

# Smart, Safe & Sober



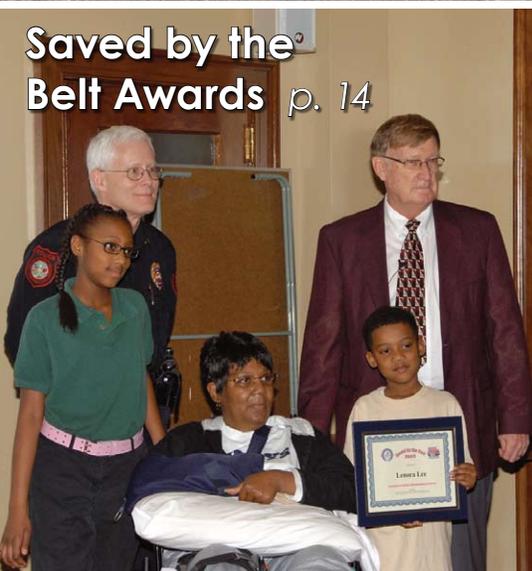
NEWSLETTER

SPRING 2009

[www.smartsafeandsober.org](http://www.smartsafeandsober.org)



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# Smart, Safe & Sober

## NEWSLETTER

The *Smart, Safe & Sober Newsletter* (formerly known as *Badges, Buckles, Belts & Beyond*) is published quarterly for Virginia's transportation safety community by the Smart, Safe & Sober Partnership.

The Smart, Safe & Sober Partnership is comprised of the Virginia Association of Chiefs of Police, the Virginia Department of Motor Vehicles, the Virginia State Police, the Virginia Sheriffs' Association, and DRIVE SMART Virginia.

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Articles, announcements of events, short recaps of agency activities with photos, etc. are all accepted on a regular basis for publication in the next scheduled issue.

### PREVIOUS ISSUES

Back issues of the newsletter can be found at [www.smartsafeandsober.org/news](http://www.smartsafeandsober.org/news). Click on "SS&S Newsletter" on the left.

### ADDRESS CORRECTIONS

Contact Erin Schrad, VACP Communications Manager (see above) with any address corrections or mailing list changes.

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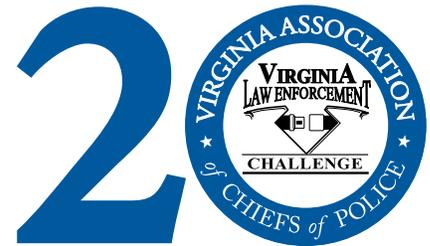
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# 2008 Law Enforcement Challenge Workshops

During January and February, 2009, the Virginia Association of Chiefs of Police and the Virginia Highway Safety Office once again held a number of Law Enforcement Challenge workshops across the Commonwealth. This year, ten workshops were offered to assist Virginia law enforcement agencies with assembling their 2008 Law Enforcement Challenge entries.

Virginia Highway Safety Office Law Enforcement Liaisons Don Allen and Frank Kowaleski conducted the workshops that were attended by more than 140 individuals from more than 90 agencies — both rookies and veterans alike. Attendees learned about the Challenge program and its benefits and received information on changes that have been made to the National and Virginia Challenges for 2008. The instructors also provided the attendees with tips on how best to assemble their applications in order to earn the most points possible. Virginia agencies have consistently done well in the National Challenge and, together, often bring home more awards than those from other states. This national success is due in large part to these workshops and the personal assistance the LELs provide each of the participating agencies outside of the workshops.

In 2008, 55 Virginia agencies competed in the 2007 Virginia & National Law Enforcement Challenges, 17 of which won awards in the National Challenge — more than any other state. In recognition of the twentieth year of the Challenge program in Virginia, the VACP's goal for 2009 is to collect 60 entries for the 2008 Challenge and to once again have more agencies than any other state win National awards.



**20**  
**YEARS**  
1988 - 2008

Remember, entries for the **2008 LE Challenge** are due to the VACP by **Friday, April 24!**

For more information on the Law Enforcement Challenge or to download an application, go to [www.smartsafeandsober.org](http://www.smartsafeandsober.org).



# MOVE OVER SLOW DOWN IT'S THE LAW!

## Virginia Trucking Companies, State Police Work Together to Support “Move Over” Law

*Va. businesses display “Move Over” decals on back of trailers traveling interstates*

RICHMOND — Virginia’s “Move Over” law is receiving additional attention with the help of public/private partnerships between Houff Transfer Inc., Lawrence Transportation Systems, Coca-Cola Bottling Co. Consolidated, the Virginia Trucking Association and Virginia State Police. The collaboration was unveiled Thursday, March 26, 2009, at a press conference at Houff Transfer Headquarters located in Weyers Cave, Va. The joint efforts are an extension of the Virginia State Police public awareness campaign that began more than a year ago to call attention to the 2002 statute.

Virginia’s “Move Over” law requires motorists to change to another travel lane or, when not able to, to slow down when passing emergency personnel stopped out on the road. Nationwide, in 2008, 18 law enforcement personnel were struck and killed while standing outside of their vehicles.\*

Virginia is one of 40 states with a Move Over law. Violation of the law carries a punishment of up to a \$2,500 fine and/or 12 months in jail.

“If first responders aren’t safe on the side of the interstate, who is?,” said Colonel W. Steven Flaherty, Virginia State Police Superintendent. “Partnering with these trucking companies not only advances our educational outreach of the “Move Over” law, but also helps make Virginia’s roads safer for everyone.”

Houff Transfer, Inc., and Lawrence Transportation Systems, both Virginia-based trucking companies, have replicated the red “Move Over” labels displayed on the back bumper of Virginia State Police patrol cars. Both companies placed the 12 x 14 decals

on their company trailers a few months ago. As more trailers are updated through the spring, additional bumper stickers will be added to each company’s mid-Atlantic fleet.

“Safety is a priority for our company and it’s something we pride ourselves on, especially as a business recognized for its safety record,” added Doug Houff, President of Houff Transfer, Inc. “We want to help educate the community about this important law and protect our emergency responders at the same time.”

Since October 2008, approximately 200 delivery trucks and vans belonging to Coca-Cola Bottling Company Consolidated have been featuring “Move Over” signs. The placards, 12 x 6 in size, are smaller versions of the yellow-and-white “Move Over” highway signs posted along Virginia’s interstates. The Coca-Cola trucks carrying the signs travel within the Southwest region of the Commonwealth.

The Virginia Trucking Association (VTA) is also assisting in this joint effort. The association, a statewide, non-profit group with a membership of 550 trucking companies, is now featuring information about Virginia’s “Move Over” law on its Web site. VTA members can download the information and use it for future driver safety meetings. In addition, state police participated with the VTA during two of the organization’s “Safety Break” programs in 2008, where “Move Over” educational brochures were distributed to motorists traveling Interstate 81.

For more information regarding the Move Over law, brochures and public service announcements, visit the Virginia State Police Web site at <http://www.vsp.virginia.gov>.



*\*Source: National Law Enforcement Officers Memorial Fund*





## Virginia Limousine Drivers Partner with Police, State Agencies to Promote Teen Safety During Prom, Graduation Season

On Tuesday, March 17, the Virginia Limousine Association (VLA) sponsored a "PROM PLEDGE PARADE OF LIMOUSINES" in downtown Richmond as part of the cooperative efforts of the VLA and multiple state and local agencies to promote teen safety during this high school prom and graduation season. Led by an escort of Richmond Police officers, limousines from companies throughout the state paraded through lower downtown Richmond, across the Manchester Bridge and down Cary Street, ending at One James Center for a press conference.

Each limousine company turned in their "VLA Prom Promise" to not allow the illegal use of alcohol, drugs, or tobacco in any of their vehicles during prom and graduation season. Member companies also pledged to require parents and teens to sign a Prom Pledge before chartering a limousine.

