on conviction or other findings that confirm the charge.

2.7.3.1.1. The date of conviction or other findings that confirm the charge is the effective date of the revocation.

2.7.3.1.2. You may place the notice that revocation is automatic in the suspension letter, or send a separate letter. Revocation is not effective until receipt of the written notice, or the showing that you made reasonable attempts to notify the individual.

2.7.3.1.3. Revocations cancel any partial or restricted driving privileges previously granted. Once revocation is acknowledged, a person may petition for the restoration of all or partial driving privileges.

2.8. Alcohol and Drug Abuse Programs.

2.8.1. Refer military personnel involved in any intoxicated (drug or alcohol) motor vehicle incident to Substance Abuse Office, Drug and Alcohol Control for evaluation.

2.9. Restoration of Driving Privileges on Acquittal. When an official report or finding determines lack of guilt (not guilty) or when charges are dismissed or reduced to an offense not amounting to intoxicated driving, vacate the suspension of driving privileges except when:

2.9.1. The preliminary suspension was based on refusal to take a BAC test.

2.9.2. Operating a motor vehicle with a BAC of 0.10 percent by volume or higher or in violation of the law of the jurisdiction that is being assimilated on the military installation.

2.9.3. The person was driving or in physical control of a motor vehicle while under another preliminary suspension or revocation.

2.9.4. The state or host nation authorities made an administrative determination to suspend or revoke driving privileges based on local law or pertinent regulations.

2.9.5. The individual failed to complete a formally directed substance abuse or driver's training program.

2.10. Restricted Driving Privileges or Probation.

2.10.1. Unless prohibited by higher authority, host nation authority, or other publication, installation commanders may authorize partial or restricted driving privileges to those whose authority to drive on military installations was suspended or revoked by a military service authority. Ensure the individual's driving credentials (civilian state, international, host nation, etc.) are still valid.

2.10.2. Without due cause, do not grant restricted driving privileges, probation, or reinstatement to any person whose civilian driver's license is under suspension or revocation by a state, federal, or host nation licensing authority. If absolutely necessary to do so (and for on base privileges only), coordinate with the installation staff judge advocate. Note: This option applies only to installations exercising exclusive military jurisdiction. Outline procedures for applying for partial or restricted privileges in the base supplement to this AFI or in another appropriate publication. Only consider requests in which there is extreme hardship and there are no other workable alternatives. Do not consider the granting of limited privileges as an alternative to administrative discharge action when discharge is the more appropriate action. **Installation commanders must weigh heavily the potential liability inherent when an individual with a suspended or revoked state, host nation, or other license is allowed to operate a motor vehicle on the installation.** Administrative separation may be appropriate when the loss of driving privileges renders someone ineffective and incapable of performing their military duties, and a change in duty position is not reasonable.

2.11. Extensions of Suspensions and Revocations.

2.11.1. Increase by two years the suspension or revocation period when someone is discovered driving in violation of their original suspension or revocation. The unit or installation commander may also take administrative or disciplinary action.

2.11.2. Extend the suspension or revocation of installation driving privileges until the offender completes an approved remedial driver training course, drug or alcohol program, or other program deemed necessary by the installation commander or local authorities.

2.12. Reciprocal State-Military Action.

2.12.1. Statutory authority may exist within some host nations or states for reciprocal suspension and revocation of driving privileges. If so, the installation commander should honor the reciprocal agreements with the state or host nation driver licensing authorities. On receipt of written notice, the receiving party may suspend or revoke driving privileges as if the violations or incidents occurred within its own jurisdiction.

2.12.1.1. Use the following procedures if statutory authority does not provide for formal military reciprocity:

2.12.1.1.1. When such authority suspends or revokes a license, automatically terminate the individual's installation GOV and POV driving privileges. Take only comparable military administrative actions (suspensions, revocation, or point assessment) for those off-base violations reported by local, state, or host nation authorities.

2.12.1.1.2. In the CONUS, notify the licensing authority of the state where a license is issued when revoking a person's installation driving privileges (for a period of one year or more only) following final adjudication of an intoxicated driving offense or for refusal to submit to a BAC/BrAC test. Include in the notification the basis for the revocation and the BAC/BrAC level.

2.12.2. Provisions of the applicable status of forces agreement (SOFA) and the law of the host nation concerning reciprocal suspension and revocation can affect OCONUS installation commanders. When permitted at a particular overseas installation and to the extent an agreement concerning reciprocity exists, the installation commander must have prior authorization to negotiate and conclude such an international agreement in accordance with applicable directives.

Chapter 3

MOTOR VEHICLE REGISTRATION

3.1. Registration Policy.

3.1.1. Register motor vehicles according to guidance in this instruction and policies established by the installation commander. Installation commanders may extend registration to anyone they deem appropriate. This may include reserve force personnel who maintain close affiliation with the installation and other persons who frequently visit the base, such as local dignitaries, community leaders, retired civilian employees, civil air patrol members, etc.

3.1.1.1. Consistent with base entry policy in AFI 31-209, the installation commander is responsible for ensuring vehicles entering their installation are controlled. Vehicles entering Air Force installations must be registered or meet other entry requirements outlined in paragraph 3.2. Eligible vehicle registrants include assigned active duty military and civilian personnel working on base, retired military personnel, reserve and national guard personnel assigned to a unit or attached for training on an active installation or a reserve or national guard base or facility, and survivors of deceased active duty and retired military members who are authorized to use base facilities. The installation commander may authorize the registration of vehicles that are in the custody of or owned by dependents, step-parents, or guardians of minor children authorized to use base facilities. A dependent living away from home may require a letter stating acceptance of responsibility from the military sponsor to support an application for vehicle registration. Furthermore, a person need not own the vehicle to register it; however, they must have a lease agreement, power of attorney, or notarized statement from the owner of the vehicle granting them permission to use the vehicle and specifying the inclusive use dates.

3.1.1.2. Treat rental vehicles as government vehicles when being used for official business by military or DoD personnel. Check the driver's installation entry credentials and if all is in order, the vehicle may proceed in the same manner as a marked government vehicle.

3.1.2. Vehicles intended for construction and material handling or used solely off the road are not usually registered as motor vehicles. Installation commanders determine the need and method for registering off road vehicles (ORV) on the installation. However, ORV owners must register and license the vehicle prior to its operation on installation roadways.

3.1.3. When unit vehicle registration (via orderly rooms) is authorized by the installation commander, each unit commander can grant limited temporary registration for up to 45 days pending permanent registration, or in other circumstances for longer terms.

3.1.4. Air Force installations and activities honor the DD Form 2220, **DOD Registered Vehicle Decal**, issued by other military or DoD organizations.

3.1.5. Use of AF Form 75, Visitor/Vehicle Pass. The AF Form 75 is one method to control and identify personnel and vehicles on a temporary basis. You can give it to installation visitors who do not have the authorized personal or vehicle credentials needed for unescorted or unchecked entry to the base. Installation commanders determine the use of AF Forms 75 on their installation and, if used, to what degree and to whom issued. If used, develop local policy and procedures governing the issue and control of visitor passes. Issue other access credentials when a pass is needed for longer than one year.

3.1.5.1. How to process the AF Form 75:

3.1.5.1.1. Ask the visitor to fill out the form and sign the consent to search and towing/impoundment warning.

3.1.5.1.2. Use either the driver's license, state vehicle registration, or passport (overseas) or other recognized credential according to para **2.1.1**.

3.1.5.1.3. Display the form so one can view it from outside the vehicle.

3.1.5.1.4. Installation commanders determine if and how to retrieve passes once the visit is finished.

3.1.6. The installation commander determines local policy on authorizing and honoring other vehicle registration systems and decals of nonmilitary or non-DoD tenant activities tenanted on the installation. Tenant-operated registration systems must meet the requirements of this instruction for:

3.1.6.1. Complying with registration prerequisites and individual responsibilities in this instruction and on the AF Form 533, **Certificate of Compliance-Private Motor Vehicle Registration** (or its equivalent).

3.1.6.2. Displaying decals on the vehicle.

3.1.6.3. Storing, issuing, and recovering decals.

3.1.7. Installation commanders can implement decentralized POV registration among installation units. However, the security police must have 24-hour access to registrant information on all registration systems used on the installation.

3.2. Registration and Driver Requirements. Registration systems for POVs on Air Force installations will include the requirements specified below. Overseas commands and overseas installations should modify these procedures to conform with local and international agreements. All motorcycle operators must comply with the requirements of AFI 91-207 prior to registering a motorcycle. Individuals must have the following credentials immediately available upon demand as required by state law or policies established by the installation commander. 1) A valid state, overseas command, host nation, or international driver's license (as applicable) supported by DD Form 2, or other appropriate identification for DoD civilians; 2) A certificate of state registration as required by the state or authority in which the vehicle is registered; 3) Proof of meeting the minimum requirements for automobile insurance laws or regulations of the state or host nation. Within the United States, the installation commander may set reasonable liability insurance requirements for registration and operation of POVs within the confines of the installation; and 4) Evidence of satisfactory completion of emission, safety, mechanical, or other test or evaluation required by local, state, or other jurisdiction in which the vehicle is licensed or located. Installation commanders may require periodic safety inspections for all vehicles operated routinely on their installation if a like inspection is not required by a nonmilitary jurisdiction. In such cases, the installation commander must ensure reasonable and accessible inspection facilities are available and that inspections follow National Highway Traffic Safety Administration (NHTSA) standards. Note: The owner or authorized operator is responsible for reasonable fees and expenses associated with vehicle inspections. Failure to comply with safety inspection standards will result in termination or denial of use of installation roadways.

3.2. (90SW) Registration and Driver Requirements. Requirements for base registration are found in AFI 31-101, AFI 31-204 and this supplement.

3.2.1. Vehicle registration record keeping. Registering officials must check the eligibility to register and ownership (or legitimate custody) of a vehicle. Unit distribution points (i.e., unit orderly rooms) may perform registration functions under the supervision of the installation pass and registration section. In this case, these distribution points receive registration decals in bulk from the pass and registration section. After issuing decals, provide the pass and registration section the completed AF Form 533 or the necessary information for entering registration data into the automated system. Use one of the following methods to keep records:

3.2.1. (90SW) Personnel must obtain a memorandum letter from 90 SW/SE, Ground Safety, scheduling them for the next Motorcycle Safety Foundation (MSF) Course in accordance with AFI 91-207, Air Force Traffic Safety Program. Upon receipt of this memorandum, Pass and Registration will issue a temporary vehicle pass to those attending the safety class. Permits will only authorize personnel temporary access until completion of this course. (A valid driver's license or Wyoming permit endorsed to authorize motorcycle operation is required whether the person's home state requires a motorcycle endorsement or not.) Upon completion of the motorcycle safety course, the person will then present the MSF course completion card to Pass and Registration personnel for issuance of decals. All motorcycle operators will have a copy of the initial letter or MSF course completion card in their possession while operating a motorcycle on FEW at all times.

3.2.1.1. Manually kept records. Each registrant fills out an AF Form 533 upon initial Air Force vehicle registration and upon arrival at a new installation after permanent change of station. The registrant's signature on the AF Form 533 certifies compliance with registration requirements. To minimize inconvenience to the registrant, you can preprint the name of the installation and minimum insurance limits in the appropriate blocks on the front. Determine filing methods locally.

3.2.1.1. (90SW) Vehicles registered on FEW must meet minimum liability insurance requirements of \$25,000 for bodily injury per person, \$50,000 for bodily injury for all persons per accident, and \$20,000 property damage. Vehicles registered in Wyoming must meet the requirements of Wyoming State Statutes (WSS) (WSS 31-9-405).

3.2.1.2. Automated records. Use the security police automated system (SPAS) computerized vehicle registration program. The registrant must read and understand the registration requirements before issuing a decal.

3.3. Appointing Registration Officials . The chief of security police (CSP) develops local procedures governing base registration officials. Generally, security police personnel working in the pass and registration section are assigned duties as registration officials. When authorized by the installation commander, unit orderly room personnel may also act as registration officials for their unit personnel when unit-level vehicle registration has been authorized. Local registration official procedures must cover the following:

3.3.1. Qualifications (i.e., grade, duty position, and skill level).

3.3.2. Duty training requirements and general position responsibilities which must include record keeping procedures, inventory, and security procedures for controlled DD forms.

3.3.3. Appointment procedures for those authorized to perform as registration officials.

3.4. Specifications for DD Form 2220.

3.4.1. Use the DD Form 2220 to register vehicles on Air Force installations. Remove the form from POVs when registration expires or registration privileges terminate.

3.4.2. Use the installation tag (4" X 1/2") to identify the Air Force installation where the vehicle is registered. Position this decal directly under the DD Form 2220. The tags are color coded according to the category of the registrant and are issued as follows:

3.4.2.1. Officer--blue background with white letters.

3.4.2.2. Noncommissioned officer--gold background with black letters.

3.4.2.3. Airman--red background with white letters.

3.4.2.4. Civilian--green background with white letters.

3.4.2.5. Contractor--white background with black letters.

NOTE: The installation commander determines the color code used by dependents of deceased military members.

3.4.3. Use AF Form 2219, **Registered Vehicle Expiration** (2" X 3/4"), to maintain the validity of a vehicle's registration. This tab has a suffix (series) corresponding to a particular year of expiration (i.e., 2219A, 2219B, etc.). Revalidate registration by issuing a different "series" at a minimum of every three years. Position this decal to the right of the DD Form 2220.

3.4.4. Prominently affix registration decals to the windshield (centered at the top or at lower driver's side corner), on the front bumper (driver's side), or to a owner supplied plate securely fastened to the driver's side bumper, bumper mounting bracket, or license plate mounting bracket. State and local policy can affect the exact placement. On two-wheeled vehicles, place registration decals on a conspicuous front-facing surface or plate affixed to a front-facing surface.

3.4.5. Use AF Form 787, **Handicapped Person Vehicle Decal**, to identify vehicles of handicapped persons. Position the decal to the right of the DD Form 2220. For short term and temporary disabilities, the installation commander may authorize issue of the AF Form 787 or a locally devised card or form. When authorized, temporary local cards or forms should contain an issue and expiration date. Issue and display in accordance with local procedure. Note: Honor local and state issued handicap decals, placards, signs, etc., on all Air Force installations. Don't require personnel issued local or state handicapped parking identification media to have an AF Form 787.

3.5. Termination or Denial of Registration . Vehicle registration will be denied under the following conditions:

3.5.1. The owner fails to comply with the registration requirements of paragraph **3.2**.

3.5.2. The owner sells or disposes of the registered POV, is released from active duty, is separated from the service, or terminates civilian employment with a military service or DoD agency.

3.5.3. The owner is other than an active duty military or civilian employee and discontinues regular operation of the POV on the installation.

3.5.4. The state, overseas command, host nation, or installation suspends or revokes the owner's driving privilege. Affected persons can apply to reregister their POV after their suspension or revocation period expires. Other family members having installation driving privileges may transfer the base vehicle registration into their name. If so, change the AF Form 533 or SPAS data base to reflect the

new registrant. Note: The installation commander determines the period of time a person has before they must surrender their DD Form 2220 or transfer the decal and base registration to another authorized driver.

3.5.5. When a registrant is transferred. The installation commander may permit registration by the spouse or other dependents continuing to live near the installation. When this occurs, update the AF Form 533 or SPAS data base.

3.5.6. When ownership of a vehicle is transferred. The new owner of a previously registered vehicle can transfer the registration provided the new owner is eligible for base vehicle registration. The new owner must follow the procedures in paragraph **3.2**.

3.5.7. During a PCS transfer. If authorized by the installation commander, a registrant may keep the registration decal on their vehicle for re-registration at the gaining installation. In this case, the losing installation transfers the registration number to the gaining pass and registration section where only a new installation tab is issued upon the member's arrival at the new duty station. Note: This procedure is not allowed for CONUS to OCONUS POV shipments or consecutive OCONUS to OCONUS transfers unless the vehicle will be accompanied or driven by a registered owner. Unless the vehicle is accompanied or driven, surrender the DD Form 2220 as part of normal out processing.

3.6. Specified Consent to Impoundment. Personnel must consent to the installation vehicle impoundment policy if they wish to drive on the installation. POV registration forms or policy will contain or have appended to them a certificate with the following statement:

"I am aware that AFI 31-204, *Air Force Motor Vehicle Traffic Supervision*, and the installation traffic code provide for the removal and temporary impoundment of privately owned vehicles parked illegally for unreasonable periods, interfering with military operations, creating a safety hazard, disabled by incident, left unattended in a restricted or controlled area, or abandoned. I agree to reimburse any agency or contractor for the cost of towing, storing, and disposing of my motor vehicle if it is lawfully removed and impounded."