Participating in the press conference were VLA President Paul Walsh; John Saunders, DMV; Virginia Highway Safety Office; Frank Monahan, Dept. of ABC's Bureau of Law Enforcement; Commander Michael Shamus, Richmond Police Department; Lt. Kerry Stiles, Virginia State Police; and Joanne Burkholder, Department of Education. Each speaker highlighted their agencies' efforts and programs to promote teen safety and prevent alcohol, tobacco, and drug abuse among teens. Walsh stressed the VLA's commitment to and advocacy of zero tolerance for alcohol, tobacco and drug use while using the transportation services of VLA members.



The Virginia Limousine Association's objective is to create and promote a stronger relationship and understanding between legal limousine company owners, DMV, other government agencies and the public and to work toward the betterment of the limousine industry. Membership currently consists of 38 limousine companies throughout the State of Virginia.

2009

**Virginia Limousine Association  
Alcohol, Drug & Tobacco  
Limousine Company Pledge**

*The following policy will be adhered to by this company and its chauffeurs:*

- ❖ Privacy partition remains down
- ❖ Alcohol will not be allowed if anyone is under 21 years of age while in our vehicles.
- ❖ Alcohol use will not be allowed by anyone under 21 years of age while in our vehicles.
- ❖ Alcohol will not be transported for anyone under 21 years of age.
- ❖ Illegal drugs will not be permitted at any age.
- ❖ Use of tobacco products by persons under 18 is prohibited.  
(No Smoking policies are customary throughout our Industry)

If this policy is violated by the occupants, they will be returned immediately to the location where service originated. Parents will be notified.

The customer will be advised of this policy when contracting for the limousine service.

**Limousine Service Company's Name:** \_\_\_\_\_

**Doing Business As:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**CPC Number:** \_\_\_\_\_

**Phone Number:** \_\_\_\_\_

**Limousine Company Owner's Signature:** \_\_\_\_\_

**Printed Name:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Please sign and return by February 29<sup>th</sup>, 2008;  
FAX to : Virginia Limousine Association  
Attn: Randy Allen VLA Secretary  
Fax: (804) 342-1075

A list of participants will be sent to public and private high school administrators, PTA presidents, and posted on the VLA website at [www.virginalimousineassociation.org](http://www.virginalimousineassociation.org).

**VLA-member limousine companies signed this pledge promising to not allow alcohol, drugs or tobacco to be used by minors in their vehicles.**

# First Operation Air, Land & Speed Enforcement in 2009 Nets More Than 2,000 Violations on Interstates 64, 264, 464 & 664 in Hampton Roads



RICHMOND—The highly successful Operation Air, Land and Speed completed its first enforcement phase of 2009 after focusing its efforts on the major interstates within Hampton Roads and the entire length of Interstate 64. The increased presence of Virginia State Police troopers along the four interstates produced 2,341 violations on March 12, 2009. No fatalities were reported on any of the targeted interstates during the operation.

Originally scheduled for a two-day enforcement blitz, the traffic safety initiative was shortened to one day after hazardous weather conditions moved across the Commonwealth.

"When it comes to aggressive traffic enforcement, the specialized operation still had the impact it was intended for with just one day on the road," says Colonel W. Steven Flaherty, Virginia State Police Superintendent. "By increasing the presence of troopers, we hope to continue to encourage drivers to make responsible decisions when they are behind the

wheel by reducing their speed, buckling up, avoiding distractions and changing their overall behavior on the road."

Operation Air, Land & Speed results for Thursday, March 12, 2009 included 904 speeders being stopped, 147 reckless drivers being cited, 3 impaired drivers being arrested and 162 safety belt violations issued by state police. In addition, the enforcement project resulted in 17 drug and/or felony arrests.

Since the traffic safety program's inception in 2006, this is second time Operation Air, Land & Speed has targeted I-264, I-464 & I-664 in the Hampton Roads region. With the inclusion of Interstate 64, the campaign focused on the same four interstates in July of 2008.

The previous Operation Air, Land and Speed initiative took place Dec. 5-6, 2008, on Interstates 64 and 66. This has been the seventeenth Operation Air, Land and Speed to be conducted on Virginia interstates and brings total summonses and arrests to 88,830.

*NHTSA estimates that, in 2007, more than 160 people who died in Virginia wrecks would have lived if they had been wearing seat belts.*

*Coincidentally, 162 people in Hampton Roads were ticketed for not wearing seat belts during the one-day Operation Air, Land & Speed enforcement blitz.*

All funds generated by Virginia State Police summonses go to the State Literacy Fund.

Funding for the enforcement initiative is provided through federal highway safety monies.

## 2009 Operation C. A. R. E. Holiday Periods

### Buckle-Up Week (including Memorial Day Weekend)

May 18 – 25, 2009

### July 4th Holiday

July 3 – 5, 2009

### Labor Day Weekend

September 4 – 7, 2009

### Thanksgiving Holiday

November 25 – 29, 2009

### Life Saver Weekend

December 18 – 20, 2009

### Christmas Holiday

December 24 – 27, 2009

### New Year's Holiday

December 31, 2009 – January 3, 2010



## April 29, 2009

### "Three Seconds. That's All It Takes."

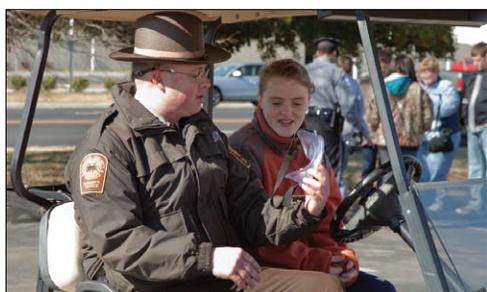
80% of all crashes and 65% of all near-crashes recently studied by the Virginia Tech Transportation Institute involved driver inattention within 3 seconds of the crash.

In 2007, 1,026 people died Virginia's roadways. There were 145,405 crashes and 68,822 people injured. Driver inattention was a leading factor in many of these crashes. That's a big price to pay for a little distracted driving.

To learn more about Distracted Driving Awareness Day, visit [www.drivesmartva.org](http://www.drivesmartva.org) or call (804) 340-2870.



## Ashland Police, Hanover Sheriff Host Safe and Sober Teen Driving Event



On Saturday, January 31, 2009, the Ashland Police Department and the Hanover County Sheriff's Office hosted a Safe and Sober Teen Driving Event in the Ashland/Hanover Shopping Center. This event was strategically held on the Saturday prior to "Super Bowl Sunday," which is historically one of the most dangerous weekends on America's roadways due to the high volume of alcohol-related collisions.

Officers educated more than 30 teen drivers during the 4-hour event as to the dangers and consequences of driving impaired. Teen volunteers wore "Fatal Vision" goggles while maneuvering a golf cart through traffic cones to simulate the effects that alcohol has on a person who operates a motor vehicle under the influence. Officers also offered field sobriety tests to the volunteers after they completed the driving course.

This was a very successful event and the Ashland Police Department and Hanover County Sheriff's Office offer special thanks to the media for covering this important event and to Mother Against Drunk Drivers and the Virginia Alcohol Beverage Control Board for providing information for all of the participants who braved the chilly weather Saturday morning.

*If you would like more information about this event, please contact the Ashland Police at (804) 798-1227 or visit them on the web at [www.ashlandpolice.us](http://www.ashlandpolice.us)*

PHOTOS BY ERIN SCHRAD, VACP

# 2009 Virginia General Assembly Report: Selected Traffic Safety-Related Bills

All bills passed by the General Assembly become law on July 1, 2009 pending any Governor's amendments or vetos at the reconvened session on April 16, 2009. For more information on any of the bills listed here, go to <http://leg1.state.va.us/> and click on "Bills & Resolutions".