Chapter 4

TRAFFIC PLANNING AND CODES

4.1. Traffic Planning

4.1.1. Safe and efficient movement of traffic on an installation requires traffic supervision. A strong traffic supervision program includes sound traffic circulation planning, supervision, and control of motor vehicle traffic. Proactive publication and enforcement of traffic laws and regulations together with timely and professional investigation of motor vehicle accidents are also important. Finally, every successful program must include meaningful interaction, education, and communication with the general public.

4.1.2. Installation commanders develop traffic circulation plans that provide for the safest and most efficient use of primary and secondary roads. A major focus of installation traffic planning is circulation control. The base traffic engineer, CSP, safety officer, and other concerned staff agencies develop the traffic circulation plan. Consult with highway engineering representatives from adjacent civilian communities to ensure the installation plan is compatible with plans developed by the state and surrounding local communities. As a minimum, your base traffic plan should consider the following:

4.1.2.1. Normal and peak load routing based on traffic control studies.

4.1.2.2. Effective control of traffic, using planned traffic flow patterns which include measures for special events and adverse road conditions.

4.1.2.3. Point control at congested locations by law enforcement personnel or designated traffic directors or wardens, including trained school-crossing guards.

4.1.2.4. Use of traffic control signs and devices.

4.1.2.5. Efficient use of available parking facilities.

4.1.2.6. Efficient use of mass transportation.

4.1.2.7. Every installation commander should appoint a primary and alternate base traffic engineer. The engineer directs, develops, and staffs the base traffic circulation plan. This is normally a civil engineering responsibility and those considered for the position should have an infrastructure planning and engineering background.

4.1.3. Traffic control studies provide factual data on existing roads, traffic density and flow patterns, and points of congestion. The CSP and traffic engineer usually conduct coordinated traffic control studies to obtain the data. Accurate data helps determine major and minor routes, locations for traffic control devices, and special conditions requiring engineering or enforcement services.

4.1.4. The Military Traffic Management Command Transportation Engineering Agency (MTMC-TEA) will help installation commanders solve complex highway traffic engineering problems. MTMC-TEA traffic engineering team services include:

4.1.4.1. Traffic studies of lifted areas and other special situations.

4.1.4.2. Complete studies of traffic operations of entire installations.

4.1.4.3. Assistance in complying with established traffic engineering standards.

4.1.5. Installation commanders submit requests for MTMCTEA assistance in accordance with AFR 75-88, *Highways for National Defense*.

4.2. Installation Traffic Codes.

4.2.1. Installation commanders must establish a traffic code for operation of motor vehicles on the installation. Commanders in overseas areas establish a traffic code to the extent military authority is empowered to regulate traffic under applicable treaties or agreements. Installation traffic codes must contain the base rules of the road and will, to the degree possible, conform to the code of the state or host nation in which the installation is located. The CSP is responsible for developing the traffic code and for ensuring it meets all local and legal requirements, this AFI, and the standards published in the following:

4.2.1. (90SW) The Installation Traffic Code (ITC) is established in attachment three to this supplement. In addition, all state statutes governing traffic are assimilated under Title 18 USC, Sec 13, Assimilated Crimes Act, and will be enforced on the installation. The WSS listed in the ITC are not all inclusive; this is a list of the most violated statuses. The US District Court sets the fines.

4.2.1.1. *The National Highway Safety Program Standards*, as published in 23, CFR 1230.

4.2.1.2. Applicable portions of the *Uniform Vehicle Code and Model Traffic Ordinance* published by the National Committee on Uniform Traffic Laws and Ordinances, which is contained in 23, CFR 1204.

4.2.1.3. DoDI 6055.4, *DoD Traffic Safety Program*.

4.2.2. The installation traffic code must contain policy and procedures for the towing, searching, impounding, and inventorying of vehicles. Publish these provisions and ensure they contain the following:

4.2.2.1. Violations and conditions to tow or impound a vehicle.

4.2.2.1.1. (Added-90SW) Vehicles utilized in the commission of an offense are subject to being impounded by 90 SFS/SFOI. Additionally, the 90 SFG/CC, 90 SFS/CC, 90 SFS Operations Officer/Superintendent, NCOIC of Investigations or an investigator on behalf of the 90 MSG/CC may order the impoundment of a vehicle.

4.2.2.2. Procedures to notify the vehicle owner.

4.2.2.3. Procedures for towing, storing, and protecting impounded vehicles.

4.2.2.4. Procedures for disposing of vehicles after lawful impoundment.

4.2.3. Where applicable, installation traffic codes must supplement the various basic provisions contained in the subparagraphs below:

4.2.3.1. Motorcycles and mopeds. Operators must comply with special requirements when driving motorcycles, mopeds, or other open two-, three-, and four-wheel vehicles powered by a motorcycle-type engine. See paragraph 4.2.6. for information concerning off-road vehicle use. Installations should adopt local, state, or host nation guidance concerning the legal definition, operation, use, and control of mopeds, motorized bicycles, and other such devices on installation roadways. Such guidelines will be modified or restricted as necessary to ensure personal safety or

the safe and orderly flow of installation traffic. Refer to AFI 91-207 for helmet, eye, and clothing safety requirements.

4.2.3.2. Restraint systems.

4.2.3.2.1. Operators and passengers of all vehicles operated on Air Force installations must wear restraint systems. In addition, operators and passengers of GOVs must wear restraint systems when driving or riding off the installation as well.

4.2.3.2.1. (90SW) Personnel operating a motor vehicle who are found (not wearing restraint systems) in violation of AFI 31-204, paragraphs 4.2.3.2.1., 4.2.3.2.2. and 4.2.3.2.3., will have base driving privileges suspended as follows:

4.2.3.2.1.1. (Added-90SW) First violation: Base driving privileges suspended for 10 days.

4.2.3.2.1.2. (Added-90SW) Second violation: Base driving privileges suspended for 30 days.

4.2.3.2.1.3. (Added-90SW) Third violation: Base driving privileges suspended for 90 days.

4.2.3.2.2. All Air Force active duty and reserve component members on active duty must wear restraint systems while driving or riding in a POV whether on or off the installation.

4.2.3.2.3. US Department of Transportation requires approved infant/child restraint devices in POVs for children 4 years old or under and not exceeding 50 pounds in weight.

4.2.3.2.4. Cars manufactured after model year 1966 require a manufacturer-approved restraint system meeting federal traffic safety standards.

4.2.3.2.5. Operators using vehicles equipped with air bags must still wear the manufacturer's primary restraint system (seat belts).

4.2.3.3. Headphones and earphones. The wearing of headphones and earphones is prohibited while driving a motor vehicle on base. This does not negate wearing of hearing protection when conditions and good judgment dictate its use such as when driving in noise hazard areas. This restriction does not apply to intercom systems worn by motorcycle operators and their passengers.

4.2.3.3. (90SW) Headphones and earphones. Wearing headphones and earphones is prohibited while driving a motor vehicle on base. This does not negate wearing hearing protection when conditions and good judgment dictate its use, such as driving in noise hazard areas. This restriction does not apply to intercom systems worn by motorcycle operators and their passengers.

4.2.3.3.1. (Added-90SW) No person operating a vehicle shall allow the volume of the amplified sound to be heard for a distance of 50 feet from the source. Negative considerations will be if the noise is raucous, jarring, or vibration is deemed and/or reported as a nuisance or disturbance by a person(s) in the area of audibility.

4.2.4. Take only administrative actions (reprimand, assessment of points, loss of installation driving privileges, etc.) for off-installation violations of the installation traffic code.

4.2.5. At bases with concurrent or exclusive federal jurisdiction, make violations of state traffic codes applicable to base driving records when those violations are included in that state's criminal offense code. This provision is covered under the authority of Title 18 United States Code 13 (USC).

4.2.5.1. DoDD 5525.4, *Enforcement of State Traffic Laws on DoD Installations*, adopts the vehicular and pedestrian traffic laws of states where traffic law violations are not considered criminal offenses and cannot be assimilated under 18 USC. It makes these laws applicable to military installations having concurrent or exclusive federal jurisdiction. It also delegates authority to installation commanders to establish additional vehicular and pedestrian traffic rules and regulations for their installations. Those found guilty of violating traffic laws made applicable on installations under provisions of DoDD 5525.4 are subject to a fine of not more than \$50 or imprisonment for not more than 30 days or both for each violation. In those states where you cannot assimilate traffic laws, post an extracted copy of this paragraph and a copy of DoDD 5525.4 in a prominent place accessible to persons assigned, living, or working on the installation.

4.2.5.1.1. Take only administrative actions in states where you cannot assimilate violations of traffic laws under either Title 18 USC 13 or DoDD 5525.4. Generally, this applies to installations under part or full proprietary jurisdiction.

4.2.5.1.2. (Added-90SW) U-Turns are only allowed at installation gates when directed by Security Forces, on dead end streets, off-street parking areas or at gates closed to traffic.

4.2.5.1.3. (Added-90SW) Knowingly allowing a person under the influence of alcohol or drugs to operate a vehicle will result in 1-year revocation of installation driving privileges and/or prosecution under the UCMJ.

4.2.5.1.4. (Added-90SW) Children under 8 will not be left in motor vehicles at any time without supervision (a responsible individual). Vehicles will not be left idling without a qualified driver in the vehicle. Pets will not be left unattended in motor vehicles for any length of time that would be hazardous to the pet's health.

4.2.6. Off-road vehicles usage: The installation commander or his or her designee determines if, when, and where off-road vehicles may be operated on base. In many areas, the operation of off-road vehicles is unregulated while other jurisdictions have strict requirements concerning age, safety training, and vehicle equipment. Generally, some "on-street" safety practices such as reflective vests, gloves, headlight on, and goggles may not apply when operating off road in a recreational capacity. However, ensure full compliance with local, state, or host nation requirements. When necessary, develop additional procedures and guidance locally and publish in the installation traffic safety plan or supplement to this instruction. Ensure environmental considerations are reviewed prior to designating any off-road vehicle use area.

4.2.6.1. (Added-90SW) Off-road vehicle use is not authorized on FEW. All Terrain Vehicles (ATV) which are registered off base as privately owned vehicles are not authorized access or registration on FEW. ATVs utilized for mission needs are authorized; however, these vehicles are not authorized for normal transportation on paved roads. If needed, ATVs will be driven parallel to the paved surface, but will not interfere with pedestrian traffic. Brief excursions across paved roadways for mission requirements are authorized.

4.3. Traffic Law Enforcement Principles.

4.3.1. Traffic law enforcement should motivate drivers to operate vehicles safely within traffic laws and regulations and maintain an effective and efficient flow of traffic. Effective enforcement should emphasize selective enforcement and voluntary compliance by drivers. You can reach these goals by developing effective programs in the following areas.

- 4.3.1.1. Publishing a realistic traffic code well known by all personnel.
- 4.3.1.2. Adopting standard signs, markings, and signals in accordance with *National Highway Safety Program Standards* (NHSPS) and the *Manual on Uniform Traffic Control Devices for Streets and Highways*.
- 4.3.1.3. Ensuring enforcement personnel establish courteous, personal contact with drivers, and act promptly when driving behavior is improper or when observing a defective vehicle in operation.
- 4.3.1.4. Maintain an aggressive program to detect and apprehend those who drive with suspended or revoked privileges.
- 4.3.1.5. Use sound discretion and judgment in deciding when to apprehend, issue a citation, or warn the offender.
- 4.3.2. Enforcement activities against intoxicated driving will include:
 - 4.3.2.1. Detecting, apprehending, and testing persons suspected of driving under the influence of alcohol or drugs.
 - 4.3.2.2. Training law enforcement personnel in special enforcement standards, detection techniques, and equipment standards unique to your location and jurisdiction.
 - 4.3.2.3. Enforcing blood-alcohol concentration standards (see paragraph 4.11.).
 - 4.3.2.4. Denying installation driving privileges to those whose use of alcohol or drugs prevents their safe operation of a motor vehicle.

4.4. Speed-measuring Devices. Use speed-measuring devices in traffic control studies and enforcement programs. Post signs to indicate the use of speed-measuring devices.

- 4.4.1. Equipment purchases. Installations located in states having a formal civilian police training and certification program for speed measurement should consider purchasing the same brand and model of equipment used by their civilian counterparts. Where possible, attend the same or similar certification courses used by local authorities.
- 4.4.2. Training and certification standards.
 - 4.4.2. (90SW) The use of radar detection devices to indicate the presence of speed recording instruments or to transmit simulated erroneous speed is unauthorized while on F. E. Warren AFB.
 - 4.4.2.1. The CSP should strive to ensure operators of speed-measuring devices meet training and certification requirements prescribed by the state or jurisdiction where the installation is located. Obtain specific information on course dates, costs, and prerequisites for attending by contacting the state agency responsible for police traffic radar training. Notwithstanding the above information, the CSP may establish other local training and certification programs for operators of speed-measuring devices. If exercising this option, you must ensure your qualification and training standards are admissible as evidence and considered reliable by both military and civil authorities. This requirement applies to courts-martial, nonjudicial proceedings, and civilian courts used to prosecute civilian offenders. Coordination between the military staff judge advocate and attorney general (or equivalent) is necessary.

4.4.2.2. Develop local training programs or attend a civilian institution or manufacturer's training program if security police are unable to attend local or state-sponsored radar certification courses.

4.4.2.3. The objective of civilian or manufacturer-sponsored courses is to improve the effectiveness of speed enforcement through the proper and efficient use of speed-measurement radar. On successful completion, the course graduate must know how to:

4.4.2.3.1. Describe the association between excessive speed and accidents, deaths, and injuries, and describe the traffic safety benefits of effective speed control.

4.4.2.3.2. Describe the basic principles of radar speed measurement.

4.4.2.3.3. Identify and describe Air Force speed measurement and speed enforcement policy and procedure.

4.4.2.3.4. Identify the specific radar instrument used and describe the instrument's major components and functions.

4.4.2.3.5. Demonstrate basic skills in calibrating and operating the specific radar instrument(s).

4.4.2.3.6. Demonstrate basic skills in preparing and presenting records and courtroom testimony relating to radar speed measurement and enforcement.

4.4.3. Recertification. Certify operators every three years or more frequently when required by the state or governing jurisdiction. The CSP must document and maintain certification and training standards in the unit training section. Forward records to gaining unit commanders when personnel PCS.

4.4.3. (90SW) At F. E. Warren AFB, RADAR operators are not required to show the speed displayed on the RADAR unit to the vehicle operator stopped for a speed violation.

4.4.4. Use the following sources in local training and certification programs:

4.4.4.1. State or local training guides, plans, and procedures.

4.4.4.2. Publish techniques for radar speed detection and legal aspects of speed-measuring devices by the National Highway Traffic Safety Administration and the International Association of Directors of Law Enforcement Standards and Training.

4.5. Traffic Accident Investigation.

4.5.1. Conduct detailed investigations of the following:

4.5.1.1. All accidents involving a fatality or personal injury.

4.5.1.2. Vehicle and private property damage over the amount specified by the installation commander. This applies to government as well as private vehicles and property damage; however, the installation commander may establish different damage amounts for each category.

4.5.1.2. (90SW) Security forces personnel will conduct detailed investigations of vehicle and private property damage over the amount of \$10,000.

4.5.2. Conduct investigations of off-installation accidents involving military personnel according to local policy developed by the CSP and local police leaders.

NOTE: Generally, a detailed accident investigation includes, but is not limited to, an accident report form, field sketch, scale diagram, and accident narrative.

4.6. Traffic Accident Investigation Reports.

4.6.1. Anyone involved in an on-base vehicle accident must immediately report the incident to the security police. Report off-base accidents to the security police if they involve injuries to military personnel or damage to military property. The installation commander determines what agencies to notify and for what type of accidents to notify them. The CSP must develop a local notification matrix or other procedures that will ensure notification of appropriate base and civilian agencies. Develop and publish these notification procedures locally.

4.6.1. (90SW) Minor collisions are those that do not meet the major accident criteria in AFI 31-204. Drivers involved in any on-base collisions will report the accident immediately to the LED.

4.6.2. The security police will act as the focal point for gathering off-base accident information. Record the information in the security police desk blotter. When possible, obtain copies of major accident reports prepared by investigating civilian police agencies.

4.6.2. (90SW) 90 SFS/SFAR will request a copy of the accident report through the responsible police agency. They will then forward a copy of the report to 90 SW/SE.

4.6.3. Security police respond to all on-base major vehicle accidents (unless local conditions or policies prohibit) to accomplish the following:

4.6.3.1. Render first aid and arrange for medical assistance.

4.6.3.2. Protect personal property.

4.6.3.3. Normalize traffic.

4.6.3.4. Identify witnesses and personnel involved.

4.6.3.5. Conduct a formal investigation.

4.6.3.6. The CSP determines (with installation commander approval) when and/or if minor vehicle accidents require investigation or a police response. He or she may delegate this authority to on-duty security police supervisory personnel. Develop policy in this area locally.

4.6.4. Report minor accidents not involving a security police response to the security police within 72 hours. Record accident information in the security police blotter. This information should include the accident type, time and date, location, name(s) of vehicle operator(s), unit (or address when civilian not affiliated with military), vehicle description, and license number(s). You should also include a brief summary of any damage and circumstances behind or causing the accident. A minor accident is any accident in which there are no fatalities/injuries or vehicle/property damage above the amount established by the installation commander. Consequently, a major accident is any accident involving a fatality, injury, or property damage above the amount established by the installation commander. The installation commander may set differing amounts for government versus private vehicle and property damage. The investigation of major accidents involve specialized accident investigative techniques to draw conclusions and opinions about how and why the accident occurred.

4.6.4.1. Injury is defined as any one of the following caused or aggravated by a motor vehicle accident:

4.6.4.1.1. Any condition requiring medical attention

4.6.4.1.2. Complaint or report of pain or injury regardless if medical attention is sought

4.6.4.1.3. Any visible injury. This includes bruises, contusions, cuts, scrapes, compression, or any other visible damage to the body.

4.7. Use of Traffic Accident Investigation Report Data.

4.7.1. Analyze data derived from traffic accident investigations to determine accident causes. When frequent accidents occur in one area, analyze location conditions, type of accidents, and other factors in an attempt to isolate causes. With the exception of privacy act information, make accident data and trend analysis available to agencies requesting the data for reporting and analytical purposes. With the exception of requests filed under the Freedom of Information Act, the CSP determines the agencies cleared to receive accident and incident data.

4.7.2. Law enforcement personnel and others who prepare traffic accident investigation reports will indicate if a seat restraint was used at the time of the accident, and where applicable, if air bags deployed.

4.8. Parking.

4.8. (90SW) Parking. Parking is not authorized on any paved or dirt surface not clearly lined, marked or otherwise designated for parking. Exception: Personnel residing in military housing may park along the curb unless in a clearly marked prohibited area to include designated snow routes if it is already snowing, snow is forecast within the next 24 hours or 90 CE is already clearing roadways. During special events (e.g. commander's call) temporary authorized roadside parking along selected streets will be authorized. No private automotive repairs will be performed on roadways within the confines of the installation. The only authorized locations are inside base housing area garages, at the Auto Hobby Shop or at the Shopette Service Station. Repairs made in the housing area or dormitories must be of minor maintenance activity (e.g., engine oil change, battery replacement, etc.) and hazardous materials must be disposed of properly. Any repair that renders the vehicle inoperative for a period exceeding 24 hours is unauthorized in all base housing areas/dormitories.

4.8.1. Illegal parking contributes to congestion and slows traffic flow on the installation. Strong enforcement of parking rules results in better use of available parking while reducing traffic accidents and hazards. Combine enforcement with community education and awareness initiatives in areas where illegal parking is a problem. When education and awareness fail, installation commanders may authorize more serious enforcement measures such as towing and "booting" of vehicles. Do not use towing and booting if less severe means of enforcement such as warnings, ticketing, reprimands, revocations, etc., prove effective. When using towing and booting, follow the guidelines below:

4.8.1.1. Publish operating instructions to control discretion of enforcers and limit towing or booting to specific offenses.

4.8.1.2. Focus on specific reasons for towing or booting. Booting is effective for immobilizing unsafe vehicles, or vehicles not inspected or registered. Use booting in high offense areas or to compel the presence of repeat offenders. Towing is more effective for moving vehicles that pose safety hazards. Some examples include double parking, and blocking fire hydrants and fire lanes.

4.8.1.3. Notify drivers that certain violations or multiple violations may result in towing or booting. Also, provide drivers a prompt opportunity to obtain release of their property.

4.8.1.4. Warn drivers when a boot is attached to their vehicle and instruct them on how to have the boot removed without damaging the vehicle.

4.8.2. Reserved Parking. When not addressed by MAJCOMs, installation commanders determine reserved parking policy for their installations. Number of available spaces, facility design and layout, traffic flow, and number of vehicles using facilities will help determine the number and location of reserved parking spaces. Make policy and procedures governing reserved parking a part of the installation supplement to this instruction, separate traffic control instruction, or base parking plan. The publication must address approval, issue, control, and review of reserved parking and should give special consideration to bicycle, motorcycle, visitor, and car pool parking. Handicap parking is regulated under the uniform federal accessibility standards and applies to all Air Force installations.

4.8.2. (90SW) Reserved parking. Signs will be IAW 90 Civil Engineering Squadron guidelines and AFP 88-40. Exceptions will be considered on a case-by-case basis. 90 CES/CC is the approval authority for all reserved parking sign requests, including proposed signs that deviate from the guidance above. The building facility manager will request approval for desired parking spaces by submitting an AF Form 1768, **Staff Summary Sheet**, through 90 CES/CEO, 90 SW/SE, and 90 SFS/SFOSP for approval by 90 CES/CC. This request must include a legible diagram showing the location of the reserved parking. Once approved, submit a work order to request the appropriate signs. Each base facility will be allowed reserved parking for the following users:

4.8.2.1. (Added-90SW) Wing and vice wing commander (Certain buildings only.)

4.8.2.2. (Added-90SW) One reserved space for each group commander and each deputy group commander permanently occupying a facility

4.8.2.3. (Added-90SW) One reserved space for each squadron commander and each deputy squadron commander (or appropriate equivalent) permanently occupying a facility

4.8.2.4. (Added-90SW) One reserved space for each squadron first sergeant permanently occupying a facility

4.8.2.5. (Added-90SW) Disabled parking based on the *Americans with Disabilities Act Accessibility Guidelines*

4.8.3. You can use distinctive emblems, decals, stickers, etc., to control parking space assignments and to indicate authorized use of the parking slot. If this identification media is placed on a vehicle bumper, separate it from the vehicle registration identification. MAJCOMs (or installation commanders if not addressed by the MAJCOM) may develop policy concerning the issue and control of the identification media discussed above.

4.8.3. (90SW) 90 SFS Pass & Registration will control restricted parking at the lot near Gate Two. Pass and Registration will issue a parking permit for 30 days.

4.8.4. You can use parking wardens (unit personnel) to monitor and cite parking violators, especially within off-street parking facilities.

4.8.4. (90SW) Officers, NCOs or civilian equivalents, may perform duties as a Parking Warden in parking areas under their commander's control. Parking Wardens are authorized to issue tickets only for parking violations listed in the ITC. Commanders submit memorandums to 90 SFS/CC appointing

primary and alternate Parking Wardens that include appointee's full name, rank, office symbol, and duty phone. Parking Wardens receive training and ticket books from 90 SFS/SFO. Tickets will be forwarded to 90 SFS/SFAR by the next duty day. Parking Wardens will comply with rules established by 90 SFS/SFAR.

4.9. Traffic Violation Reports.

4.9.1. Commanders should deal with most traffic violations occurring on Air Force installations within Air Force channels.

4.9.2. You can refer traffic violations occurring on Air Force installations (within the United States or its territories) to the proper US Magistrate. Do not refer violations in the following circumstances:

4.9.2.1. The operator is driving a government vehicle at the time of the violation.

4.9.2.2. A US Federal Magistrate is either not available or lacks jurisdiction to hear the matter because the violation occurred in an area where the federal government has only proprietary legislative jurisdiction.

4.9.2.3. Mission requirements make referral of offenders impractical.

4.9.2.4. A US Magistrate is available, but the accused refuses to consent to the jurisdiction of the court and the US attorney refuses to process the case before a US district court.

4.9.3. Issue traffic violators on military installations a DD Form 1408, Armed Forces Traffic Ticket, or a DD Form 1805, United States District Court Violation Notice. The CSP determines who is authorized to issue those forms and what training they must complete before issuing either form. The DD Form 1408 is issued to *the following personnel: active duty personnel, Cadets/Midshipmen of the Military Academies to include the Coast Guard Academy, reservists on orders or performing inactive duty training including commuting to and from training, and guardsman in federal service under Title 10 of the United States Code. Title 10 status is reflected on the guardsman's orders.* Issue civilians the DD Form 1805, or the DD Form 1408 when a US Magistrate system is not available.”

4.9.4. Installation commanders establish procedures for disposing of traffic violation cases through administrative or judicial action consistent with the Uniform Code of Military Justice (UCMJ) and federal law. Additionally, forward a copy of all violation reports on military personnel and DoD civilian employees apprehended for intoxicated driving to the Substance Abuse Office, Drug and Alcohol Control.

4.9.5. Unless restricted under the provisions of para 4.9.2., use the DD Form 1805 to refer civilian violators of state and federal traffic laws to the appropriate US magistrate. Notify the commander, first sergeant, or supervisor when any military personnel or DoD civilian employees is cited with the DD Form 1805. If requested, locally reproduce a copy of the DD Form 1805 and make it available to the commander, first sergeant, or supervisor.

4.9.5.1. Preparation of the DD Form 1805. This prenumbered form is issued through standard publication channels and is only accountable once it is issued to an offender. Before issuing this form, stamp (type) in black ink the specific address of the clerk of the US District Court (Central Violations Bureau) to which the violator must address the communication, on the reverse of the violator's copy (manila card stock) of the four-part form. Determine the entry for the amount of the fine, mandatory court appearance of the offender, and the date of appearance according to guidance furnished by the governing district court.

4.9.5.2. Identify the assimilation of state traffic laws by a specific state code reference in the CODE SECTION block of the DD Form 1805 or in a complaint filed with the US magistrate.

4.9.5.3. Use the statement of probable cause on the DD Form 1805 according to local staff judge advocate and US magistrate court policy. The statement of probable cause is required by the federal misdemeanor rules to support the issuance of a summons or arrest warrant.

4.9.5.4. For cases referred to US magistrate, normal distribution of DD Form 1805 is as follows:

4.9.5.4.1. The CSP forwards copy 1 (white) and copy 2 (yellow) to the US District Court (Central Violation Bureau).

4.9.5.4.2. Security police file copy 3 (pink).

4.9.5.4.3. Provide copy 4 (envelope) to the violator.

NOTE: Ensure unit personnel are notified IAW para **4.9.5.** above.

4.9.5.5. When DD Form 1408 is used, distribute the form as follows:

4.9.5.5.1. Provide the pink copy to the violator with normal reporting instructions and rebuttal instructions as determined by the installation commander.

4.9.5.5.2. Forward the white copy to the service member's commander, to the commander of the family member's sponsor, or to the civilian's supervisor or employer for administrative action within the unit/organization.

4.9.5.5.3. Forward the yellow copy to the security police administration branch for processing and tracking until the white "action copy" is returned by the unit commander, section commander, or first sergeant. When the white copy is received, review it for action taken, annotate the information in SPAS or the AF Form 1313, **Driver Record**, with the moving or non-moving violation and any points assessed. File the white and yellow copies with the driver record.

4.10. Standards and Procedures for Processing Intoxicated Drivers.

4.10.1. As a minimum, the CSP must train installation law enforcement personnel to do the following:

4.10.1.1. Recognize signs of alcohol and other drug impairment in persons operating motor vehicles.

4.10.1.2. Prepare DD Form 1920, **Alcohol Influence Report**, or other form which adequately documents sobriety and sobriety testing of an individual.

4.10.1.3. Perform standard field sobriety tests. The standardized Air Force field sobriety test consists of the one leg stand, the walk and turn, and the horizontal gaze nystagmus. Also consider any local, state, or host nation sobriety test requirements in addition to the above standard Air Force tests.

4.10.1.4. Determine to a reasonable and practical degree when a person appears intoxicated, but is actually physically or mentally ill and requires prompt medical attention.

4.10.1.5. Understand the operation of breath-testing devices.

4.10.2. Each installation using breath-testing devices will ensure operators of these devices:

4.10.2.1. Are chosen for integrity, maturity, and sound judgment.

4.10.2.2. Meet installation, and where possible, state certification standards.

4.10.3. Use only breath-testing devices listed on the approved NHTSA conforming products list published in the Federal Register. Ensure only trained personnel administer tests as specified in paragraph 4.13. and adhere to the procedures described in paragraphs 4.14. and 4.15. relating to voluntary and involuntary testing.

4.10.4. Installations located in states or overseas areas with no formal training program will develop their own training program following material and guidance from selected civilian institutions or manufacturers of the equipment. Coordinate local training programs with the installation staff judge advocate and state's attorney general (or local equivalent) to ensure your program meets local requirements for legal admissibility. Conduct refresher training at the intervals determined by the CSP and staff judge advocate.

4.11. Blood Alcohol Concentration Standards.

4.11.1. Uniformly apply administrative revocation of driving privileges and other enforcement measures to offenders driving under the influence of alcohol or drugs. When a person is tested per paragraph 2.3., evaluate the results of the test as follows:

4.11.1.1. If the percentage of alcohol in the person's blood is less than 0.05 percent, presume the person is not under the influence of alcohol.

4.11.1.2. If the percentage is 0.05 but less than 0.10, presume the person is impaired. Consider this standard with other competent evidence in determining whether the person was under the influence of alcohol. Suspend driving privileges according to para 2.5. Note: The 0.10 threshold delineating impaired from intoxicated can be lesser level when assimilating a more stringent local, state, or host nation standard.

4.11.1.3. If the percentage is 0.10 (or lesser amount when assimilating local, state, or host nation standards) or more or if tests reflect the presence of illegal drugs, the person is considered to have been driving under the influence of intoxicants. Suspend driving privileges according to para 2.5.1.3.

4.11.1.3.1. (Added-90SW) A person younger than 21 years of age shall not operate, or be in physical control of, a vehicle in Wyoming with an alcohol concentration of two one-hundredths of one percent (0.02%) or more. One-year revocation/suspension is mandatory.

4.11.2. Percentages in paragraph 4.11.1. are percent of weight by volume of alcohol in the blood based on grams of alcohol per 100 milliliters of blood. Installation commanders will modify military standards to agree with a more stringent state, local authority, or host nation standard. Refer to Assessment #3, Table 5.1.

4.12. Chemical Testing Policies and Procedures.

4.12.1. Results of chemical testing are valid under this instruction only under the following circumstances:

4.12.1.1. Testing of blood, breath, urine, or other bodily substances using generally accepted scientific and medical methods and standards.

4.12.1.2. Qualified personnel administer breath tests.

4.12.1.3. Use of a nonportable breath-testing device approved by the state or host nation.

4.12.2. If the state or host nation has not established procedures for use of breath-testing devices, then apply the following procedures if you use portable breath-testing devices: 1) During the initial traffic stop as a field sobriety testing technique in lieu of or in conjunction with other field sobriety testing techniques as long as the state or host nation does not prohibit such use, and 2) According to the manufacturer's operating instructions.

4.12.2.1. Use nonportable evidentiary breath-testing devices as follows:

4.12.2.1.1. Observe the suspected person for at least 20 minutes before collecting the breath specimen. During this time, the person must not drink, eat, smoke, chew tobacco, or ingest any substance.

4.12.2.1.2. Verify calibration and proper operation of the instrument according to manufacturer's specifications and any specific local, state, or host nation requirements.

4.12.2.1.3. Comply with operational procedures in the manufacturer's current instruction manual. Perform the preventive maintenance as required by the owner's manual.

4.12.3. Chemical tests of personnel involved in fatal accidents.

4.12.3.1. Installation medical authorities will immediately notify and brief the CSP upon death of any person involved in a motor vehicle accident. Subject to military jurisdiction, medical authorities will examine anyone killed in an on-base motor vehicle accident or mishap. Conduct tests for the presence and concentration of alcohol or other drugs in the blood, bodily fluids, or tissues as soon as possible and where practical within eight hours of death. Include the test results in the medical reports.

4.12.3.2. As provided by law and medical conditions permitting, obtain a blood or breath sample from any surviving operator whose vehicle is involved in a fatal accident.

4.13. Detection, Apprehension, and Testing of Intoxicated Drivers.

4.13.1. Most of the time you will detect drunk drivers by observing unusual or abnormal driving behavior. Stop these drivers and determine the cause of their unusual driving behavior. If you reasonably conclude that the individual in control of the vehicle is impaired, perform field sobriety tests. The DD Form 1920 is used in examining, interpreting, and recording results of such tests. Use the standard field sobriety tests outlined in para 4.10. Specific procedures for administering them can be found in AFH 31-227, *Air Force Motor Vehicle and Traffic Control*. Also see AFH 31-227 for procedures and guidance concerning the use of traffic mazes, DWI checkpoints, and other drunk driving reduction measures.

4.13.1. (90SW) Report Every Drunk Driver Immediately (REDDI) at extension 773-3501 will be used by the base public to report suspected incidents of an alcohol or drug-related driving incident in progress. Callers may remain anonymous. Emphasis of the program is to encourage participation, resulting in protection of the public. Law Enforcement may establish a traffic maze at locations where analysis identifies a trend involving alcohol or drug-related incidents. Drivers who do not successfully negotiate the maze will be subject to further sobriety evaluations. Location and times of the maze will be approved by the 90 MSG/CC.