## OCCUPANT PROTECTION

**SB 1161: Makes non-use of motor vehicle safety belts a "primary offense."** This bill incorporates SB 970. (This bill is identical to HB 2253 and HB 2339.) **FAILED**

**SB 1408: Safety belt enforcement.** Allows for primary enforcement of safety belt requirements when violations are observed by law-enforcement officers at traffic safety checkpoints. **FAILED**

**SB 1502: Safety belt use.** Extends requirement for safety belt use to all occupants of a motor vehicle, not just those in the front seat. **FAILED**

## IMPAIRED DRIVING

**HB 1693: Driving under influence; mandatory minimum punishment when concentration is elevated above certain amount.** Adds an additional qualifier in DUI punishment provisions that allows use of blood alcohol testing on whole blood to be admitted into evidence in a DUI prosecution, thus allowing mandatory punishments to be imposed when the blood alcohol concentration is elevated but the test may have been performed in another, e.g., hospital, setting. **PASSED**

**HB 1805: Ignition interlock; operation of motor vehicle without, penalty.** Provides that operation of a motor vehicle without an ignition interlock when such operation is prohibited is a Class 1 misdemeanor and that the person's operator's license shall be revoked for one year. (This bill is identical to SB 889.) **SIGNED BY GOVERNOR**

**HB 1868: Underage DUI; penalties.** Clarifies that punishment for underage drinking includes, but is not limited to, license forfeiture and either a mandatory minimum fine of \$500 or 50 hours of community service. **PASSED**

**HB 2532: Reimbursement of expenses in DUI and related incidents.** Specifies that a locality that has passed an enabling ordinance is entitled to restitution from a person convicted of certain DUI offenses, when issuing any arrest warrant or summons, in addition to compensation for an appropriate law-enforcement response. **PASSED**

**SB 1463: DUI; ignition interlock.** Requires installation of an ignition interlock as a condition of license restoration (after the three-year revocation) for a second conviction committed within ten years after a first offense, rather than five years. **PASSED**

**HB 2041: DUI ignition interlock limitations.** Provides that a person who is convicted of DUI is required to have an ignition interlock on the first offense as a condition of a restricted license. Currently, the requirement for an interlock is only imposed upon a second offense or when the offender's BAC is above 0.15 percent. **FAILED**

**HB 2245: Transfer of custody in a DUI arrest, etc.** Allows a law-enforcement officer to arrest, without a warrant, any person whom the officer has probable cause to suspect of driving while intoxicated or committing certain DUI-related offenses in the officer's presence and to thereafter transfer custody of the person suspected of any such violation to another officer, who may obtain a warrant based upon statements made to him by the arresting officer. Currently this transfer authority exists only for arrests made for drunk boating. The bill also provides that a law-enforcement officer may arrest, without a warrant, any person who commits any misdemeanor or traffic infraction, or substantially similar local ordinance, not committed in his presence, if he receives a message, from another officer who personally observed the violation, provided that the observing officer sends the message after he observes the alleged offense

and positively identifies the alleged offender to the arresting officer. This bill incorporates HB 1954. **FAILED**

**SB 1424: DUI; prior offenses.** Provides a definition of "substantially similar" for the purpose of determining when an out-of-state DUI conviction can be used to enhance punishment for a current Virginia DUI offense. Out-of-state laws that criminalize driving with a prohibited blood alcohol content of .08 percent or more by weight by volume or .08 grams or more per 210 liters of breath are deemed to be substantially similar offenses. In addition, a driving under the influence conviction in a state contiguous to the Commonwealth or in the District of Columbia is deemed to be substantially similar. **FAILED**

## DISTRACTED DRIVING

**HB 1876: Text messaging and emailing while driving.** Prohibits operation of a motor vehicle on the highways in the Commonwealth while using any handheld personal communications device to manually enter multiple letters or text or to read a text message. This bill provides exemptions for using global positioning systems (GPS), reading caller identification information, and using a wireless telecommunications device to report an emergency. The provisions of this bill do not apply to operators of emergency vehicles. This bill incorporates HB 1615 and HB 2380. **PASSED**

**HB 904: Use of mobile telephone and other wireless electronic devices while driving.** Provides that, with certain exceptions, no person may use a mobile telephone or other wireless electronic telecommunications device while operating a moving motor vehicle on any public highway in the Commonwealth unless such mobile telephone or other wireless electronic telecommunications device is equipped with a hands-free accessory. **FAILED**

**HB 1659: Use of wireless telecommunications devices while driving.** Prohibits use of wireless telecommunications devices, whether handheld or otherwise, while operating a motor vehicle, bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped on the highways in the Commonwealth, except in an emergency. **FAILED**

**SB 1227: Provisional driver's license holders.** Makes cell phone use while driving by a provisional driver's license holder a "primary offense." **FAILED**

## ACCIDENT REPORTING

**SB 39: Traffic accident reports; increases amount of damage threshold to be reported by law enforcement.** Increases from \$1,000 to \$1,500 the damage threshold at which traffic accidents become "reportable." **SIGNED BY GOVERNOR**

## OPERATOR'S LICENSES

**HB 1653: Driver's license; provisional; issuance to person less than 19 yrs. old.** Provisional driver's licenses. Provides for issuance of restricted driver's licenses, allowing the licensee to drive to and from institutions of higher education, to persons whose driver's licenses have been suspended for violations committed when operating a motor vehicle under a provisional driver's license. Presently, these restricted licenses may only be issued for the purpose of driving to and from work. **SIGNED BY GOVERNOR**

**HB 1826: Driver's licenses of minors.** Provides for the suspension of the driver's license of any minor who has 10 or more unexcused absences from public school on consecutive school days. (Every application for a driver's license submitted by a person less than 18 years old and attending a public school in Virginia shall be accompanied by a document, signed by the applicant's parent or legal guardian, authorizing the principal, or his designee, of the school attended by the applicant to notify the juvenile and domestic relations district court within whose jurisdiction the minor resides when the applicant has had 10 or more unexcused absences from school on consecutive school days.) **PASSED**

**HB 2571: Restricted license eligibility while license is suspended.** Allows a court to issue a restricted license to a

person whose license is suspended under certain circumstances. This bill is identical to SB 1343. **PASSED**

**HB 311: Mopeds; driving on suspended license.** Prohibits operation of mopeds on a suspended or revoked license, except to and from place of employment. **FAILED**

**HB 438: Learner's permits.** Prohibits issuance of learner's permits to minors when the records of the school they attend show they have had more than five (5) unexcused absences from school in the six months immediately preceding their application. **FAILED**

**HB 1695: Driving without a license; person may be placed under arrest if previously convicted of offense.** Driving without an operator's license. Provides that any person who drives without an operator's license may be placed under arrest, fingerprinted and the arrest reported to the Central Criminal Records Exchange if the general district court for the jurisdiction has approved arrest for the offense of driving without an operator's license. **FAILED**

**HB 2561: Suspension of license; failure or refusal to pay fines or costs.** Allows for the suspension of a defendant's driver's license for failure or refusal to pay fines and costs 15 days after sentencing. Currently, the court is authorized to suspend the license for such failure or refusal 15 days after conviction; however, it is during the sentencing phase that the court assesses whether fines and costs have been paid. **FAILED**

**SB 224: Driver's license and registration; failure to carry.** Imposes a fine of between \$50 and \$250 for failing to carry a driver's license and vehicle registration card. The current fine is \$10. The existing provision that the summons will be dismissed if the person produces a license that was issued to him before the summons was issued or a registration card remains unchanged. **FAILED**

**SB 723: Provisional driver's license; primary offense.** Removes secondary offense designation and makes violations of passenger limits, curfew, and wireless communications use primary offenses. **FAILED**

**SB 1084: Learner's permit fees; requirements for issuance of driver's licenses**

**to minors.** Requires that minor applicants for a driver's license show they have successfully completed, with a parent or guardian, an in-person 90-minute or longer driver safety course prescribed by DMV. The bill also increases the learner's permit issuance fee from \$3 to \$8; the additional \$5 is to be retained by DMV to cover its costs associated with this new requirement. **FAILED**