4.14. Voluntary Breath and Bodily Fluid Testing Based on Implied Consent.

4.14.1. Implied consent policy is explained in paragraph [2.3](#).

4.14.2. Administer tests only when the following conditions are met:

4.14.2.1. The person was lawfully stopped while driving or while in physical control of a motor vehicle on the installation.

4.14.2.2. Reasonable suspicion exists to believe the person was driving under the influence of alcohol or drugs.

4.14.2.3. A request was made of the person to consent and he or she was advised that failure to voluntarily submit to or complete a chemical test of bodily fluids or breath may result in revocation of on-base driving privileges.

4.14.3. The installation commander prescribes the type of chemical tests used. Advise the driver that the installation commander may revoke driving privileges if they fail to voluntarily submit to or complete a requested chemical test and that they do not have the right to have an attorney present before deciding if they will or will not take the test. Testing will follow policies and procedures in paragraph [4.12](#). Also advise the driver that you can use the results of chemical tests conducted under the implied consent provisions of this instruction as evidence in courts-martial, nonjudicial proceedings under Article 15 of the UCMJ, administrative action, or civil court proceeding.

4.14.3. (90SW) The Intoximeter EC/IR (model) breath test accomplished by certified police personnel is the primary method for determining blood alcohol concentration (BAC) at FEW. Military members may have a blood alcohol test administered by medical personnel if deemed necessary.

4.14.4. Special rules exist for persons who have hemophilia, other blood-clotting disorders, or any medical or surgical disorder under treatment with an anticoagulant. Such people may refuse a blood extraction without penalty, but you can offer a breath or urine test, or both. You must outline these procedures and the type of medical conditions that qualify for nonpunitive refusal in readily available medical guidelines located in emergency rooms or other reasonable areas where blood samples might be drawn from those suspected of drunk driving. Valid refusals must have the concurrence of a medical doctor.

4.14.5. If a person suspected of intoxicated driving refuses to submit to a chemical test, do not administer a test except as specified in paragraph [4.15](#).

4.15. Involuntary Extraction of Bodily Fluids in Traffic Cases.

4.15.1. These procedures pertain only to the investigation of individuals stopped, apprehended, or cited on a military installation for any offense related to driving a motor vehicle and for whom probable cause exists to believe that such individual is intoxicated. Rule 312d, Military Rules of Evidence, and regulatory rules concerning requesting and granting authorizations for searches govern the extraction of body fluids in furtherance of other kinds of investigations. Air Force policy on nonconsensual extraction of blood samples is further addressed in AFI 44-102, *Patient Care and Management of Clinical Services*.

4.15.2. Involuntary bodily fluid extractions (blood or urine) require valid search and seizure authorizations. A person subject to the UCMJ who does not consent to chemical testing, and who subsequently refuses a lawful order to surrender to the test, may nonetheless be forced to submit to an

involuntary extraction of bodily fluids. As a general rule, forced extractions are considered only when an individual is involved in an accident in which there is a death, serious personal injury, or significant property damage. Probable cause must exist to believe the individual was driving or was in control of a vehicle while under the influence of an intoxicant. Conduct the extraction in accordance with the following procedures: 1) A search authorization by an appropriate commander or military magistrate obtained pursuant to Rule 315, Military Rules of Evidence, is required prior to such nonconsensual extraction; 2) A search authorization is not required under such circumstances when there is a clear indication that one will find evidence of intoxication and there is reason to believe that the delay necessary to obtain a search authorization would result in the loss or destruction of the evidence sought; and 3) Conduct warrantless searches only after coordination with the servicing staff judge advocate and attempts to gain authorization from an appropriate official fail because of the unavailability of the appropriate commander or military magistrate.

4.15.2. (90SW) When civilians refuse to submit to a test to determine BAC, 90 MSG/CC will determine revocation of driving privileges and actions to suspend the offender's driver's license.

4.15.2.1. If authorization from the military magistrate or commander proves unsuccessful (due to nonavailability), the commander of a medical facility is empowered by Rule 315(d), Military Rules of Evidence, to authorize such extraction from an individual located in the facility at the time an authorization is sought.

4.15.2.1.1. Before authorizing the involuntary extraction, the commander of the medical facility should, if circumstances permit, coordinate with the servicing staff judge advocate.

4.15.2.1.2. The medical facility commander authorizing an extraction under Rule 315(d) need not be on duty as the attending physician. Any qualified medical person can perform the extraction.

4.15.2.1.3. The authorizing official may consider his or her own observations of the individual in determining probable cause.

4.15.3. Authorization for the nonconsensual extraction of blood samples for evidentiary purposes by qualified medical personnel is independent of and not limited by provisions defining medical care, such as the provision for nonconsensual medical care pursuant to AFR 160-12. Only qualified medical personnel administer extractions and use only reasonable measures to accomplish the procedure. Assistance to overcome an individual's resistance to the extraction is normally provided by law enforcement personnel or unit personnel acting under orders from the member's commanding officer or designee. Do not use any form of life endangering force to effect nonconsensual extractions.

4.15.3.1. Nonconsensual extraction will not interfere with or delay proper medical attention. Medical personnel determine the priority given to involuntary fluid extractions when other medical treatment is required.

4.16. Testing at the Request of the Apprehended Person.

4.16.1. A person subject to tests under paragraph 2.3. can request additional testing. These tests are paid for by the requesting individual, and an approved facility such as an off-base hospital or research laboratory performs the tests. If they desire admissibility of other tests in a military or civilian court of law, they must ensure the state (or host nation when in an overseas area) approves the test and test method. Complete all tests as soon as possible, noting any delay on the resulting documents.

4.16.2. If someone requests additional testing, the apprehending official may help make those arrangements. However, tests conducted under authority of the UCMJ remain valid when circumstances prevent timely release of the individual, or for whatever reason additional testing is not completed.

4.17. Off-installation Traffic Activities. Civil authorities enforce traffic laws in areas not under military control. Likewise, the security police often investigate on-base accidents and incidents of interest to local authorities. Consequently, the CSP must develop a program for the sharing and exchanging of information with civil authorities. In overseas areas, these procedures are generally well documented in formal agreements with the host nation. Local procedures must cover the receiving, processing, and securing of traffic and related incident reports received from other investigative agencies.

4.18. Compliance With Local and State Laws.

4.18.1. Installation commanders must ensure drivers comply with state and local traffic laws when operating government vehicles on or off base.

4.18.2. Commanders coordinate with the proper civil law enforcement agency before moving government vehicles or property that require special handling or exceed legal limits such as weight, length, width, or other standards.

4.18.3. Installation commanders should maintain a close liaison with civil enforcement agencies and encourage the following:

4.18.3.1. When possible, the prompt release of government vehicles and operators involved in accidents or incidents.

4.18.3.2. Prompt notice to military authorities when military personnel or drivers of government motor vehicles are involved in traffic accidents or detained for serious violations of civil traffic laws.

4.18.3.3. Prompt notice of any state, local, or host nation action to suspend, revoke, or restrict the driving privileges of personnel assigned to the installation.

4.19. Civil-Military Cooperative Programs.

4.19.1. The State-Armed Forces Traffic Workshop Program is an organized effort to coordinate military and civil traffic safety activities throughout a state or area. Installation commanders should cooperate and provide proper support and participation.

4.19.2. The installation commander should establish a community-installation traffic workshop program to coordinate the installation traffic efforts with those of local communities. Sound and practical traffic planning depends on a balanced program of traffic enforcement, engineering, and education. Civilian and military legal and law enforcement officers, traffic engineers, safety officials, and public affairs officers should take part.

Chapter 5

DRIVING RECORDS AND THE TRAFFIC POINT SYSTEM

5.1. Driving Records. Use SPAS or the AF Form 1313 to record vehicle traffic accidents, moving and parking violations, suspension or revocation actions, and traffic point assessments involving military and DoD civilian personnel, their family members, and other personnel operating motor vehicles on a military installation. In filling out the form, use the following codes in the “accident classification” block:

5.1.1. Identify individuals who are principals in a motor vehicle accident as “S” subject or “V” victim.

5.1.2. Identify accidents appropriately with “MVA” minor vehicle accident; “NLD” no liability determined; “PD” property damage; “PI” personal injury; “G” government; “P” private; “V” vehicle; and “FO” fixed object.

Table 5.1. Suspension/Revocation of Driving Privileges (See Notes 1 and 2).

<p>Assessment: 1. Two-year revocation is mandatory on determination of facts by installation commander.</p> <p>Violation: Driving while driver’s license or installation driving privileges are under suspension or revocation.</p>
<p>Assessment: 2. One-year revocation is mandatory on determination of facts by installation commander.</p> <p>Violation: Refusal to submit to or failure to complete chemical tests (implied consent).</p>
<p>Assessment: 3. One-year revocation is mandatory on conviction.</p> <p>Violation:</p> <ol style="list-style-type: none"> 1. Manslaughter (or negligent homicide by vehicle) resulting from the operation of a motor vehicle. 2. Driving or in physical control of a motor vehicle while under the influence of intoxicating liquor 0.10% or greater. <i>Note:</i> Where state or local authority use a more stringent standard (i.e., 0.08 instead of 0.10), Air Force units will assimilate the more stringent standard. 3. Driving a motor vehicle while under the influence of any narcotic or while under the influence of any other drug (including alcohol) to the degree rendered incapable of safe vehicle operation. 4. Use of a motor vehicle in the commission of a felony. 5. Fleeing the scene of an accident involving death or personal injury (hit and run). 6. Perjury or making a false statement or affidavit under oath to responsible officials relating to the ownership or operation of motor vehicles. 7. Unauthorized use of a motor vehicle belonging to another, when the act does not amount to a felony.
<p>Assessment: 4. Suspension for a period of six months or less or revocation for a period not to exceed one year is discretionary.</p> <p>Violation:</p> <ol style="list-style-type: none"> 1. Mental or physical impairment (not including alcohol or other drug use) to the degree rendered incompetent to drive.

2. Commission of an offense in another state which, if committed on the installation, would establish grounds for suspension or revocation.
3. Permitting an unlawful or fraudulent use of an official driver's license.
4. Conviction of fleeing or attempting to elude a police officer.
5. Conviction of racing on the highway.
6. Excessive parking and other non-moving violations as covered under paragraph [2.5.1.1](#).

NOTES:

1. When imposing a suspension or revocation because of an off-installation offense, the effective date is the same as the date of civil conviction or the suspension or revocation date of state or host nation driving privileges. This effective date can be retroactive.
2. No points are assessed solely for revocation or suspension actions. Except for implied consent violations, base revocations on a conviction by a civilian court, military courts-martial, nonjudicial punishment under Article 15 of the UCMJ, or a separate hearing as otherwise addressed in this instruction. If revocation for implied consent is combined with another revocation such as one year for intoxicated driving, revocations may run consecutively (total of 24 months) or concurrently (total of 12 months). Apply the installation commander's policy systematically and not on a case-by-case basis.

5.2. The Traffic Point System. The traffic point system provides a uniform administrative device to impartially judge service personnel's driving performance. This system is not a disciplinary measure or a substitute for punitive action. Further, this system is not intended to interfere in any way with the reasonable exercise of an installation commander's prerogative to issue, suspend, revoke, deny, or reinstate installation driving privileges.

5.2. (90SW) The Traffic Point System. Any non-use of occupant protective devices shall be enforced as a primary traffic violation. This authorizes installation patrols to make a traffic stop based solely on the failure of the operator or passengers to use available restraint system devices while moving per DOD directive 6055.4, dated 20 July 1999.

5.2.1. (Added-90SW) Child safety restraint system: No person shall operate a passenger vehicle in this state (or on this installation) unless each child who is a passenger in that vehicle and is 4 years of age or under and weighs 40 pounds or less, is properly secured in an approved child safety restraint system in the back seat of the vehicle, as equipped. Children between 41 and 80 pounds who are 4 to 8 years of age are required to be secured with a seatbelt and seated in an approved booster seat in the back seat of the vehicle, as equipped. **NOTE:** Approved seats have a sticker stating that they conform to all applicable U.S. motor vehicle safety standards.

5.3. Point System Application. The use of the point system and procedures prescribed herein are mandatory. The point system applies to civilian personnel operating government vehicles on and off the installation and to their POVs driven on-base. It applies to military personnel operating GOVs and POVs on or off the installation and to dependents, civilian employees, and all other individuals subject to this instruction operating POVs on the installation. Unless an individual submits a rebuttal, assess points according to the [Table 5.2](#). Also assess points to individuals found guilty by a military or civilian court, or upon payment of fine or forfeiture of pay and allowances, or posted bond or collateral. Do not use the point system for non-moving violations.

5.3. (90SW) Point System Application. Refer to paragraph [2.7.2.3.3.1. \(Added\)](#) above for the appeal procedures.

Table 5.2. Point Assessment for Moving Violations (See Note 1).

Violation	Points assessed
Reckless driving (willful and wanton disregard for the safety of persons or property).	6
Owner knowingly and willfully permitting a physically impaired person to operate the owner's motor vehicle.	6
Fleeing the scene (hit and run)-property damage only.	6
Driving vehicle while impaired (blood-alcohol content more than 0.05 percent and less than 0.10 percent or lesser amount when assimilating a local, state, or host nation standard).	6
Speed contests.	6
Speed too fast for conditions.	2
Speed too slow causing potential safety hazard.	2
Failure of operator or occupants to use available restraint system devices while moving (operator assessed points)	4
Failure to properly restrain children in a child restraint system while moving (when child is 4 years of age or younger or the weight of the child does not exceed 50 pounds). See note #3	2
One to 10 miles per hour over the posted speed limit.	3
Over 10 but not more than 15 miles per hour above the posted speed limit.	4
Over 15 but not more than 20 miles per hour above the posted speed limit.	5
Over 20 miles per hour above the posted speed limit.	6
Following too close.	4
Failure to yield the right of way to emergency vehicle.	4
Failure to stop for school bus or school-crossing signals.	4
Failure to obey traffic signals or traffic instructions of an enforcement officer or traffic warden; or any official regulatory traffic sign or device requiring a full stop or yield of right of way; denying entry; or requiring direction of traffic.	4
Improper passing.	4
Failure to yield (no official sign involved).	4
Improper turning movements (no official sign involved).	3
Wearing of headphones/earphones while driving motor vehicles (two or more wheels).	3
Failure to wear an approved helmet and/or eyewear while operating or riding on a motorcycle, MOPED, or a three- or four-wheel vehicle powered by a motorcycle-like engine.	3
Improper overtaking.	3
Other moving violations (involving driver behavior only).	3

Operating an unsafe vehicle (see note 2).	2
Operating a radar detection devices to indicate the presence of speed recording instruments or to transmit simulated erroneous speed (prohibited on DoD installations).	3
Driver involved in accident is deemed responsible (only added to points assessed for specific violations).	1

NOTES:

1. When two or more violations are committed on a single occasion, assess the points for the offense having the greater value.
2. Use this measure for other than minor vehicle safety defects or when a driver or registrant fails to correct a minor defect (for example, a burned out headlight not replaced within the grace period on a warning ticket).
3. Applies to not using or improper use of a child restraint device, i.e., car seat, infant carrier, booster seat, belt/strap modification (when required by manufacturer) etc. Assess four points when no restraint system of any kind is used.

5.4. Point System Procedures.

5.4.1. Reports of moving traffic violations recorded on DD Form 1408 or DD Form 1805 will serve as a basis for determining point assessment.

5.4.2. On receipt of DD Form 1408 or other military law enforcement report of a moving violation (e.g., AFI 3545) the unit commander or designated supervisor will conduct an inquiry. The commander will take or recommend proper disciplinary or administrative action.

5.4.2.1. (Added-90SW) Unit commanders will forward the report of action on the reverse of the DD Form 1408, to 90 SFS/SFAR within 14 days.

5.4.3. Distribute citation copies and process point assessments IAW para 4.9.

5.4.4. Installation commanders may require the following driver improvement measures as appropriate:

5.4.4.1. Advisory letter through the unit commander or supervisor to any person who has acquired six traffic points within a six-month period.

5.4.4.2. Counseling or driver improvement interview by the unit commander of any person who acquires more than six points but less than 12 traffic points within a six-month period.

5.4.4.3. Referral for medical evaluation when a driver, based on reasonable belief, appears to have mental or physical limits that had, or may have, an adverse effect on driving ability.

5.4.4.4. Attendance at driver improvement program (DIP) to improve driving skill, awareness, or attitude.

5.4.4.5. Referral to an alcohol or drug treatment or rehabilitation facility for evaluation, counseling, or treatment. This action is required for active duty military personnel in all cases in which alcohol or other drugs are a contributing factor to a traffic citation, incident, or accident.