## LICENSE PLATES

**HB 1281: Driving with special license plates after conviction of DUI.** Requires persons convicted of drunk driving a third or subsequent time who have registered motor vehicles in Virginia to use yellow license plates with red letters and numbers for a five-year period. **FAILED**

**SB 937: Vehicle license plates.** Provides for display of one license plate on vehicles. This bill is identical to HB 1731. **FAILED**

## OTHER

**HB 2416: Photo-monitoring systems.** Removes the requirement that the list of proposed intersections for a traffic light signal violation monitoring system that a locality submits to the Virginia Department of Transportation be submitted for the Department's final approval. **FAILED**

**HB 2605: Driver training schools; regulation by DMV.** Transfers to the Department of Motor Vehicles (DMV) responsibility for driver training programs established for the public school system by the Department of Education. **FAILED**

**SB 115: Traffic lights; penalty.** Creates a Class 1 misdemeanor for running a red light, if running the red light is the sole and proximate cause of the death of another. **FAILED**

**SB 526: Vehicle safety inspections.** Requires vehicle safety inspections every 24 months instead of every 12 months and increases the maximum allowable fee for most vehicles from \$16 to \$20. **FAILED**

**SB 1402: Improper driving; penalty.** Increases the maximum penalty from \$500 to \$1,000. **FAILED**

*Summary prepared by Erin Schrad, VACP Communications Manager.*

# Hard work and stepped-up enforcement efforts — *not luck!* — keep St. Patty’s Day revelers safe on Virginia’s roadways

Last year, 71 drivers were involved in 45 alcohol-related crashes on St. Patrick’s Day in Virginia. About 65 percent of the drivers had been drinking. In comparison, Virginia recorded 49 alcohol-related crashes involving 77 drivers on the holiday in 2007. Of those drivers, 62 percent had been drinking.

One person was killed in an alcohol-related crash on March 17, 2007 in Virginia. Last year, the state recorded no alcohol-related fatal crashes on St. Patrick’s Day.

The **Herndon Police Department** participated in the St. Patrick’s Day campaign by conducting roving saturation patrols during March 13-18. Officers stopped 60 vehicles and recorded the following results:

- ♣ 3 DUI arrests;
- ♣ 1 felony arrest;
- ♣ 1 drug arrest;
- ♣ 3 suspended/revoked operator’s licenses; and,
- ♣ 28 other traffic arrest, citations or warnings.

**Bristol (Va.) Police Department** participated in the St. Patrick’s Day Impaired Driving Awareness Campaign by conducting roving saturation patrols, stopping not only drivers who appeared intoxicated, but all drivers in violation of traffic laws. Saturation patrols were chosen for the campaign over checkpoints because they are more effective.

“When you set up a checkpoint in this day and age of technology, it’s just a network of communication and everybody knows where the police have set up,” Bristol Police Capt. Daryl Milligan said.

Sarah Longwell, managing director of the American Beverage Institute, said saturation patrols are not only more effective in targeting intoxicated drivers, but are more cost efficient and comprehensive when it comes to policing the roads.

Sobriety checkpoints are still operated by the Bristol Police — just not as often. “I’d say it’s more like 50-50 now,” Milligan said. “The whole purpose is to remind folks to drive safely.”

DUI	2
Refusal	1
Seat Belt Violations	1
Speeding	11
Improper Lane Change	1
Failure to Obey Highway Sign	1
Revoked/Suspended Operator’s License	3
Defective/Improper Equipment	7
VA Inspection Violations	2
Other Non-Moving Violations	6
Intoxicated in Public	4
Drug Violation	1
Outstanding Arrest Warrants Served	1



With a number of Irish festivities planned around Richmond during St. Patrick’s Day weekend, the **Richmond Police Department** launched a campaign designed to keep partiers from drinking and getting behind the wheel, and crack down on those that dared to drive drunk.

On March 13, the department issued a press release to notify the media and the public that officers would be out in force to catch drunk drivers. They also encouraged citizens to plan a safe way home if they planned to drink. Additionally, RPD arranged for billboards along Interstate 95 and Laburnum and Carolina avenues in the city to display messages reminding motorists not to drive drunk and that DUI is a criminal offense. They also placed posters across the city to spread the message that drunk driving wouldn’t be tolerated.

The department’s initiatives began Thursday, March 12 and continued through St. Patrick’s Day. RPD officers conducted roving patrols throughout the city, focusing on DUI-related offenses. They arrested 17-people for DUI — a 53% increase from 2008, which the department attributes to several factors, such as increased officer training and enforcement. Richmond officers also arrested more than a hundred people for other charges.

The purpose of the initiative was to enforce the laws of Virginia and reduce any DUI-related injuries or traffic fatalities through zero tolerance. To date, RPD officers have made 139 DUI arrests in the city, up 28 percent from the 109 arrests made during the same period in 2008.

On March 16, the **Chesapeake Police** sent out a media release to all media outlets to make the public aware that additional officers were being designated to specifically work DUI enforcement. The media release also included educational tips for celebrating safely.



On St. Patrick's Day, March 17, Chesapeake officers engaged in traffic enforcement activities citywide, with an emphasis on DUI detection, speed enforcement and enforcement of occupant protection laws. These officers also visited local establishments to provide a visible reminder that the police were indeed out in force, in an effort to deter drivers from driving intoxicated. The results of the enforcement action are as follows:

- ♣ 54 verbal warnings were issued;
- ♣ 56 citations were issued for various traffic infractions;
- ♣ NO arrests were made for impaired driving; and,
- ♣ NO misdemeanor or felony charges were issued.

This initiative was accomplished through the combined efforts of Patrol Operations personnel, the Traffic Enforcement Section, and the Public Information Officer.



The **Blackstone Police Department** conducted a joint checking detail with the **Notoway County Sheriff's Office** for the St. Patrick's Day enforcement campaign and netted the following results:

DUI	1
Revoked/Suspended Operator's License	1
No Operator's License	2
Other Infractions	7



PHOTO COURTESY LT. JEFFREY L. BAKER, VSP

On March 16, 2009, the **Virginia State Police** and AAA Mid-Atlantic held a joint press conference at Siné Irish Pub and Restaurant in Richmond to promote sober driving over the St. Patrick's Day holiday period. Colonel Steve Flaherty, Virginia State Police Superintendent, and Martha Meade of AAA Mid-Atlantic were the two keynote speakers at the event attended by numerous print and television media outlets.

Flaherty, who joked about his Irish heritage and sober message, urged St. Patrick's Day revelers to drink in moderation, plan ahead with a designated driver, and don't get behind the wheel if they've been drinking.

"If you plan on drinking, then don't rely on the luck of the Irish to keep you safe or to keep you out of trouble," said Colonel Flaherty. "Drunk driving alone claimed more than 292 lives on Virginia's highways in 2008. An impaired driver puts his/her own life at risk, along with every other motorist sharing that same road."

"Let's not let a couple of pints lead to a traditional Irish wake," said Meade. "If you plan to drink, don't plan to drive."

Siné, a popular Irish pub on East Cary Street, drew thousands to its 10th annual St. Patrick's Day festival on Saturday, March 14. The pub's management stands fully behind the police's tough message on drunken driving.

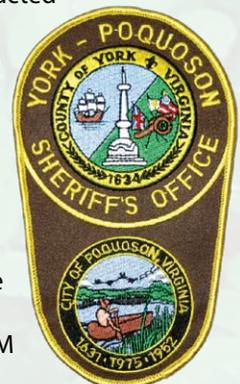
"Obviously, we want to see people come in and have a good time, but we also want to see people are responsible," said Bob McNulty, the pub's general manager. "Have a good time within reason and get home safe."

*Pictured, l to r.: Captain Steve Chumley (VSP Div. 1); Trooper Gloria Moore (VSP Div. 1, Area 8); Colonel Steve Flaherty; Ms. Martha Meade; and Mr. Bob McNulty.*

On Tuesday March 17, 2009, the **York/Poquoson Sheriff's Office**, with assistance from the Virginia State Police, conducted a DUI Sobriety Checkpoint.

During the enforcement activity, York/Poquoson Sheriff's deputies arrested five individuals for DUI and one individual for driving after having been declared a Habitual Offender. Five individuals were charged with driving on a suspended or revoked license, two of which were revoked for previous DUI offenses, and one individual was charged with operating a motor vehicle without insurance. Twelve other vehicle-related summonses also were issued.

The checkpoint ran from 10:00 PM until 3:00 AM and 812 vehicles were checked.





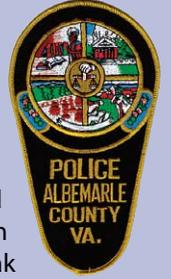
On Thursday, December 18, 2008, the Albemarle County Police Department Traffic Unit conducted two traffic safety checkpoints in the northern part of Albemarle County.

The first checkpoint was held from 9:30 am – 11:30 am at the intersection of Commonwealth Drive and Northwest Drive. The second checkpoint was held from 1:00 pm – 3:00 pm at the intersection of Whitewood Road and Oak Forest Circle.

Between the two checkpoints, a total of 842 vehicles were screened. Of these vehicles 66 were pulled for further processing. A total of 63 summonses were issued. Of the summonses issued, 24 were for inspection violations, 21 for drivers having no operator's license, 7 for registration violations, 5 for drivers having a suspended license, and 3 for equipment violations.

Traffic safety checkpoints increase public awareness of the need to drive safely, be in compliance with DMV licensing and registration requirements, and the importance of properly maintaining their vehicle.

Additional checkpoints are being scheduled. Motorists are encouraged to buckle up and drive responsibly.



## 2009 May Mobilization May 11 – June 7, 2009

Get the latest press release templates, PSAs, and enforcement reporting forms at [www.smartsafeandsober.org/programs/CIOT](http://www.smartsafeandsober.org/programs/CIOT)

Remember to order your brochures, banners, posters, stickers, and other marketing materials from [www.drivesmartva.org/projects/ciot\\_order.html](http://www.drivesmartva.org/projects/ciot_order.html)

### Central Virginia Transportation Safety Board Joint Checkpoint Activity

On March 13, 2009, the Amherst County Sheriff's Office, Bedford County Sheriff's Office, Bedford Police Department, Campbell County Sheriff's Office and Lynchburg Police Department participated in a joint checkpoint activity. Below are the results from the checkpoint:

Adult DUI / DUID Arrests	14
Safety Belt Citations	5
Child Restraint Citations	8
Juveniles Cited for Underage Drinking Violations	2
Juveniles Arrested for Zero Tolerance (DUI)	1
Other Arrests, Warnings, Citations Not Already Noted	30
Stolen Vehicles Recovered	0
Felony Arrests	4
Weapons Seized	1
Fugitives Apprehended	0
Suspended / Revoked Licenses	12
Reckless Driving Citations	0
Uninsured Motorists	1
Speeding Citations	1
Drug Arrests	8
Open Container Citations	0
No Operator's License	7

# Road deaths drop in Fredericksburg area thanks to high gas prices, increased enforcement

BY KELLY HANNON

Fredericksburg Free-Lance Star

(January 10, 2009) Traffic deaths in the Fredericksburg area declined last year, most notably in Spotsylvania County.

A sustained period of record high gas prices this summer kept people off the road across Virginia, reducing total vehicle miles traveled, said John Saunders, director of the Virginia Department of Motor Vehicles Office of Highway Safety.

Also, when people drove, they reduced their speed, Saunders said.

The 2008 numbers represent a turnaround from 2007, when Virginia traffic deaths surpassed the 1,000 mark — the highest number since 1990. The 808 who died last year as the result of crashes represents a 21 percent decrease from 2007.

In the Fredericksburg area, there were 91 deaths in 2007. Last year, 56 people died in fatal vehicle crashes, according to preliminary DMV data. That's a 38.5 percent decrease.

Highway safety officials welcome the reversal, but say they want the number to drop even further.

"Anything more than zero is not a good number for us," Saunders said.

After all, these are not mere numbers. "These are mothers and fathers. These are sons and daughters. This touches people," Saunders said.

Traffic deaths in Spotsylvania fell 38 percent last year. In 2008, 13 people died in traffic crashes in the county, compared with 21 deaths the year before.



*Before 2008, the Spotsylvania County Sheriff's Office had eight full-time deputies doing traffic enforcement. Now, department has 13 full-time deputies enforcing traffic laws.*

Spotsylvania's marked drop is partly because of additional funding and enforcement, said Spotsylvania Sheriff Howard Smith.

Before 2008, the department had eight full-time deputies doing traffic enforcement. Now, the county Sheriff's Office has 13 full-time deputies enforcing traffic laws.

Also, Spotsylvania has positioned older sheriff's vehicles in strategic locations around the county where there are reports of speeding. "They really work," Smith said. "You go down the road and you see drivers hit their brakes and slow down. Little things like that, I think, have helped us."

All localities in the Fredericksburg area saw a drop in traffic deaths.

Stafford County had 12 traffic fatalities. The previous year, there were 16 deaths. Culpeper County went from 11 fatalities in 2007 to six deaths in 2008.

The change mirrors the national trend.

From January to October, there were 31,110 traffic fatalities nationwide. That is 3,392 fewer deaths than in 2007, when 34,502 people died over the same months, according to the U.S. Department of Transportation.

Among the 56 deaths across the Fredericksburg region, 43 percent of the victims were not wearing a seat belt, Saunders said. Alcohol was a factor in 36 percent of the fatal crashes.

"That's not a number we like to see. We really encourage wearing a seat belt. We'd like to continue to emphasize how important that is," Saunders said.

Education remains an important part of reducing traffic deaths, Saunders said.

Virginia will continue to participate in national programs like Click It or Ticket, which promotes seat-belt use, and the Highway Safety Challenge, a state program that asks drivers to buckle up, obey the speed limit, eliminate distractions and drive free from alcohol or drug impairment.

## Area officials say driver-education programs for teens have helped reduce deaths

Spotsylvania Sheriff Howard Smith said a new mandatory program in Spotsylvania high schools requires students who want a parking permit to have at least one parent attend a mandatory safe-driving meeting, hosted in part by the Sheriff's Office.

In addition, more than 170 teen drivers finished Spotsylvania's SMART driving program, and teen drivers collect

their licenses at a unique safe-driving event held by Judge Joseph Ellis.

"We have people calling us all the time about that program," Smith said.

For several years, Stafford County schools have had a mandatory parent meeting connected to driver-education classes. And a Youth Driver Task Force is working to improve hazardous roads throughout the county.



All across the Commonwealth, law enforcement agencies recognize individuals from young to old, even some in their own ranks, who were involved in a traffic crash and, because they were wearing a safety belt or were in a child safety restraint, their injuries were reduced or their lives were saved. Below are the stories of just some of the individuals recognized during the first quarter of 2009.

On March 9, 2009, Virginia Highway Safety Office Law Enforcement Liaison Frank Kowaleski and the Hanover County Sheriff's Office presented **Mr. Jon M. Konetski** with the Saved by the Belt Award.

The crash occurred in late October, 2008 while Mr. Konetski was traveling west on Pole Green Road in Hanover. The driver of an oncoming vehicle lost control on the wet pavement, left the roadway, overcorrected and slid sideways, striking Mr. Konetski's vehicle head-on. Mr. Konetski's vehicle sustained substantial damage, but because he was wearing his seat belt, he survived the crash.

Sadly, the driver of the eastbound vehicle was unbelted and lost his life in the crash.