5.4.5. The installation commander may suspend or revoke driving privileges as provided by this instruction regardless of whether these improvement measures are accomplished.

5.4.6. Notify in writing anyone whose driving privileges are suspended or revoked (for one violation or an accumulation of 12 traffic points within 12 consecutive months, or 18 traffic points within 24 consecutive months). Installation commanders determine suspension and revocation periods for offenses not covered in **Table 5.1.**; however, any revocation must be for a period of 6 months or more. The installation commander may impose a longer suspension or revocation period (to include offenses in **Table 5.1.**) based on the person's overall driving record. Consider the frequency, flagrancy, and severity of moving violations, and the response to previous driver improvement measures. In all cases, military members must successfully complete a prescribed course in remedial driver training before reinstatement of driving privileges.

5.4.7. Points assessed against a person remain in effect for point accumulation purposes for 24 consecutive months. Routinely review driver records to delete traffic points during records update while recording new offenses and forwarding records to new duty stations. Completion of a revocation based on points requires removal from the driver record of all points assessed before the revocation.

5.4.8. Removal of points does not authorize removal of driving record entries for moving violations, chargeable accidents, suspensions, or revocations. Recorded entries will remain posted on individual driving records for the period of time indicated below.

5.4.8.1. Chargeable nonfatal traffic accidents or moving violations--three years.

5.4.8.2. Nonmandatory suspensions or revocations--five years.

5.4.8.3. Mandatory revocations--seven years.

5.5. Disposition of Driving Records. Establish procedures to promptly notify the CSP when a person assigned to or employed on the installation is transferred to another installation, released from military service, or ends employment or affiliation with the installation.

5.5.1. If persons transferred to another Air Force installation have valid points or other entries on their driving records, the CSP must forward the records to the CSP of the gaining installation. The gaining CSP should coordinate with applicable commanders and continue any Air Force suspension or revocation based on intoxicated driving or accumulation of traffic points. Traffic points for persons transferred will continue to accumulate as specified in para **5.4.7.**

5.5.2. Follow AFI 37-138, *Records Disposition--Procedures and Responsibilities*, and AFMAN 37-139, *Records Disposition Schedule*, to maintain and destroy records of military personnel released from active duty. Driving records remain active in the case of immediate reenlistment, change of officer component, or military and civilian retirement when continued vehicle registration is authorized. Retain or destroy according to AFMAN 37-139 records on civilian personnel who are terminating on-base employment or on-base registration.

5.5.3. Forward driving records of military family members containing point assessments or other entries to the sponsor's gaining installation and review in the same manner as for service members. Retain driving records of retirees electing to retain installation driving privileges. Do not delete points accumulated or entries on the driver record regarding suspensions, revocations, moving violations, or chargeable accidents from the driver records except per para **5.4.7.** and **5.4.8.**

Chapter 6

IMPOUNDING PRIVATELY OWNED VEHICLES

6.1. General. This chapter provides the standards and procedures for law enforcement personnel when towing, inventorying, searching, impounding, and disposing of POVs. This policy is based on:

6.1.1. The interests of the Air Force in crime prevention, traffic safety, and the orderly flow of vehicle traffic movement.

6.1.2. The vehicle owner's constitutional rights to due process, freedom from unreasonable search and seizure, and freedom from deprivation of private property.

6.2. Standards for Impoundment.

6.2.1. You should not impound a vehicle unless it interferes with traffic, threatens public safety or convenience, is involved in criminal activity, contains evidence of criminal activity, or is stolen or abandoned.

6.2.2. The impoundment of vehicles is inappropriate if other reasonable alternatives exist. When possible, attempt to locate the owner of the POV and have the vehicle removed. If reasonably feasible, allow another responsible person to drive or tow the POV, if they first have permission from the owner, operator, or person empowered to control the vehicle. However in such cases, the security police (or towing contractor) is not responsible for safeguarding the vehicle.

6.2.3. Impounding of POVs is justified when any of the following conditions exist:

6.2.3.1. The vehicle is illegally parked:

6.2.3.1.1. On a street or bridge, in a tunnel, or is double parked and interferes with the orderly flow of traffic.

6.2.3.1.2. On a sidewalk, within an intersection, on a crosswalk, on a railroad track, in a fire lane, or is blocking a driveway so that the vehicle interferes with operations or creates a safety hazard to other roadway users or the general public.

6.2.3.1.3. When blocking an emergency exit door of any public place.

6.2.3.1.4. In a "tow-away" zone that is so marked with signs.

6.2.3.2. The vehicle interferes with or is involved in one of the following:

6.2.3.2.1. Street cleaning or snow removal operations after attempts to contact the owner fail.

6.2.3.2.2. Emergency operations during a natural disaster, fire, or other emergency.

6.2.3.2.3. The vehicle was used in a crime or contains evidence of criminal activity.

6.2.3.2.4. The owner or person in charge of the vehicle is apprehended and therefore unable (or unwilling) to arrange removal of the vehicle.

6.2.3.2.5. The POV is mechanically defective and is a menace to others using the public roadways.

6.2.3.2.6. The POV is disabled by a traffic accident and the operator is unavailable or physically incapable of having the vehicle towed to a place of safety for storage or safekeeping.

6.2.3.2.7. Law enforcement personnel reasonably believe the vehicle is abandoned.

6.3. Towing and Storage.

6.3.1. The Air Force or a contracted wrecker service may tow and store impounded POVs depending on availability of towing services and the local commander's preference.

6.3.2. The installation commander designates a securable enclosed area on the installation for use as an impound lot. You may use an impoundment area belonging to a contracted wrecker service provided the area is reasonably secure. The CSP approves contractor impoundment areas and maintains keys for all on-base impoundment areas.

6.3.3. Impound or tow POVs for appropriate violations of the installation traffic code or involvement in criminal activities under the direct supervision of law enforcement personnel.

6.4. Procedures for Impoundment.

6.4.1. Unattended POVs.

6.4.1.1. Conspicuously place DD Form 2504, **Abandoned Vehicle Notice** (See DODD 5525.4), on POVs considered abandoned or improperly unattended. Document this action with an entry in the security police blotter.

6.4.1.2. Allow the owner three days from the date the POV is tagged to remove the vehicle. Have the vehicle towed if it's not moved within the allotted time. If a contracted wrecker service is used, complete a DD Form 2505 according to local procedures.

6.4.1.3. After the vehicle is removed, security police or the contractor completes the DD Form 2506, **Vehicle Impoundment Report** (See DODD 5525.4), as a record of action taken.

6.4.1.3.1. Law enforcement personnel or the towing contractor conduct an inventory listing personal property. Do not open closed containers such as a suitcase unless necessary to identify the owner or if the contents might present a danger to the public. In most cases, listing the container and sealing it with security tape will suffice.

6.4.1.3.2. Place personal property in a secure area for safekeeping.

6.4.1.4. Forward DD Form 2507, **Notice of Vehicle Impoundment** (See DODD 5525.4), by certified mail to the address of the last known owner of the vehicle to advise the owner of the impoundment action and request information concerning the owner's intentions concerning the vehicle.

6.4.2. Stolen POVs or vehicles involved in criminal activity.

6.4.2.1. Keep vehicles in Air Force custody when holding them for evidentiary purposes. Release recovered stolen POVs to the registered owner, unless held for evidentiary purposes, or to the law enforcement agency reporting the vehicle stolen, as appropriate.

6.4.2.2. At times, civilian law enforcement or civilian government agencies will request the Air Force impound an on-base vehicle for reasons not related to military issues. Staff such requests through the Staff Judge Advocate and CSP. When appropriate, comply and support such requests and impound the vehicle for a reasonable period. Release the vehicle if civil authorities do not

take custody of the vehicle within a reasonable period as determined by the installation commander.

6.5. Search Incident to Impoundment Based On Criminal Activity. Search of a POV in conjunction with impoundment based on criminal activity will likely occur in one of the following general situations:

6.5.1. The owner or operator is not present. This situation could arise during traffic and crime-related impoundments and abandoned vehicle seizures. Do not search the vehicle unless evidence or contraband is in plain view or is readily discernible on the outside as evidence of criminal activity. When in doubt, obtain proper search authority before searching.

6.5.2. The owner or operator is present. This situation can occur during a traffic or criminal incident or if the operator is apprehended for a crime or serious traffic violation and sufficient probable cause exists to seize the vehicle. In some cases, the operator is present but is unwilling, incapacitated, or otherwise unable to make adequate arrangements to safeguard the vehicle. As a general rule, you may search vehicles without search authority when there is a reasonable danger to police or public, there is a risk of loss or destruction of evidence, or the search is reasonable under rules governing search incident to apprehension.

6.6. Disposition Of Vehicles After Impoundment.

6.6.1. When a vehicle is impounded, hold it for as long as necessary for evidentiary, law enforcement, or other legal purposes. Unless directed otherwise by competent authority, release vehicles and property when no longer needed for one of the reasons stated above. Review Title 10, USC 2575, *Disposition of Unclaimed Property*, and DoD Directive 4160.21-M, *Defense Reutilization Marketing Manual*, (when DRMO is used) before taking action to dispose of vehicles not claimed by the owner or an authorized agent.

6.6.2. A vehicle is considered abandoned 60 days after making reasonable good faith efforts to contact the owner or when the owner is contacted and fails to take appropriate steps to assume responsibility for the vehicle. When owners decline to recover their vehicles, attempt to secure release of the vehicle by having the registered owners complete and sign the DD Form 2507. The 60-day waiting period does not apply when the owner releases the vehicle to the Air Force on DD Form 2507, signed letter, power of attorney, or other legally recognized document.

6.6.2.1. Once the vehicle becomes the lawful possession of the Air Force, process the vehicle as abandoned property in accordance with local procedures. Unless otherwise directed, installation commanders have considerable latitude in determining the best use for, or disposal of, abandoned property. Scrap, auction, or use to support Morale, Welfare, and Recreation (MWR) activities are potential options. Consider local, state, or if applicable, host nation requirements. If you process vehicles through the Defense Reutilization Marketing Office (DRMO), follow applicable DRMO and DoD directives.

6.7. Forms Prescribed.

6.7.1. AF Form 75, Visitor/Vehicle Pass

6.7.2. AF Form 533, Certificate of Compliance - Private Motor Vehicle Registration

6.7.3. AF Form 787, Handicapped Person Vehicle Decal

- 6.7.4. AF Form 1313, Driver Record
- 6.7.5. AF Form 2219M, Registered Vehicle Expiration
- 6.7.6. AF Form 2293, US Air Force Motor Vehicle Operator Identification Card
- 6.7.7. DD Form 1408, Armed Forces Traffic Ticket
- 6.7.8. DD Form 1805, United States District Court Violation Notice
- 6.7.9. DD Form 1920, Alcohol Influence Report
- 6.7.10. DD Form 2220, DOD Registered Vehicle Decal

RICHARD A. COLEMAN, Brigadier General, USAF
Director of Security Forces

Attachment 1**GLOSSARY OF REFERENCES, ABBREVIATIONS, AND ACRONYMS*****References***

Title 10, USC 2575, *Disposition of Unclaimed Property*
DoDD 4160.21-M, *Defense Reutilization Marketing Manual*
DoDD 5525.4, *Enforcement of State Traffic Laws on DoD Installations*
AFPD 31-2, *Law Enforcement*
AFI 91-207, *USAF Traffic Safety Program*
AFI 31-209, *USAF Resource Protection Program*
AFH 31-227, *USAF Motor Vehicle and Traffic Control*
AFI 36-2701, *Social Actions Program*
AFR 75-88, *Highways for National Defense*
AFI 44-102, *Patient Care and Management of Clinical Services*
AFI 37-138, *Records Disposition--Procedures and Responsibilities*
AFR 125-14, *Motor Vehicle Traffic Supervision*

Abbreviations and Acronyms

BAC—Blood Alcohol Content
CE—Civil Engineer
CONUS—Continental United States
CSP—Chief of Security Police
DoD—Department of Defense
DoDD—Department of Defense Directive
DRMO—Defense Reutilization and Marketing Office
GOV—Government Owned Vehicle
MAJCOM—Major Command
MAJCOM/SP—Major Command Chief of Security Police
MTMCTEA—Military Traffic Management Command Transportation Engineering Agency
MVA—Motor Vehicle Accident
MWR—Morale, Welfare, and Recreation
NAF—Nonappropriated Fund
NHSPS—National Highway Safety Program Standards

NHTSA—National Highway Traffic Safety Administration

OCONUS—Outside Continental United States

ORV—Off Road Vehicle

PCS—Permanent Change of Station

POV—Privately Owned Vehicle

USC—United States Code

Attachment 2**IC 2000-1, TO AFI 31-204, AIR FORCE MOTOR VEHICLE TRAFFIC SUPERVISION****14 JULY 2000****SUMMARY OF REVISIONS**

This revision incorporates Interim Change (IC) 2000-1. It makes changes to paragraph **4.9.3**. A bar (|) indicates revision from previous edition. See the last attachment of the publication for the complete IC.

4.9.3. Issue traffic violators on military installations a DD Form 1408, Armed Forces Traffic Ticket, or a DD Form 1805, United States District Court Violation Notice. The CSP determines who is authorized to issue those forms and what training they must complete before issuing either form. The DD Form 1408 is issued to *the following personnel: active duty personnel, Cadets/Midshipmen of the Military Academies to include the Coast Guard Academy, reservists on orders or performing inactive duty training including commuting to and from training, and guardsman in federal service under Title 10 of the United States Code. Title 10 status is reflected on the guardsman's orders.* Issue civilians the DD Form 1805, or the DD Form 1408 when a US Magistrate system is not available.”

Attachment 3 (Added-90SW)

FEW/INSTALLATION TRAFFIC CODE (ITC)

A3.1. (Added-90SW) QUICK REFERENCE INDEX. Table A3.1. (Added) contains the FEW Installation Traffic Code (ITC). The ITC is cross-referenced with the Wyoming State Statute (WSS) for those violations that apply in both jurisdictions. The following index is a quick reference index for the ITC.

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14.3	31-7-107	Persons exempted	40
14.6	31-7-116	Carrying and displaying	40
14.7	31-7-117	Restricted licenses	40
14.9	31-7-133	Unlawful use of license	40
14.14	31-7-134	Driving while license cancelled, suspended, revoked	41
14.16	31-7-135	Permitting unlicensed person to drive	41

Table A3.1. (Added-90SW) Installation Traffic Code

ITC	WSS	LONG TITLE/VIOLATION	FINE
		TITLE & REGISTRATION	
1	31-2-205	Display of License Plates	\$50
1.2	(a) (I)	License plates for vehicles shall be: Conspicuously displayed and securely fastened to be plainly visible	
1.3	(A)	One on the front of the vehicle, excluding motorcycles, trailers (including house trailers) and vehicles with dealer or manufacturer license plates issued pursuant to W.S. 31-2-301	
1.4	(B)	One on the rear of the vehicle	
1.5	(ii)	Secured to prevent swinging	
1.6	(iii)	Attached in a horizontal position no less than 12 inches from the ground	
1.7	(iv)	Maintained free from foreign materials and in condition to be clearly legible	
1.8	31-2-206 (a)	Annual Renewal (Expired)	\$50
1.9		All vehicles properly registered to a military member or their dependent assigned to FEW will have DD FM 2220 attached to the vehicle in a manner so it may not be used on another and clearly visible. Must be registered within 5 duty days	
1.10	31-4-101 (a)	No person shall knowingly operate, nor shall an owner knowingly permit to be operated, upon any highway any vehicle:	\$50
1.11	(i)	Unless a valid certificate of title or nontransferable certificate under WSS 31-2-102(a)(iii), certificate of registration and license plates or temporary permits have been issued for the vehicle except as other-wise provided by this act	
1.12	(ii)	Unless valid license plates or permits issued for the vehicle are displayed on the vehicle as provided by this act	
1.13	(iii)	With license plates, validation stickers or license permits altered, mutilated or obscured so as to prevent the license plate number from being easily read	
1.14	(b)	No person shall alter or mutilate any valid license plate, sticker or permit	
1.15	31-4-103	Failure to maintain liability coverage	\$100
1.16	(a)	No owner of a motor vehicle required to be registered shall operate or permit the operation of his vehicle without having in full force and effect a motor vehicle liability policy	

ITC	WSS	LONG TITLE/VIOLATION	FINE
1.17	(b)	If the operator cannot show written proof of financial responsibility, the driver shall have 7 days to produce such proof	
		TRAFFIC REGULATIONS/GENERAL	
2	31-5-104	Obedience to Authorized Persons Directing Traffic: No person shall willfully fail or refuse to comply with any lawful order or direction of any police officer, authorized flagman, or fireman	\$50
2.1	31-5-106	Authorized emergency vehicles	
2.2	(a)	The driver of an authorized emergency vehicle, when responding to an emergency call or when in pursuit of an actual or suspected violator of the law or when responding to but not upon returning from a fire alarm, may:	
2.3	(i)	Park or stand, irrespective of the provisions of this act	
2.4	(ii)	Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation	
2.5	(iii)	Exceed the maximum speed limits so long as he does not endanger life or property	
2.6	(iv)	Disregard regulations governing direction of movement or turning in specified directions	
2.7	(b)	This section does not relieve the driver of an emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall this section protect the driver from the consequences of his/her reckless disregard for the safety of others	
2.8	31-5-115	Operation of motorcycles and pedestrian vehicles	\$50
2.9	(a)	The rider shall ride only upon the permanent and regular seat attached and not carry any other person nor shall any other person ride on a motorcycle unless the motorcycle is designed to carry more than one person	
2.10	(b)	A person shall ride upon a motorcycle while sitting astride the seat, facing forward, with one leg on each side	
2.11	(c)	Shall not carry any package, bundle or other article which prevents him from keeping both hands on the handlebars, or obstruct vision, or interferes with the operation	
2.12	(d)	No operator shall carry any person, nor shall any person ride in a position that will interfere with the operation or control of the motorcycle or the view of the operator	
2.13	(e)	No motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a lane	

ITC	WSS	LONG TITLE/VIOLATION	FINE
2.14	(f)	The operator of a motorcycle shall not overtake and pass any vehicle in the same lane occupied by the vehicle being overtaken	
2.15	31-5-115 (g)	No person shall operate a motorcycle between lanes of traffic or between adjacent lines or rows of vehicles	\$50
2.16	(j)	Motorcycles shall not be operated 2 or more abreast in a single traffic lane	
2.17	(k)	No person riding upon a motorcycle shall attach himself or the motorcycle to any other moving vehicle	
2.18	(m)	Motorcycles carrying a passenger, other than in a sidecar or enclosed cab, shall be equipped with footrests for the passenger	
2.19	(n)	Handlebars will not be positioned so that the hands of the operator, when upon the grips, are above shoulder height when the operator is sitting astride the vehicle seat with the vehicle in an upright position	
2.20	(o)	No minor shall operate or ride nor shall the operator permit a minor to ride upon a motorcycle unless he or she is wearing protective headgear securely fastened on his or her head, and of a type which complies with standards established	
2.21	(p)	Motorcycles or pedestrian vehicle (any self-propelled conveyance designed, manufactured and intended for the exclusive use of persons with a physical disability) shall have the headlamps activated at all times	
2.22		Operator and passenger must wear protective helmet. NOTE. Helmets must meet, as a minimum, Department of Transportation (DOT) standards and be properly worn and fastened. Helmets may also meet other standards such as Snell Memorial Foundation or the American National Standards Institute. Reflective material (2 square inches on each side and 4 square inches on the back of the helmet is strongly encouraged	
2.23		Operators and passenger must wear impact resistant goggles or a full-face shield on their helmet	
2.24		Motorcycle operators and passengers will wear a brightly colored or contrasting vest or jacket as an outer upper garment during the day and reflective during the night. Outer upper garments will be clearly visible and not covered.	
2.25		Long sleeve shirts or jackets, full-fingered motorcycle gloves or mittens, long trousers, and sturdy footwear such as leather boots or over-the ankle shoes will be worn by operators. Slippers, sandals, "flip flops" and any under-the-ankle footwear are prohibited.	
2.26		Motorcycles will be equipped with a rearview mirror on each side of the handlebar	

ITC	WSS	LONG TITLE/VIOLATION	FINE
2.27		Mopeds are defined as motorcycles and will comply with all requirements	
2.28		Radio/Music Equipment: No person will have his or her radio, stereo or so forth operated at a volume that would preclude a normal person from hearing the audible signal from an emergency vehicle or the sound of an automobile horn. The music will not interfere with the normal peace of a neighborhood or other living or housing areas. If the music can be heard 50 ft from the vehicle, the violation has occurred	
2.29		Headphones/Earphones: The wearing of headphones/earphones or other listening devices while operating a vehicle is prohibited. EXCEPTION. Motorcycle intercom systems, devices for medical reasons/hearing aids	
2.30		Off-Road Vehicles/Use: Sport or off-road recreational vehicles (all terrain vehicles [ATVs] snowmobiles, motorcycles, dirt bikes and so forth) will not be operated on FEW except in emergency severe weather conditions. Any vehicles designed for off-road use must be transported on a trailer or truck for use off base. NOTE. All off-road recreational vehicles such as ATVs, dirt bikes, vehicles not street legal, (i.e., motorized skateboards, motor scooters, etc) are not authorized to be operated on FEW. ATVs are defined as a motorized vehicle with three or more low pressure tires, a wheel base of 50 inches or less, and overall weight of 600 pounds or less, and a seat to be straddled by the operator. EXCEPTION. Authorized military vehicles. They will be restricted to the shoulder or road crossings. Headlight, taillights, and a slow moving vehicle emblem will be displayed facing approaching traffic from the rear. Maximum allowable speed on paved surface will be 15 MPH	
2.31		Towing: Towing one vehicle with another is allowed with the use of a tow bar, chain, rope, or cable manufactured for the purpose of towing. The towed vehicle should have operational brake lights and turn signals. When unavailable, proper hand signals may be used	
2.32		Littering: Prohibited	
2.33		All Air Force military personnel who operate a motorcycle (on-off duty, on-off FEW, and regardless of the member's decision to register their vehicle on FEW) are required to attend or to have attended an approved motorcycle rider safety course (Course IVA, MRC: RSS or Course IVB, ERC). Civilian employees (DAF & NAF) who must operate a motorcycle as part of their duties must also attend. All other civilian personnel, to include dependents, retirees and contractors, are encouraged to attend a motorcycle rider safety course but are not required.	

ITC	WSS	LONG TITLE/VIOLATION	FINE
2.34	31-5-116	Obstruction to driver's view or driving mechanism	\$50
2.35	31-5-116 (a)	No person shall drive a vehicle when it is loaded or when there are in the any seat(s) enough people, exceeding three in a front seat, to obstruct the view of the driver to the front or sides of the vehicle or to interfere with the driver's control over the driving mechanism of the vehicle	\$50
2.36	(b)	No passenger in a vehicle shall ride in such position as to interfere with the driver's view ahead or to the sides or to interfere with his control over the driving mechanism of the vehicle	
2.37	31-5-119	Clinging to vehicles	\$50
2.38	(a)	No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach it or himself to any vehicle upon a roadway	
2.39	(b)	This section does not prohibit attaching a bicycle trailer or bicycle semi trailer to a bicycle	
2.40	(c)	No person operating a vehicle shall permit a passenger to ride on the fender or running board of the vehicle nor shall any passenger ride on the fender or running board of a vehicle. This does not apply to fire department or trash collection truck	
2.41	31-5-120	Driving upon sidewalk: No person shall drive any vehicle except motorized wheelchairs other than by human power upon a sidewalk or sidewalk area except upon a permanent or duly authorized temporary driveway	\$50
2.42		No person will ride or use any skateboards, roller blades or roller skates on any street or occupied parking lot	
2.43	31-5-121	Opening and closing vehicle doors. No person shall open any door on a motor vehicle unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic, or leave a door open on a side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers	\$50
		OPERATION OF VEHICLES - GENERAL	
3	31-5-205	Additional limitations on driving on the left; exceptions.	\$50
3.1	(a)	No vehicle shall be driven on the left side of the roadway under the following conditions:	
3.2	(i)	When approaching or upon the crest of a grade or a curve in the highway where the driver's view is obstructed creating a hazard in the event of another vehicle might approach from the opposite direction	
3.3	(ii)	When approaching within 100 ft of or traversing any intersection or railroad grade crossing unless otherwise indicated by official traffic-control devices;	

ITC	WSS	LONG TITLE/VIOLATION	FINE
3.4	(iii)	When the view is obstructed upon approaching within 100 ft of any bridge	
3.5	31-5-206	Overtaking on the right	\$50
3.6	(b)	The driver of a vehicle may overtake and pass another vehicle upon the right only under conditions permitting the movement in safety. The movement shall not be made by driving off the roadway	
3.7	31-5-207	No-passing zones	\$50
3.8	(a)	Where overtaking and passing or driving on the left of the roadway would be especially hazardous and may, by appropriate signs or markings on the roadway, indicate the beginning and end	
3.9	(b)	Where signs or markings are in place to define a no-passing zone as set forth in subsection (a) of this section, no driver shall drive on the left side of the roadway within a no-passing zone or on the left side of any pavement striping designed to mark a no-passing throughout its length	
3.10	31-5-208	One-way roadways	\$50
3.11	(b)	Upon a roadway so designated for one-way traffic a vehicle shall be driven only in the direction designated	
3.12	31-5-210	Following too closely	\$50
3.13	(a)	The driver of a vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of the vehicles and the traffic upon and the condition or the highway	
3.14	31-5-212	Driving onto or from controlled-access highways (streets, alleys, etc.): No person shall drive onto or from any roadway except at such entrances and exits established by public authority	\$50
3.15	31-5-214	Required position and method of turning at intersections	\$50
3.16	(a)	The driver of a vehicle intending to turn shall do so as follows:	
3.17	(i)	Right turns: Both the approach for a right turn and right turn shall be made as close as practicable to the right-hand curb or edge of the roadway	
3.18	(ii)	The driver intending to turn left shall approach the turn in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of the vehicle. Whenever practicable the left turn shall be made to the left of the center of the intersection and so as to leave the intersection or other location in the extreme left-hand lane lawfully available to traffic moving in the same direction as the vehicle on the roadway being entered	

ITC	WSS	LONG TITLE/VIOLATION	FINE
3.19	(iii)	Two-way left turn lanes: Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic-control devices:	
3.20	(A)	A left turn shall not be made from any other lane	
3.21	(B)	A vehicle shall not be driven in the lane except when preparing for making a left turn from or onto the roadway or when preparing for a U-turn when otherwise permitted by law	
3.22	31-5-215	Limitations on turning around	\$50
3.23	(a)	The driver of a vehicle shall not proceed in the opposite direction unless the movement can be made in safety and without interfering with other traffic	
3.24	31-5-215 (b)	No vehicle shall be turned in the opposite direction upon any curve, or upon the approach to or near the crest of a grade, where the vehicle cannot be seen by the any approaching driver in either direction within 500 ft	\$50
3.25	31-5-217	Turning movements and required signals	\$50
3.26	(a)	No person shall turn a vehicle or move right or left upon a roadway unless and until the movement can be made with reasonable safety nor without giving an appropriate signal in the manner provided by this section	
3.27	(b)	A signal of intention to turn right or left when required shall be given continuously during not less than the last 100 ft traveled by the vehicle before turning	
3.28	(c)	No person shall stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal required by this act to any vehicle immediately to the rear when there is opportunity to give the signal	
3.29	31-5-220	Approaching or entering intersection	\$50
3.30	(a)	The driver of a vehicle approaching an intersection shall yield the right-of-way to a vehicle which has entered the intersection from a different highway	
3.31	(b)	When 2 vehicles enter an intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right	
3.32	31-5-221	Turning left at intersections: The driver of a vehicle intending to turn to the left shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close as to constitute an immediate hazard	\$50
3.33	31-5-222	Stop signs and yield signs	\$50

ITC	WSS	LONG TITLE/VIOLATION	FINE
3.34	(a)	Preferential right-of-way may be indicated by stop or yield signs	
3.35	(b)	Except when directed by a police officer, every driver approaching a stop sign shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersection roadway before entering it. After having stopped, the driver shall yield the right-of-way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard during the time when the driver in moving across or within the intersection	
3.36	(c)	The driver approaching a yield sign will slow down to a speed reasonable for the existing conditions and if required for safety to stop (same as (b)). After slowing or stopping (same as (b)). If the driver is involved in a collision with a pedestrian in a cross walk or a vehicle in the intersection or junction of roadways, after driving past a yield sign without stopping, the collision shall be deemed prima facie evidence of the driver's failure to yield the right-of-way	
3.37	31-5-223	Entering or crossing roadway: The driver about to enter or cross a roadway from any place other than another roadway shall yield the right-of-way to all vehicles approaching on the roadway	\$50
3.38	31-5-224	Operation of vehicles upon approach of authorized emergency vehicles	\$50
3.39	(a)	Upon the immediate approach of an emergency vehicle making use of audible or visual signals, the driver shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the roadway clear of any intersection and stop until the emergency vehicle has passed, except when otherwise directed by a police officer	
3.40	31-5-225	Fleeing or attempting to elude police officers	MA
3.41	(a)	Any driver who willfully fails or refuses to bring his vehicle to a stop, or who otherwise flees or attempts to elude a pursuing police vehicle, when given visual or audible signal to bring the vehicle to a stop, is guilty. The officer giving the signal shall be in uniform, prominently displaying his badge of office, and his vehicle shall be appropriately marked showing it to be an official police vehicle	
3.42	31-5-226	Limitation on backing	\$50
3.43	(a)	The driver of a vehicle shall not back the vehicle unless the movement can be made with safety and without interfering with other traffic	

ITC	WSS	LONG TITLE/VIOLATION	FINE
3.44	31-5-228	Loads on vehicles: No vehicle shall be driven or moved on any highway unless the vehicle is so constructed or loaded as to prevent any of its load from dropping, shifting, leaking or otherwise escaping. This does not prohibit the necessary spreading of substance in highway maintenance or construction	\$50
3.45 UCMJ Art 111	31-5-229	Reckless driving: Any person who drives in willful or wanton disregard for safety of persons or property is guilty	MA
3.46		Careless driving: No person shall drive a motor vehicle in a careless manner without due regard for the width, grade, curves, corners, traffic, lane changing, backing, proper use of streets and highways	
3.47	31-5-231	Following fire apparatus: The driver of any vehicle other than on official business shall not follow any fire apparatus traveling in response to a fire alarm closer than 500 ft or stop the vehicle within 500 ft of any fire apparatus stopped in answer to a fire alarm	\$50
3.48	31-5-232	Driving over fire hose: No vehicle shall drive over any unprotected hose of a fire department when laid down on any street, private road or driveway to be used at fire or alarm of fire, without the consent of the fire department official in command	\$50
3.49 Art 111 UCMJ	31-5-233	Driving or having control of vehicle while under influence of intoxicating liquor or controlled substances	MA
3.50	31-5-233 (ii)	Controlled substance includes:	MA
3.51	(A)	Any drug or substance defined by W.S. 31-7-1002(a)(iv)	
3.52	(B)	Any glue, aerosol or other toxic vapor which when intentionally inhaled or sniffed results in impairment of an individual's ability to drive safely	
3.53	(b)	No person shall drive or have actual physical control of any vehicle within this state if the person:	
3.54	(i)	Has an alcohol concentration of 0.08% or more or	
3.55	(ii)	To a degree which renders him incapable of safely driving	
3.56	(A)	Is under the influence of alcohol	
3.57	(B)	Is under the influence of a controlled substance or	
3.58	(C)	Is under the influence of a combination of any of the elements named in subparagraphs (A) and (B) of this paragraph	

ITC	WSS	LONG TITLE/VIOLATION	FINE
3.59	(ii)	If there was at that time an alcohol concentration of more than 0.05% and less than 0.08%, that fact shall not give rise to any presumption that the person was or was not under the influence of alcohol, but it may be considered with other competent evidence in determining whether the person was under the influence of alcohol to a degree which renders him incapable of safely driving a motor vehicle	
3.60	31-5-234 (b)	Unlawful operation of vehicle by youthful driver with detectable alcohol concentration: A person younger than 21 YOA shall not operate or be in actual physical control of a vehicle in this state with an alcohol concentration of 0.02% or more	MA
3.61		Open container: Any open container of an alcoholic beverage commercial or private, whether empty or not or the seal broken, is considered an open container and the driver will be held responsible	
3.62		Motor vehicles will be operated on established roadways, streets and thoroughfares. Vehicles are not permitted to be operated on any off-road areas. Exception: Unless in the performance of official business	
3.63		Vehicles will not be driven over curbs or medians. Exception: Unless in the performance of official business	
3.64		Vehicle operators will use only parking lights when approaching manned base entry gates during hours of darkness except when the vehicle is equipped with day-time running lights	
GENERAL PROVISIONS			
4	24-1-106	Closing or restricting use; when necessary (Road closed)	
4.1	(a)	May restrict the use of, or close, any highway whenever the closing or restriction of use is necessary	
4.2	24-1-107	Closing or restricting use; who may close: Whenever a dangerous condition is prevailing upon or so near a public highway as to create a menace to public health or safety, police may close the highway	
4.3	24-1-108	Closing or restricting use; public notice	
4.4	24-1-108 (a)	To notify the public that a highway is closed or its use restricted pursuant to the act [24-1-106 through 24-1-109] notification shall be in one or more of the following forms:	
4.5	(i)	Erect suitable barriers or obstruction	
4.6	(ii)	Post warnings and notices of the condition	
4.7	(iii)	Post signs for direction	
4.8	(iv)	Place warning devices	
4.9	(v)	Assign a flagman	