On February 9, 2009, the Virginia Beach Police Department hosted a "Saved by the Belt and Bag" awards ceremony to honor thirteen individuals for making the life-saving decision to buckle up. Virginia Beach Police Chief A.M. Jacocks and Mary Ann Raymont from the Virginia Highway Safety Office presented the awards.



One of the notable presentations was to the **Odwald family — Robert, Andrea, Natalie and Isabel** (pictured top left) — who were involved in a December, 2008 crash on General Booth Boulevard where their Toyota Corolla was rear-ended by a tanker truck. The two little girls were seriously injured in the crash and officers initially thought their injuries were life threatening. However, because they were properly secured in their forward facing car seats, they both survived.

Another recipient, **Aivi Lorenzo**, was sitting at a stop light in November of last year, when a police officer ran into the back of her minivan.

"I just heard a loud noise, and then we started moving forward," Ms. Lorenzo said. She and her two young daughters survived the crash because she was wearing a seat belt, and her children were restrained properly in child safety seats.

**Robert Wilson Seymone** (pictured bottom left) said the night a truck slammed into the back of his truck, he was startled and confused. "I never knew what hit me," he said.

Wilson Seymone now walks with a cane. He said he will need surgery and months of physical therapy, but he's alive thanks to his seat belt. He said there is no other option for him. "It's about safety, caring about yourself. You value your life, you do it," he explained.

The other seven individuals recognized at the ceremony were **Bradley Wessler, Bart Flora, Joseph Flagg, Denise Thornton, Cynthia Domingo, and Maurice and Melinda Browne.**



*The Saved by the Belt & Bag Program is open to any law enforcement agency regardless of affiliation with the VACP. Nominations for individuals who were involved in traffic crashes and were wearing safety restraint devices are being accepted. You may download the application from the Smart, Safe & Sober website — [www.smartsafeandsober.org/programs/](http://www.smartsafeandsober.org/programs/).*



On March 2, 2009, **Altavista Police Officer Devin Snead** was presented with the Saved by the Belt Award by Virginia Highway Safety Office Law Enforcement Liaison Don Allen.

Officer Snead was involved in a motor vehicle crash on February 28 in the Town of Altavista on Route 29 at the Clarion Road exit when his police cruiser was struck by a vehicle that failed to stop for a stop sign at the intersection.

Officer Snead escaped serious injury due to his compliance with town policy and Virginia law that he use his safety belt system while operating the cruiser.

On January 22, 2009, **Ms. Kimberly Burt** was presented with the Saved by the Belt Award by Virginia Highway Safety Office Law Enforcement Liasons Don Allen and Frank Kowaleski.

Late on the evening of December 31, Ms. Burt was returning to Richmond via Route 522 from a family visit in Louisa County. It was a dark night with no moonlight and, as she came over a blind hill, she struck a black cow that had wandered on to the road. She never saw the cow until she had hit it with her SUV.

Because Ms. Burt was wearing her safety belt, she was shook up by the impact but uninjured. The same could not be said for her vehicle, however, which received approximately \$5,000 worth of damage.

Ms. Burt also is employed with the Virginia Highway Safety Office as a Community Traffic Safety Program Manager.



Danville resident **Lenora Lee** will never forget November 4, 2008, and not just because of the historic election. Ms. Lee and her daughter voted early in the day, and then she loaded her grandchildren — Shaunita Lee, 12, and Jacquez Motley, 6 — into her car to go visit her brother.

As Ms. Lee drove east on South Boston Road, near the airport, a blue pickup truck in the westbound lane suddenly crossed the median and slammed into her car. Both vehicles wound up in the ditch, with her car's rear end off the ground and propped up on the pickup.

It took rescue workers an hour and a half to get Ms. Lee and her grandchildren safely out of the car. She suffered two broken legs, a broken arm and rib, a fractured pelvis, a punctured liver and other injuries. Shaunita also had two broken legs and Jacquez, who was in the back seat, escaped with minor injuries.

All three survived the crash because Ms. Lee insisted, as she always does, that everyone in her vehicle be buckled up or in a child safety seat or booster seat.

For making this life-saving decision to always be buckled up when traveling in a vehicle, Ms. Lenora Lee was presented with the Saved by the Belt Award on February 10, 2009 by Law Enforcement Liaison Don Allen and Danville Police Chief Philip Broadfoot.

"Please everyone, please buckle up every time you get in a car — driver or passenger. We are here today, thank our Lord and Savior, because we were bucked up when the crash occurred. The seat belts saved our lives, no question. Please buckle up every time — don't take the chance," Ms. Lee implored during the presentation.

# U.Va. Study Reveals the Dangers of Travel in Virginia

(January 27, 2009) CHARLOTTESVILLE, Va.—Contrary to popular belief, cities are safer than suburbs and rural areas, according to a new study released at the University of Virginia.

For people who travel from home to work, shop, recreate, attend school and engage in other activities, central cities and small cities in Virginia are the safest, said William H. Lucy, Lawrence Lewis Jr. Professor of Urban and Environmental Planning.

"Real estate surveys report that neighborhood safety is the most important single influence on where home buyers purchase residences," Lucy said. "Most people think about crime when they think about neighborhood safety. But the greatest danger of leaving home is from traffic injuries and fatalities. This research demonstrates that the danger of leaving home is much greater in low-density suburbs and exurbs than in higher-density cities and inner suburbs."

He analyzed traffic fatalities and homicides by strangers in Virginia from 2003 through 2007, using data supplied by the Department of Motor Vehicles and the State Police. Death rates were based on number of fatalities per 100,000 residents.

Tabulating traffic fatalities is the best method of measuring dangers associated with living outside cities, Lucy said.

He examined only homicides committed by strangers, he said, because those murders are more likely to happen when the victim is going about routine business outside the home, perhaps in proximity of a dangerous area.

## State overview

About 30 percent of Virginia's annual traffic fatalities from 1978 through 2007 occurred in single-vehicle crashes. In 2007, persons age 16 to 25 accounted for 29 percent of traffic deaths. Left-hand turns across traffic are the most dangerous driving maneuver. High speeds and alcohol use are also related to traffic deaths.

During the five-year study period, annual traffic deaths ranged from a low of 922 in 2004 to a high of 1,026 in 2007. Traffic injuries were about 50 times the death rate, ranging from 49,138 in 2007 to 52,083 in 2006.

For homicides, the low was 390 in 2004 and the high was 416 in 2003.

Cities that often are considered dangerous, like Richmond and Norfolk, ranked 19th and 30th in the number of traffic and homicide-by-stranger deaths among the 49 metropolitan-area jurisdictions included in the ranking.

The 10 safest jurisdictions were eight cities — Manassas Park, Falls Church, Alexandria, Manassas, Charlottesville, Lynchburg, Virginia Beach and Colonial Heights — and two counties, Arlington and Fairfax.

The 10 most dangerous jurisdictions were low-population-density counties: in order, Charles City, Clarke, New Kent, Dinwiddie, Greene, Goochland, Fauquier, Fluvanna, Prince George and Campbell.

The most dangerous city was Suffolk, the city with the lowest population density in Virginia, but it was still safer than 15 counties. Besides the 10 counties above, the other five more dangerous counties were Pittsylvania, Botetourt, Frederick, Hanover and Powhatan (tables 1 to 5).

Similar results occurred for other time periods. For the 30 years from 1978 to 2007, the 10 most dangerous jurisdictions, in order, were counties: Charles City, New Kent, Goochland, Dinwiddie, Botetourt, Prince George, Fauquier, Greene, Pittsylvania and Clarke. Richmond was the 25th-most dangerous jurisdiction and Norfolk was 28th (tables 6 to 9).

In each metropolitan area, central cities and other small cities were among the safest jurisdictions. This pattern was especially clear in the smaller metropolitan areas.

Of the 49 jurisdictions in seven Virginia metropolitan areas studied from 1978 through 2007, those with fewer than 200 residents per square mile in 1990 were most dangerous and the high-density jurisdictions were safest, from Danville with about 1,200 persons per square mile to Alexandria's more than 7,000 (Table 5).