ITC	WSS	LONG TITLE/VIOLATION	FINE
4.10	24-1-109	Closing or restricting use; failure to observe signs and markers: Any person who willfully fails to observe any sign, marker, warning, notice or direction, placed or given in 24-1-108, is guilty	\$50
4.11		Any person who willfully fails to observe signs, markers, warning, notice or direction during exercises	
4.12	24-1-110	Speed or acceleration contest or exhibition	\$50
4.13	(a)	No person shall engage in any motor vehicle speed or acceleration contest, or exhibition of speed or acceleration on any highway	
TRAFFIC REGULATIONS/SPEED			
5	31-5-301	Maximum speed limits:	
5.1	(a)	Too fast for conditions. No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. Consistent with the foregoing, every person shall drive at a safe and appropriate speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a curve, when approaching a hillcrest, when traveling upon any narrow or winding roadway and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.	\$50
5.2	(b)	Except when a special hazard exists that requires lower speed for compliance with subsection (a), the limits specified in this subsection or established as otherwise authorized shall be maximum lawful speeds and no person shall drive a vehicle on a highway at a speed in excess of maximum limits:	\$25. For first 10 mph. \$2. For each additional mph over
5.3		30 mph, unless otherwise posted	
5.4		25 mph on dirt or gravel roads	
5.5		15 mph in residential areas, unless otherwise posted	
5.6		15 mph while entering or departing the installation	
5.7		15 mph in alleyways, unless otherwise posted	
5.8		10 mph in parking lots, unless otherwise posted	
5.9	31-5-304	Minimum speed limits	\$50
5.10	(a)	No person shall drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law	

ITC	WSS	LONG TITLE/VIOLATION	FINE
		TRAFFIC CONTROL DEVICES	
6	31-5-402	Obedience to devices	\$30
6.1	(a)	The driver of any vehicle shall obey the instruction of any official traffic-control device unless otherwise directed by a police officer.	
6.2		If a traffic control device is inoperative (no lights in any direction), vehicles entering the intersection from all directions are required to stop and consider the inoperative device as a stop sign. All requirements of WSS 31-5-222 apply in such circumstances.	
6.3	31-5-403	Signal legend generally	\$30
6.4	(iii)	Steady red indication:	
6.5	(A)	Vehicle traffic facing a steady circular red signal alone shall stop at a clearly-marked stop line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and shall remain standing (stopped) until an indication to proceed is shown	
6.6	(C)	Except when a sign is in place prohibiting a turn, vehicle traffic facing any steady red signal may cautiously enter the intersection to turn right after stopping. The vehicle traffic shall yield the right-of-way to pedestrians and to other traffic	
6.7	31-5-405	Flashing signals	\$50
6.8	(a)	Whenever an illuminated flashing red or yellow signal is used with or in a traffic sign or signal it shall require obedience by traffic as follows:	
6.9	(i)	Flashing Red (Stop Signal): When a red lens is illuminated with rapid intermittent flashes, driver shall stop. Same rules as a stop sign	
6.10	(ii)	Flashing Yellow (Caution Signal): When a yellow lens is illuminated with rapid intermittent flashes, drivers may proceed through the intersection or past the signal only with caution	
6.11	(b)	This section shall not apply at railroad grade crossings. Drivers approaching railroad grade crossings shall be governed by 31-5-510	
		STOP STANDING/PARKING	
7	31-5-501 (c)	Parked in a handicapped area	\$30
7.1	31-5-504	Specific places where prohibited	\$30
7.2	(a)	Except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or traffic-control device, no person shall:	
7.3	(i)	Stop, stand or park a vehicle:	

ITC	WSS	LONG TITLE/VIOLATION	FINE
7.4	(A)	On the roadway side of any vehicle stopped or parked at the edge or curb of a street (Doubled Parked)	
7.5	(B)	On a sidewalk	
7.6	(C)	Within an intersection	
7.7	(D)	On a crosswalk	
7.8	(F)	Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic	
7.9	(G)	Upon any bridge	
7.10	31-5-504 (H)	On any railroad tracks	\$30
7.11	(K)	In the area between roadways (in the divide)	
7.12	(J)	On any controlled access highway	
7.13	(M)	At any place where official traffic-control devices prohibit stopping	
7.14	(ii)	Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger(s)	
7.15	(A)	In front of a public or private driveway	
7.16	(B)	Within 15 ft of a fire hydrant	
7.17		Within 15 ft of the front or sides of a fire hydrant or within three feet to the rear of a fire hydrant	
7.18	(C)	Within 20 ft of a crosswalk at an intersection	
7.19	(D)	Within 20 ft upon the approach to any flashing signal, stop sign, yield sign or traffic- control signal located at the side of a roadway	
7.20	(E)	Within 20 ft of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 ft of the entrance when a proper sign is posted	
7.21	(F)	At any place where official traffic-control devices prohibit standing	
7.22	(iii)	Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading property or passengers	
7.23	(A)	Within 50 ft of the nearest rail of a railroad crossing	
7.24	(B)	At any place where official traffic-control devices prohibit parking	
7.25		If it is already snowing, snow is forecast within the next 24 hours, or the 90 CE is clearing roadways, there will be no parking on any of the streets marked as snow route. All vehicles will be parked in drive-ways or parking lots	
7.26		On seeded areas	

ITC	WSS	LONG TITLE/VIOLATION	FINE
7.27		Within 25 ft of any building unless in an authorized, designated parking area	
7.28		Within 10 ft of any dumpster or in a way to create interference of its movement	
7.29		In designated loading zones or fire lanes	
7.30		In the parking area located east and west of building 425 (Gate 1, Visitor Control Center) for a period of time in excess of one hour	
7.31		In parking area located east of building 525 (Gate 2) without an authorized permit.	
7.32		On any paved or dirt surface not designated as a parking area	
7.33		Blocking a community mail box	
7.34		In any parking space legally reserved for another person	
7.35		Street parking on any paved surface, not clearly lined, marked or otherwise designated for parking. The only exceptions are: (1) in military housing, along the curb unless in areas where this is prohibited and clearly marked, (2) during special events, if there is an anticipation of a high number of vehicles, temporary authorized roadside parking along selected streets will be identified in advance	
7.36		Against the direction of traffic in a parking lot or on a street or roadway	
7.37		On-base streets, without being used/moved, for 72 hours. Personnel on leave or TDY, are exempt if they have no other place to park	
7.38		In any manner so as to interfere with the normal flow of traffic	
7.39		Within 20 ft of an intersection, or in such a manner as to obstruct the view of any traffic control device located on the roadway	
7.40		In front of/blocking a bus stop	
7.41		PARKING OF RECREATIONAL VEHICLES	
7.42		Parking of recreational vehicles, motor homes, campers, house and boat trailers, ATVs, snowmobiles and boats will be as follows. The term "trailer" includes camper, house, utility, boat and snowmobile, motorcycle, and ATV trailers. (Campers mounted on pickup trucks are excluded)	
7.43		Parking is permitted without a permit for a period not to exceed 48 hours consecutively on streets and driveways within housing areas and in dormitory parking lots for the purpose of loading, unloading, cleaning, and minor maintenance	

ITC	WSS	LONG TITLE/VIOLATION	FINE
7.44		Items listed in 7.42 that will be stored on base will be kept at the specified location as directed by Recreation Supply Office (90 SVS/SVRO) and registered with the Recreation Supply PRIOR TO STORAGE. Active duty personnel who reside on FEW have first priority. Active duty military personnel who reside off base and are assigned to FEW have second priority. Third priority will be assigned to retired military personnel. Trailers, boats and campers parked within the trailer storage lot will display identification and registration for the vehicle, and ensure it is visible from the outside. Vehicles within the trailer storage lot must be parked in assigned slots	
7.45		Exceptions to the above rules may be approved on a case-by-case basis by 90 MSG/CC. Submit requests, in letter format, explaining the circumstances.	
7.46	31-5-507	Meeting or passing stopped school bus	\$100
7.47	(a)	The driver of a vehicle upon meeting or overtaking from either direction any stopped school bus shall stop before reaching the bus when there is in operation on the bus the flashing red lights and the driver shall not proceed until the bus resumes motion or the flashing red lights are no longer actuated	
7.48	31-5-509	Requirements before leaving motor vehicle unattended	\$30
7.49		No person driving or in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine, locking the ignition, removing the key from the ignition, effectively setting the brake	
7.50		Exception to 31-5-509, emergency response vehicles	
7.51	31-5-510	Railroad crossings generally	\$50
7.52	(a)	Whenever any person driving a vehicle approaches a railroad grade crossing under any of the circumstances stated in this section, shall stop within 50 ft but not less than 15 ft from the nearest rail of the railroad, and not proceed until he can do so safely. The foregoing requirements apply when:	
7.53	(i)	A clearly visible electric or mechanical signal gives warning of the approach of a train	
7.54	(ii)	A flagman gives or continues to give a signal of the approach or passage of a train	

ITC	WSS	LONG TITLE/VIOLATION	FINE
7.55	(iii)	A railroad train approaching within approximately 1,500 ft of the highway crossing emits a signal audible from such distance and the train, by reason of its speed or nearness to the crossing, is an immediate hazard	\$50
7.56	(iv)	An approaching train is plainly visible and is in hazardous proximity to the crossing	
7.57	31-5-512	Parking alongside curbs or on edge of roadways	\$30
7.58	(a)	Every vehicle stopped or parked upon a two-way roadway shall be stopped or parked with the right-hand wheels of the vehicle parallel to and within 18 inches of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder	
7.59		Vehicle Maintenance: Only minor maintenance may be performed (i.e., tune-ups, changing tires, etc.) in billeting, dormitory or housing areas. No vehicle will be left on jacks, stands, or in any elevated position so as to cause a hazard to other vehicles or pedestrians. The Shoppette Service Station or the Base Auto Hobby Shop is the only authorized area for performing major maintenance or repair	
7.60		Unattended Children. No child under 8 years of age will be left unattended in a vehicle	
7.61		Abandoned Vehicles: Abandonment of vehicles is prohibited. Vehicles that meet the requirements outlined in paragraph 2.4.1.1. (Added) , inclusive, will be considered abandoned and will be disposed of IAW DoD Manual 4160-21, Chapter 6, paragraph 60.	
		PEDESTRIAN'S RIGHTS AND DUTIES	
8	31-5-601	Obedience to traffic-control devices; general privileges and restrictions	\$40
8.1	(a)	A pedestrian shall obey the instructions of any official traffic-control device specifically applicable to him unless otherwise directed by a police officer	
8.2	(b)	Pedestrians are subject to traffic-control signals at intersections as provided by 31-5-403/404	
8.3	31-5-602	Right-of-way in crosswalks	\$40
8.4	(a)	When traffic-control signals are not in place or not in operation, the driver shall yield the right-of-way by slowing down or stopping, if need be, to yield to any pedestrian within or entering a crosswalk at either edge of the roadway	
8.5	(c)	No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard	

ITC	WSS	LONG TITLE/VIOLATION	FINE
8.6	(e)	Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle	
8.7	31-5-603	Crossing at other than crosswalks	\$35
8.8	(a)	Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway	
8.10	(d)	No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices	
8.11	31-5-605	Walking along roadways or highways	\$40
8.12	(a)	Where a sidewalk is provided and its use is practicable it is unlawful for any pedestrian to walk along an adjacent roadway	
8.13	(b)	Where sidewalks are not provided, any pedestrian walking along and upon a roadway shall, when practicable, walk on the shoulder facing oncoming traffic as far as practicable from the edge of the roadway	
8.14	31-5-605 (c)	Except as otherwise provided in this act, any pedestrian shall yield the right-of-way to all vehicles	\$40
8.15		Hitchhiking: Prohibited	
8.16		Headphones: The wearing of portable headphones, ear phones or other listening devices while jogging, walking or skating on roads and streets is prohibited. EXCEPTION: Unless used for medical reasons/hearing aid	
8.17	31-5-607	Exercise of due care by drivers: Notwithstanding other provision of this act or any local ordinance, every driver shall exercise due care to avoid colliding with any pedestrian or person propelling a human powered vehicle and shall give an audible signal when necessary and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated or intoxicated person	\$50
8.18	31-5-609	Right-of-way on sidewalks: The driver crossing a sidewalk shall yield the right-of-way to any pedestrian and all other traffic on the sidewalk	\$50
8.19	31-5-610	Yielding of right-of-way to emergency vehicles	\$50
8.20	(a)	Upon the immediate approach of an authorized emergency vehicle making use of an audible signal and visual signals, or of a police vehicle making use of an audible signal only, every pedestrian shall yield the right-of-way	

ITC	WSS	LONG TITLE/VIOLATION	FINE
8.21	31-5-611	Blind pedestrian right-of-way: The driver of a vehicle shall yield the right-of-way to any blind pedestrian carrying a clearly visible white cane or accompanied by a guide dog	\$50
8.22	31-5-612	Pedestrians under influence of alcohol or controlled substances: A pedestrian who is under the influence of alcohol or any controlled substance to a degree which renders himself a hazard shall not walk or be upon a highway	\$50
		BICYCLES	
9	31-5-701	Prohibited acts	\$25
9.1	(b)	The parent of any child and the guardian of any ward shall not authorize or knowingly permit the child or ward to violate any provision of this act	
9.2	31-5-702	General right and duties of riders: Every person propelling a vehicle by human power or riding a bicycle has all of the rights and all of the duties applicable to the driver of any vehicle under this act, except as to special regulations in this act and except as to those provisions which by their nature can have no application	\$25
9.3	31-5-703	Number of riders: No bicycle shall be used to carry more persons at one time than the number for which it is designed or equipped except that an adult rider may carry a child securely attached to his person in a backpack or sling or in an approved bicycle child seat or trailer mechanically attached to the bicycle.	\$25
9.4	31-5-704	Riding on roadways and designated paths	\$25
9.5	(a)	Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable exercising due care when passing a standing vehicle or one proceeding in the same direction	
9.6	(b)	Persons riding bicycles upon a roadway shall not ride more than 2 abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding 2 abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane	
9.7	31-5-705	Carrying articles: No person operating a bicycle shall carry a package, bundle or article that prevents the use of both hands in the control and operation of the bicycle. A person operating a bicycle shall keep at least one hand upon the handle bars at all times	\$25
9.8	31-5-706	Lamps and other equipment	\$25

ITC	WSS	LONG TITLE/VIOLATION	FINE
9.9	(a)	Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 ft to the front and with a red reflector on the rear of a type approved by the highway department which shall be visible from 600 ft to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 ft to the rear may be used in addition to the red reflector	
9.10	31-5-605 (c)	Every bicycle shall be equipped with a brake which will enable the operator to stop the bicycle within 25 ft from a speed at 10 MPH on dry, level, clean pavement	\$40
9.11		All personnel who ride bicycles on FEW must wear an approved (American National Standards Institute [ANSI] or Snell Memorial Foundation) bicycle helmet	
9.12		Headphones: The wearing of portable headphones, ear phones or other listening devices while operating a bicycle is prohibited. Exception: Unless used for medical reasons/hearing aid	
EQUIPMENT/GENERAL			
10	31-5-901	General requirements; applicability of provisions	\$25
10.1	(a)	It is a misdemeanor for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway any vehicle or combination of vehicles which is in such unsafe condition as to endanger any person, or which does not contain those parts or is not at all times equipped with such lamps and other equipment in proper condition and adjustment as required in this act, or which is equipped in any manner in violation of this act, or for any person to do any act forbidden or fail to perform any act required under this act	
10.2	31-5-901 (c)	The provisions of 31-5-901 through 31-5-970 and regulation of the superintendent with respect to equipment required on vehicles shall not apply to vehicles moved solely by human power, motorcycles, motor-driven cycles, mopeds, highway construction machinery or farm tractors except as specifically made applicable	\$25

ITC	WSS	LONG TITLE/VIOLATION	FINE
10.3	31-5-910	Lighted lamps and illuminating devices: Every vehicle including those listed in 31-5-901(c), except as otherwise provided in this act, upon a highway within this state at any time from ½ hour after sunset to ½ hour before sunrise and at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles on the highway are not clearly discernible at a distance of 1,000 ft ahead shall display lighted head and other lamps and illumination devices as respectively required for different classes of vehicles, subject to exceptions with respect to parked vehicles. Stop lights, turn signals and other signaling devices shall be lighted as prescribed for those devices	\$50
10.4	31-5-911	Visibility distance: Whenever a requirement is declared by this act as to distance from which certain lamps and devices shall render objects visible or within which the lamps or devices shall be visible, the provisions apply during the times stated in 31-5-910 in respect to a vehicle without load when upon a straight, level, unlighted highway under normal atmospheric conditions unless a different time or condition is expressly stated	\$50
10.5	31-5-912	Headlamps	\$50
10.6	(a)	A motor vehicle shall be equipped with at least 2 headlamps with at least 1 on each side of the front of the vehicle	
10.7	(b)	A motorcycle, motor-driven cycle or moped shall be equipped with at least 1 headlamp.	
10.8	31-5-913	Tail lamps:	\$50
10.9	(a)	A motor vehicle, trailer, semitrailer, pole trailer or any other vehicle, which is being drawn at the end of combination of vehicles, shall be equipped with at least 2 tail lamps mounted on the rear. Exception will be military vehicles/trailers designed without same. A motorcycle, motor-driven cycle or moped shall be equipped with at least 1 tail lamp	
10.10	(b)	Either a tail lamp or a separate lamp shall be so constructed and placed as to illuminate with a white light the rear registration plate of all vehicles listed in subsection (a) of this section. Exception will be military vehicles/trailers designed without same	

ITC	WSS	LONG TITLE/VIOLATION	FINE
10.11	31-5-914	Rear reflectors: Every motor vehicle, trailer, semitrailer, pole trailer or other vehicle which is being drawn at the end of a combination of vehicles shall carry on the rear, either as a part of the tail lamps or separately, 2 or more red reflectors. Motorcycles, motor-driven cycles or mopeds shall carry on the rear at least 1 red reflector. Exception, military vehicles/trailers designed with only one reflector	\$50
10.12	31-5-915	Stop lamps; electric turn signal lamps	\$50
10.13	(a)	Every motor vehicle, trailer, semitrailer, pole trailer or other vehicle which is being drawn at the end of a combination of vehicles shall be equipped with 2 or more stop lamps. Motorcycle, motor-driven cycle or moped shall be equipped with at least 1 stop lamp. Exception, military vehicles/trailers designed with only 1 or none or any other vehicle if originally equipped with 1	
10.14	(b)	Every motor vehicle, trailer, semitrailer, pole trailer or other vehicle which is being drawn at the end of a combination of vehicles shall be equipped with electrical flashing turn signals. Except that passenger cars and trucks less than 80 inches in width, manufactured or assembled prior to January 1, 1963, or military vehicles/trailers designed without	
10.15	31-5-917	Color of lighting devices: All lighting devices and reflectors mounted on the rear of any vehicle shall display or reflect a red color, except the stoplight or other signal device, which may be red or yellow, and except that the light illuminating the license plate shall be white and the light emitted by a backup lamp shall be white	\$50
10.16	31-5-918	Vehicles in combination: Whenever motor vehicles and other vehicles are operated in combination during the time that lights are required, any lamp need not be lighted which, by reason of its location on a vehicle of the combination, would be obscured by another vehicle of the combination	
10.17	31-5-919	Lamps, reflectors and flags on projecting loads: Whenever the load upon any vehicle extends to the rear 4 ft or more beyond the bed or body of the vehicle, there shall be displayed at the extreme rear end of the load, at the times specified in 31-5-910, two (2) red lamps, two (2) red reflectors, located so as to indicate maximum width, and on each see one (1) red lamp located so as to indicate maximum overhang. There shall be displayed at all other times on any vehicle having a load which extends beyond its rear, red or fluorescent orange flags, not less than 12 inches square, marking the end of the load, at each point where a lamp would otherwise be required by this section	\$50

ITC	WSS	LONG TITLE/VIOLATION	FINE
10.18	31-5-922	Spot lamps: Any motor vehicle may be equipped with not to exceed 2 spot lamps and every lighted spot lamp shall be so aimed and used upon approaching another vehicle that no part of the high-intensity portion of the beam will strike the windshield, or any windows, mirror, or occupant of another vehicle in use	\$50
10.19	31-5-924	Multiple-beam lamps	\$50
10.20	(a)	Whenever a motor vehicle, including those referred to in 31-5-901(c), if equipped with multiple-beam lamps, is being operated on a highway during the times specified in 31-5-910, the driver shall use a distribution of light or composite beam, directed high enough and of sufficient intensity to reveal persons and vehicles at a safe distance in advance of the vehicle, subject to the following requirements and limitations:	
10.21	(i)	Whenever a driver of a vehicle approaches an oncoming vehicle, the driver shall, before coming within 500 ft of the oncoming vehicle use a distribution of light, or composite beam, so aimed that the glaring rays are not projected into the eyes of the oncoming driver. The lowermost distribution of light or composite beam, shall be aimed to avoid glare at all times, regardless of road contour and loading	
10.22	(ii)	Whenever the driver of a vehicle approaches another vehicle within 300 ft from the rear, the driver shall use a distribution of light other than the uppermost distribution of light	
10.23	31-5-927	Number of driving lamps: Whenever a motor vehicle, including those referred to in 31-5-901(c), equipped with head lamps as required in this act is also equipped with any other driving lamps on the front thereof, not more than a total of 4 of the lamps on the front of a vehicle shall be lighted at any one time. Driving lamps do not include turn or hazard warning signal lamps	\$50
10.24	31-5-931	Backup and side marker lamps	\$50
10.25	(a)	Any motor vehicle may be equipped with not more than 2 backup lamps either separately or in combination with other lamps, but any such backup lamp shall not be lighted when the motor vehicle is in forward motion.	
10.26	(b)	Any vehicle may be equipped with one or more side marker lamps and any side marker lamp may be flashed in conjunction with turn or vehicular hazard warning signals	
OTHER EQUIPMENT			
11	31-5-952	Horns and warning devices	\$50

ITC	WSS	LONG TITLE/VIOLATION	FINE
11.1	(a)	Every motor vehicle shall be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of not less than 200 ft, but no horn or other warning device shall emit an unreasonably loud or harsh sound or whistle. The driver of a motor vehicle shall, when reasonably necessary to insure safe operation, give audible warning with his horn	
11.2	(b)	No vehicle may be equipped with nor shall any person use upon a vehicle any siren, whistle or bell, except as permitted in this section	
11.3	(c)	Any vehicle may be equipped with a theft alarm signal device that is so arranged that the driver cannot use it as an ordinary warning signal. The theft alarm signal device shall not use a siren	
11.4	31-5-952 (e)	This section applies to motorcycles, motor-driven cycles and mopeds	\$50
11.5	31-5-953	Mufflers	\$50
11.6	(a)	Every vehicle shall be equipped, maintained and operated so as to prevent excessive or unusual noise. Every motor vehicle shall at all times be equipped with a muffler or other effective noise-suppressing system in good working order and in constant operation. No person shall use a muffler cutout, bypass or similar device	
11.7	(b)	The engine and power mechanism of every motor vehicle shall be so equipped and adjusted as to prevent the escape of excessive fumes or smoke	
11.8	(c)	This section applies to motorcycles, motor-driven cycles and mopeds	
11.9	31-5-954	Mirrors	\$50
11.10	(a)	On or before January 1, 1986, every motor vehicle including motorcycles, motor-driven cycles and mopeds shall be equipped with a mirror mounted on the left side of the vehicle and so located as to reflect to the driver a view of the highway to the rear of the vehicle	
11.11	(b)	Every motor vehicle except a motorcycle, motor-driven cycle or mopeds, shall be equipped with an additional mirror mounted either inside the vehicle approximately in the center or outside the vehicle on the right side and so located as to reflect to the driver a view of the highway to the rear of the vehicle	
11.12	31-5-955	Windshields and wipers	\$50
11.13	(a)	No person shall drive any motor vehicle with any sign, poster or other material or substance upon or crack within the front windshield, side or rear windows of the vehicle which materially obstruct, obscures or impairs the driver's clear view of the highway or intersections	

ITC	WSS	LONG TITLE/VIOLATION	FINE
11.14	(b)	The windshield on every motor vehicle shall be equipped with a device for cleaning rain, snow or other moisture from the windshield, which device shall be so constructed as to be controlled or operated by the driver of the vehicle	
11.15	(c)	Every motor vehicle shall be equipped with a windshield and a windshield wiper which shall be maintained in good working order	
11.16	31-5-956	Tires; restriction of travel under hazardous conditions	\$50
11.17	(b)	No person shall operate or move on any highway any motor vehicle, trailer or semitrailer having any metal tire in contact with the roadway	
11.18	(c)	No tire on a vehicle moved on a highway shall have on its periphery any protuberance of any material other than rubber which projects beyond the tread of the traction surface of the tire, except:	
11.19	(ii)	Tire chains of reasonable proportions upon any vehicle when required for safety because of snow, ice or other conditions tending to cause a vehicle to skid:	
11.20	31-5-956 (iii)	Pneumatic tires having studs designed to improve traction without materially injuring the surface of the highway	\$50
11.21	(f)	Tires; restriction of travel under hazardous conditions. A person shall not operate any vehicle when one or more of the tires in use on that vehicle is unsafe operating condition or has a tread depth less than 4/32 inch in the case of tires which are used on the front wheels of a bus, truck or truck tractor, or 2/32 inch in other cases, measured in any two adjacent tread grooves at three equally spaced intervals around the circumference of the tire but the measurements shall not be made at the location of any tread wear indicator, tie bar, hump or fillet. No vehicle shall be operated on any tire that has fabric exposed through the tread or sidewall	
11.22	(h)	This section applies to motorcycles, motor-driven cycles and mopeds	
11.23	31-5-970	Required safe mechanical condition: No person shall drive or move on the highway any vehicle, including vehicles referenced in 31-5-901(c), unless the equipment upon the vehicle is in good working order and adjustment as required in this act and unless the vehicle is in such safe mechanical condition as not to endanger the driver or other occupant or any person upon the highway	\$50
11.24		All vehicles will be equipped with operational safety devices which were originally installed on the vehicle, such as bumpers, engine hood, fenders	

ITC	WSS	LONG TITLE/VIOLATION	FINE
		ACCIDENTS	
12	31-5-1101	Duty to stop vehicle where accident involves death or personal injuries	MA
12.1	(a)	The driver of any vehicle involved in an accident resulting in injury to or death of any person shall immediately stop at the scene of the accident or as close as possible and shall remain at the scene until he/she has fulfilled the requirements of WSS 31-5-1103 and/or 31-5-1104, as appropriate. Every stop shall be made without obstructing traffic more than necessary	
12.2	31-5-1102	Duty to stop vehicle where accident involves damage to attended vehicle or property: The driver of a vehicle involved in an accident resulting only in damage to a vehicle or other property which is driven or attended by any person shall immediately stop the vehicle at the scene of the accident or as close as possible and remain at the scene until he/she has fulfilled the requirements of WSS 31-5-1103 and/or WSS 31-5-1104 as appropriate. Every stop shall be made without obstructing traffic more than necessary	\$200
12.3	31-5-1103	Duty to give information and render aid: The driver who is involved in an accident resulting in injury to or death of any person or damage to any vehicle or other property which is driven or attended by any person shall give his name, address and the registration number of the vehicle he is driving and shall upon request and if available exhibit his driver's license to the person involved in the accident and to any police officer investigating the accident. The driver shall also render to any person injured reasonable assistance, including the carrying, or the making of arrangements for the carrying, of the person to a physician, surgeon or hospital for medical attention if it is apparent that treatment is necessary or if the carrying is requested by the injured person	MA
12.4	31-5-1104	Duty upon colliding with unattended vehicle or property: The driver who is involved in an accident with any vehicle or property which is unattended resulting in any damage to the other vehicle or other property shall immediately either locate and notify the operator or owner of the vehicle or other property of his/her name, address and the registration number of the vehicle he/she is driving or shall attach securely in a conspicuous place in or on the vehicle or other property a written notice giving his/her name, address and the registration number of the vehicle he/she is driving. Every stop shall be made without obstructing traffic more than necessary	\$100

ITC	WSS	LONG TITLE/VIOLATION	FINE
12.5	31-5-1105	Notice required of driver: The driver of a vehicle involved in an accident resulting in injury to or death of any person, in property damage to another or others to an apparent extent of at least \$500, or in any vehicle, excluding bicycles or any other vehicle moved solely by human power, becoming so disabled as to prevent its normal and safe operation, shall immediately by the quickest means of communication give notice of the accident to the police	\$50
12.6		All on-base vehicle accidents must immediately report to the base police. Report off-base accidents to the base police if they involve injuries/death to military personnel or damage to military property	
12.7		Report all minor accidents not involving base police response to the base police immediately. A minor accident is any accident in which there are no fatalities/injuries or vehicle/property damage under \$10,000	
SAFETY BELT USAGE			
13	31-5-1303	Child safety restraint system; no person shall operate a passenger vehicle in this state unless each child who is a passenger in that vehicle and who is four years of age or under, and who weighs forty pounds or less, is properly secured in an approved child safety restraint system in the back seat of the vehicle, as equipped. Children between 41 and 80 pounds who are 4 to 8 years of age will be secured with a seatbelt and seated in an approved booster seat in the back seat of the vehicle, as equipped.	
13.1	31-5-1303 (b)(i)	A licensed physician has determined that the weight or physical or medical condition of the child requires that the child not be secured in such a system. A signed statement certifying that the child should not be secured in a child restraint system will be in the vehicle	\$35
13.2	31-5-1402 (i) (ii) (iii)	Safety belts required to be used by driver and front passengers Exceptions; Persons who have written statement from a physician that it is not advisable for the person to wear a safety belts for physical or medical reasons; Any passenger vehicle which is not required to be equipped with safety belts under federal law; A carrier of the United States postal service performing duties as a postal carrier	None. If used deduct \$5.00 from moving violation fines
13.3		Operators and passengers of all vehicles operated on Air Force installations must wear restraint systems. Personnel in GOVs must wear restraint systems when driving or riding on or off the installation	

ITC	WSS	LONG TITLE/VIOLATION	FINE
13.4		All Air Force active duty and reserve members on active duty must wear restraint systems while driving or riding in a POV whether on or off the installation	
13.5		Cars manufactured after model year 1966 require a manufacturer-approved restraint system meeting federal safety standards.	
13.6		Operators using vehicles equipped with air bags must still wear the manufacturer's primary restraint system (seat belts)	
13.7		Riding in the bed of pick-ups: No person shall ride in the bed of a pick-up/flat bed unless the vehicle was designed to allow it and seat belts are installed and in use	
		DRIVER LICENSES	
14	31-7-106	License required; limited to one license	\$50
14.1	(a)	No person, unless exempt under this act shall drive, steer or exercise any degree of physical control of any motor vehicle or a vehicle being towed by a motor vehicle upon a highway unless the person has been issued a driver's license for the class and type and applicable endorsement valid for the motor vehicle being driven	
14.2	(c)	No person shall have more than one valid driver's license at any time. (No fine)	
14.3	31-7-107	Persons exempted	
14.4	(i)	Any employee of the US government while operating a motor vehicle owned by or leased to the US government and being operated on official business unless the employee is required by the US government or any agency thereof to have a state driver's license	
14.5	31-7-107 (iv)	Any person on active duty in the armed forces of the US who has in his immediate possession a valid license issued in a foreign country by the armed forces of the US but only for a period of 45 days from the date of his return to the US	
14.6	31-7-116	Carrying and displaying: Every licensee shall have his/her driver's license in his/her immediate possession at all times when driving a motor vehicle and shall display the license upon demand of a peace officer	\$50
14.7	31-7-117	Restricted licenses	\$50
14.8	(a)	The driver's license division for good cause may impose restrictions suitable to the licensee's driving ability	
14.9	31-7-133	Unlawful use of license	\$100
14.10	(a)	It is an unlawful use of a license and is a misdemeanor for any person to:	

ITC	WSS	LONG TITLE/VIOLATION	FINE
14.11	(i)	Display or permit to be displayed, or have in his/her possession any cancelled, revoked, suspended, fictitious or fraudulently altered driver's license	
14.12	(ii)	Lend his driver's license to any other person or knowingly permit its use by another	
14.13	(iii)	Display or represent as one's own any driver's license not issued to him	
14.14	31-7-134	Driving while license cancelled, suspended or revoked	MA
14.15	(a)	Any person who drives a motor vehicle on any public highway in this state at a time when his/her driver's license, from this or any other jurisdiction, or nonresident operating privileges are cancelled, suspended or revoked is guilty of a misdemeanor	
14.16	31-7-135	Permitting unlicensed person to drive: No person shall authorize or knowingly permit a motor vehicle owned by him/her or under his/her control to be driven or towed upon any highway by any person who is not licensed for the type or class of vehicles to be driven or is in violation of any provision of this act	\$50