The rankings are influenced mainly by traffic fatalities. Virginia's average annual traffic death toll was 959 from 2003 through 2007. The annual average of homicides was 414.

"One's own residence was the most frequent single location" of homicides, Lucy said. "But most of these homicides

were committed by people who knew the victim, usually family members, friends or acquaintances."

Lucy estimates that based on data reported in the 1990s, that an average of 15 percent of homicides in Virginia were committed by strangers. Less densely populated counties still rank as the most dangerous places for stranger homicides, with 12 counties more dangerous than Richmond from 2003 through 2007 (Tables 10 to 13).

## Charlottesville area

From 2003 through 2007, Charlottesville was about three times safer than Albemarle County, four times safer than Fluvanna and six times safer than Greene. From 1978 through 2007, Charlottesville was nearly four times safer than Albemarle and Fluvanna and five times safer than Greene.

## Lynchburg area

Lynchburg, from 2003 through 2007, was about two times safer than Amherst County and four times safer than Campbell County. From 1978 through 2007, Lynchburg was two times safer than Amherst and Campbell.

## Danville area

Danville was three times safer than Pittsylvania County from 2003 through 2007 and two-and-a-half times safer from 1978 through 2007.

## Roanoke area

The city of Roanoke was more than two times safer than Botetourt County from 2003 through 2007 and somewhat safer than Roanoke County. From 1978 through 2007, the city of Roanoke was three times safer than Botetourt and slightly safer than Roanoke County.

## Richmond area

In the larger metropolitan areas, a similar but more complex pattern occurred. Richmond's traffic fatality and homicide by stranger rate from 2003 through 2007 was higher than the rates in Colonial Heights, Hopewell, Chesterfield, Henrico and Petersburg, but lower than rates in Charles City, New Kent, Dinwiddie, Goochland, Prince George, Hanover and Powha-

tan counties. In Charles City, New Kent, Dinwiddie and Goochland, the rates were two to three times higher than in Richmond.

From 1978 through 2007, the same results held true, except that Petersburg was slightly more dangerous. During each five-year period, Richmond was safer than at least seven counties.

### Hampton Roads area

The cities of Virginia Beach and Hampton were the safest jurisdictions from 2003 through 2007. Suffolk was the most dangerous jurisdiction, followed by Gloucester. Norfolk was in the middle, with Suffolk, Gloucester, York County, James City County and the city of Chesapeake more dangerous and Virginia Beach, Hampton, Portsmouth and Newport News safer.

Results were similar for 1978 through 2007. Virginia Beach and Hampton were safest; Suffolk and Gloucester were most dangerous. Norfolk was in the middle, tied with Chesapeake and with four more dangerous and four safer jurisdictions.

### Northern Virginia

Among the larger jurisdictions, the city of Alexandria was safest from 2003 through 2007, followed by Arlington and Fairfax counties. The most dangerous jurisdictions were Clarke, Fauquier, Frederick and Spotsylvania counties. Similar results occurred from 1978 through 2007, when Alexandria, Arlington and Fairfax were the safest large jurisdictions and the most dangerous jurisdictions were Fauquier, Clarke, Spotsylvania and Frederick, in that order.

For information, contact William Lucy at 434-295-4453 or [whl@virginia.edu](mailto:whl@virginia.edu).

The tables of data referenced in the article can be downloaded at <http://www.virginia.edu/uvatoday/newsRelease.php?id=7593>

**TABLE 5: Combined Traffic Fatality and Homicide by Stranger Rate per 100,000 Residents and Population Density per Square Mile from Safest to Most Dangerous in Seven Metropolitan Areas in Virginia, 1978-2007 and 2003-2007**

Locality	1978-2007 Combined Traffic Fatality & Homicide by Stranger Rate	Rank	1990 Population Density	Rank	2003-2007 Combined Traffic Fatality & Homicide by Stranger Rate	Rank
Manassas Park	1	49	3741	44	1	49
Manassas	4	48	2796	40	5	45
Alexandria	5	45	7267	49	3	47
Fairfax City	5	45	3165	42	9	30
Colonial Heights	5	45	2142	35	6	40
Falls Church	6	42	4789	46	2	48
Charlottesville	6	42	3917	45	6	40
Arlington	6	42	6600	48	4	46
Hopewell	7	41	2265	37	7	38
Fairfax County	8	38	2069	34	6	40
Hampton	8	38	2583	39	7	38
Virginia Beach	8	38	1583	32	6	40
Portsmouth	10	34	3139	41	8	35
Newport News	10	34	2490	38	8	35
Lynchburg	10	34	1337	31	6	40
Roanoke City	10	34	2247	36	9	30
Henrico	11	33	915	29	11	24
Chesapeake	12	28	446	26	10	26
Norfolk	12	28	4856	47	9	30
Roanoke County	12	28	316	24	15	19
Chesterfield	12	28	492	27	10	26
Danville	12	28	1231	30	8	35
Loudoun	13	26	166	21	10	26
Prince William	13	26	637	28	9	30
Richmond	16	25	3384	43	15	19
Stafford	17	22	227	22	9	30
Petersburg	17	22	1676	33	10	26
James City	17	22	244	23	11	24
York	19	21	402	25	13	22
Campbell	20	19	94	13	24	10
Gloucester	20	19	139	19	17	18
Amherst	21	18	60	9	13	22
Fluvanna	22	16	43	3	25	8
Powhatan	22	16	59	8	20	13
Albemarle	23	14	94	13	18	17
Hanover	23	14	134	18	20	13
Frederick	25	13	110	17	20	13
Spotsylvania	26	11	143	20	15	19
Suffolk	26	11	130	17	19	16
Clarke	30	10	69	11	46	2
Greene	31	8	66	9	35	5
Pittsylvania	31	8	57	7	23	11
Fauquier	32	7	75	12	26	7
Botetourt	33	5	46	4	22	12
Prince George	33	5	103	15	25	8
Dinwiddie	37	4	42	2	38	4
Goochland	40	3	50	5	31	6
New Kent	45	2	50	5	40	3
Charles City	52	1	34	1	47	1

# Deadly Toll from Post-Deployment Car Crashes

WASHINGTON—With motor vehicle crashes being a leading cause of deaths among combat veterans during the first years after their return home, the Department of Veterans Affairs (VA), the Department of Transportation (DOT) and the Department of Defense (DOD) are working together to reduce these accidents.

On January 12, Secretary of Veterans Affairs Dr. James B. Peake, Deputy Under Secretary of Defense for Installations and Environment Wayne Army, and Acting Administrator of the National Highway Traffic Safety Administration David Kelly announced the creation of a new program designed to identify needed research involving recently returned veterans from Iraq and Afghanistan and to increase awareness of the importance of safe driving among newly-demobilized veterans.

“VA is committed to helping our returning heroes with world-class health care and educational benefits, home loans, job training and now with a specific safe-driving program,” said Secretary Peake. “Together with our partners at DOT and DOD, we will be able to collect and analyze data that will be used to develop a comprehensive outreach initiative to target veterans with specific needs — and ultimately to save lives.”

Experts in transportation safety, veterans’ health and medical care, and public health are identifying gaps in current knowledge and developing a strategic plan for addressing key research questions, in fields ranging from epidemiology to psychology and biomechanics.

Participants in the strategic planning process include scientists and policy officials from VA, DOT, DOD and Department of Health and Human Services, as well as non-governmental experts. The resulting strategic plan will lay out research needs and identify priorities for the initiative.

“Our returning combat veterans have already put themselves in harm’s way to protect our way of life. Now it’s our turn to take action,” said David Kelly, Acting Administrator of the National Highway Transportation Safety Administration (NHTSA). “NHTSA can offer knowledge and expertise to address challenges such as these. Working side-by-side with the Department of Veterans Affairs, we are committed to tackling this problem and reducing the number of veterans killed and injured on our nation’s roadways.”

The safe-driving initiative strives to increase awareness of motor vehicle crashes among veterans and the importance of safe driving, seat belt and helmet usage, and other measures. To reach out to veterans and their families, VA will create a national educational program using the Department’s network of medical centers, community clinics, drop-in counseling centers (Vet Centers), and veterans benefits offices.

The initiative will also include outreach to mobilize national veterans service organizations; the nation’s governors and state police, safety officers, and state highway safety officials; and the private sector — including employers; automobile, motorcycle and sports vehicle dealers and manufacturers; the motor vehicle insurance industry; and driving and motorcycle racing enthusiasts’ organizations. NASCAR legend and safe driving advocate, Richard Petty, will also be an active partner in the initiative.

“Richard Petty Driving Experience (RPDE) is thrilled to be working with VA, DOT and DOD on such a worthwhile project to save veterans’ lives,” said NASCAR legend Richard Petty. “We want to bring more attention to the continuing problem of vet-

**RETURNING VETERANS**

**Home safe. Drive safe. Stay safe.**

Motor vehicle crashes are the leading cause of death in veterans in the early years after returning from deployment.

**Don't let that happen to you.**

- ★ Don't drink and drive.
- ★ Don't ride with a drunk driver.
- ★ Always wear your seat belt.
- ★ If you ride a motorcycle, always wear a helmet.
- ★ Mile for mile, a car is about 35 times safer than a motorcycle.

\*\*\*  
— VETERANS' —  
SAFE DRIVING  
— INITIATIVE —  
— — —  
[www.safedriving.va.gov](http://www.safedriving.va.gov)

Department of Veterans Affairs

December 2008

*There are many resources available for the Veterans' Safe Driving Campaign, including this poster and an educational brochure, on the campaign's website — [www.safedriving.va.gov](http://www.safedriving.va.gov)*

eran drivers and their safety through our involvement. Last year alone, RPDE operated over 1,100 event days, ran almost 1 million miles on track and had a staff of professional drivers. We have the commitment, the knowledge to teach, and the infrastructure to take this initiative to many markets.”

According to the Department of Transportation, motor vehicle crashes are the leading cause of death for all Americans between the ages of eight through 34. Men constitute about 70 percent of all traffic deaths. In the past decade, both deaths and injuries from motor vehicle crashes have gone down in the United States, due to increases in seat-belt use and decreases in alcohol involvement, among other factors.

Nonetheless, motor vehicle accidents remain a major concern in the military and among veterans as the greatest cause of accidental fatalities. Several studies have reported an increase in post-deployment deaths among military personnel who served in a combat zone compared to their non-deployed counterparts, who are in the military but not deployed to a war, after both the Vietnam War and the 1991 Gulf War. Preliminary evidence also indicates this is the case with veterans from the Global War on Terror.

*For more information regarding the Department of Veterans Affairs and the Department of Transportation's safe driving initiative for veterans, please visit [www.safedriving.va.gov](http://www.safedriving.va.gov).*

# Virginia Highway Safety Office Awarded Commissioner's Cup

On January 15, 2009, the Virginia Highway Safety Office of the Virginia Department of Motor Vehicles was awarded the Commissioner's Cup PEAK Performance Work Team Award for the last quarter of 2008. The Award, presented by DMV Commissioner D. B. Smit, is presented to a team in the field and a team at DMV headquarters who has demonstrated outstanding PEAK (People, Ethics, Accuracy and Knowledge) performance. Commissioner Smit presented the Highway Safety Office team with a special "Commissioner's Cup" that will be displayed in their work area for the first quarter of 2009.

The Virginia Highway Safety Office, whose purpose is to improve safety on the Commonwealth's roadways, was nominated for the Commissioner's Cup Award by John Saunders, Director of the Virginia Highway Safety Office. The Team was recognized for working to reduce the number of traffic related fatalities in Virginia in 2008 by 220 or twenty percent. Records show that the number of traffic related fatalities in 2008 is the lowest number reported since 1966, when the number of fatalities was first recorded. Additionally, in 2008, the highest safety belt use rate was reported at 80.6 percent, which is also the highest use rate ever recorded in Virginia.

In 2008 the Virginia Highway Safety



Office was also responsible for managing \$13.5 million in grant funds to support highway safety programs in Virginia. By working with law enforcement agencies, non-profit and state and local organizations, the Highway Safety Office was able to provide programs and resources that target Virginia's highway safety priority areas including occupant protection, impaired driving, aggressive driving, motorcycle safety, traffic records, pedestrian and bicycle safety.

Other accomplishments include working with the Virginia General Assembly on the passage of legislation which increased

the age that children must be secured in a child restraint device from age five to age eight and legislation that prohibits drivers under 18 years of age from using a cellular telephone or other wireless device while driving. The Highway Safety Office also created an on-line grant application process and a scanable FR300 police crash report for more accurate and timely crash data reporting.

By receiving the Commissioner's Cup for PEAK Performance Team Award, the Virginia Highway Safety Office is recognized for their sound leadership, proactive partnerships and hard work.



## YOVASO – Youth of VA Speak Out (About Traffic Safety) 2009 Summer Retreat: "Survivor!"



**Mark your calendars now!**



- Who?:** Rising 9<sup>th</sup> - 12<sup>th</sup> grade students in Virginia
- When?:** July 8 - 10, 2009
- Where?:** Bridgewater College — Bridgewater, VA  
(Close to Harrisonburg, VA)
- How Much?:** Free!!!
- More Info?:** Go to [www.yovaso.net](http://www.yovaso.net) !

### Can You Survive It?

TjohnE Think Fast Game Show

Scavenger Hunt team competition based on a teen-related motor vehicle crash

"Amazing Race" team competition

License Checkpoint

Bonfire and Tribal Sessions

Awards Banquet

# Traffic Safety Calendar

- Apr 6-10, 2009      **National Work Zone Awareness Week** — <http://safety.fhwa.dot.gov/wz>
- Apr 22-24, 2009      **Virginia Sheriff's Institute Spring Conference & VSA Exhibition** — Richmond, VA — [www.virginiasheriffs.org/vsi](http://www.virginiasheriffs.org/vsi)
- Apr 24, 2009      **2008 Virginia Law Enforcement Challenge Entries Due to VACP!** — [www.smartsafeandsobber.org/programs/LEC](http://www.smartsafeandsobber.org/programs/LEC)
- Apr 26 – May 3, 2009      **National SafeKIDS Week** — [www.usa.safekids.org](http://www.usa.safekids.org)
- Apr 29, 2009      **Distracted Driving Awareness Day** — [www.drivesmartva.org/projects/](http://www.drivesmartva.org/projects/)
- May, 2009      **National Youth Traffic Safety Month** — [www.noys.gov](http://www.noys.gov)  
**National Motorcycle Safety Awareness Month** — [www.nhtsa.gov](http://www.nhtsa.gov)  
**National Bike Month** — [www.bikemonth.com](http://www.bikemonth.com)  
**Older Virginians Month** — [www.granddriver.net](http://www.granddriver.net)
- May 1, 2009      **Keep Kids Alive — Drive 25 Day** — [www.keepkidsalivedrive25.org](http://www.keepkidsalivedrive25.org)
- May 10-16, 2009      **National Police Week** — [www.nationalcops.org](http://www.nationalcops.org)
- May 11 – Jun 7, 2009      **National Click It or Ticket Mobilization** — [www.smartsafeandsobber.org](http://www.smartsafeandsobber.org)
- May 16-22, 2009      **Safe Boating Week** — [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)
- Jun 21 – Jul 5, 2009      **Checkpoint Strikeforce 4th of July Impaired Driving Campaign** — [www.checkpointstrikeforce.net](http://www.checkpointstrikeforce.net) & [www.stopimpaireddriving.org](http://www.stopimpaireddriving.org)