



## 2017 VIRGINIA LAW ENFORCEMENT CHALLENGE APPLICATION

Applications are due to [VLEC@vachiefs.org](mailto:VLEC@vachiefs.org) by **Friday, May 5, 2017, by 11:59 PM**

**Click here for a copy of the LEC How-To Guide: <http://bit.ly/22aMcCW>**

Agency (as it would appear on an award): Ashland Police Department  
 Agency Category: Municipal  
 Total Number of Sworn Personnel: 25 Total Number of Uniformed Officers on the Street: 16  
 Submitter(s) (main point of contact for application): Grant Bonistalli  
 Department: Ashland Police Department  
 Address: 601 England Street City: Ashland State: Va Zip: 23005  
 Submitter Phone: 804-412-0613 Submitter Email: GBonistalli@ashlandpolice.us  
 Department Head: Douglas Goodman Email: DGoodman@ashlandpolice.us

### APPLICATION ATTACHMENTS PACKET

#### CHECKLIST

*Each attachment should be no longer or larger than 10 pages and 10 MB.*

NLEC Application <b>(required)</b>	<u>✓</u>
Speed Awareness Narrative <b>(required)</b>	<u>✓</u>
Speed Awareness Policies <b>(required)</b>	<u>✓</u>
Impaired Driving Narrative <b>(required)</b>	<u>✓</u>
Impaired Driving Policies <b>(required)</b>	<u>✓</u>
Occupant Protection Narrative <b>(required)</b>	<u>✓</u>
Occupant Protection Policies <b>(required)</b>	<u>✓</u>
State/Local Issue Narrative <b>(required)</b>	<u>✓</u>
State Local Issue Policies <b>(required)</b>	<u>✓</u>
Special Award Application(s) (1 attachment including narratives and policies for <u>each</u> award) (optional)	<u>✓</u>

### SPECIAL AWARD CONSIDERATIONS

Impaired Driving*	<u>✓</u>
Occupant Protection*	<u>✓</u>
Speed Awareness*	<u>✓</u>
Bike/Pedestrian Safety	<u>✓</u>
Commercial Motor Vehicle Safety	<u>      </u>
Distracted Driving	<u>      </u>
Motorcycle Safety	<u>      </u>
Technology	<u>      </u>
Traffic Incident Management	<u>      </u>
State/Local Issue is Special Award Consideration**	<u>      </u>
yes	<u>✓</u>
no	<u>      </u>
<b>If yes, which one?</b>	
Bike/Pedestrian Safety	<u>      </u>

*\*Your agency is automatically considered for this Special Award upon submission of NLEC application*  
*\*\*Cannot be Speed Awareness, Impaired Driving, or Occupant Protection; must be chosen from other Special Awards*

## SUBMISSION DISCLOSURE QUESTIONS

Please answer the following questions to the best of your ability.

1. Total roadway crashes in 2014: 95
2. Total roadway crashes in 2015: 108
3. Total roadway crashes in 2016: 102
4. Total fatal crashes in 2014: 0
5. Total fatal crashes in 2015: 1
6. Total fatal crashes in 2016: 0
7. Total injury crashes in 2014: 38
8. Total injury crashes in 2015: 50
9. Total injury crashes in 2016: 41

### IMPAIRED DRIVING

For guidance on completing your Impaired Driving attachments, please refer to page 5 of the How-To Guide:

<http://bit.ly/22aMcCW>

1. This agency has a written policy making impaired driving enforcement a priority: yes  no
2. Number of officers who received training in 2016 in impaired driving: 2
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:  
yes  no
4. Number of Impaired Driving Arrests in 2014: 38
5. Number of Impaired Driving Arrests in 2015: 49
6. Number of Impaired Driving Arrests in 2016: 36
7. Total number of fatal and injury crashes related to Impaired Driving in 2016: 2
8. Percentage of fatal and injury crashes related to Impaired Driving in 2016: 25
9. This agency is allowed to conduct Impaired Driving Checkpoints: yes  no
10. Number of Special Enforcement Efforts in 2016 for Impaired Driving (saturation patrols, checkpoints, etc.): 0
11. Output Statistics: How many DUI citations were issued in target areas?: 7
12. Output Statistics: How many DUI citations were issued during the target times?: 22
13. Output Statistics: How many contacts were made? (total): 3331
14. Output Statistics: How many contacts in target areas?: Unknown

## OCCUPANT PROTECTION

For guidance on completing your Occupant Protection attachments, please refer to page 6 of the How-To Guide:

<http://bit.ly/22aMcCW>

1. This agency has a written policy making safety belt and child passenger safety enforcement a priority: yes  no
2. This agency has a written policy requiring officer safety belt use: yes  no
3. Does your state have a Primary Seat Belt Enforcement Law?: yes  no
4. Your state's average safety belt use percentage rate in 2016: 79
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016: 82
6. Your jurisdiction's safety belt use percentage rate at the end of 2016: 89
7. Number of officers who received training in 2016 in occupant protection: 2
8. This agency participates in Saved by the Belt/Air Bag (officer and/or citizen) awards programs: yes  no
9. Number of Seat Belt Citations in 2014: 254
10. Number of Seat Belt Citations in 2015: 303
11. Number of Seat Belt Citations in 2016: 238
12. Number of Child Seat Citations in 2014: 33
13. Number of Child Seat Citations in 2015: 43
14. Number of Child Seat Citations in 2016: 25
15. Number of Special Enforcement Efforts in 2016 for Occupant Protection: 20
16. Output Statistics: How many citations were issued in target areas?: 122
17. Output Statistics: How many citations were issued during the target times?: 114
18. Output Statistics: How many contacts were made? (total): 3331
19. Output Statistics: How many contacts were made in target areas?: Unknown

## SPEED AWARENESS

For guidance on completing your Speed Awareness Submission attachments, please refer to page 8 of the How-To

Guide: <http://bit.ly/22aMcCW>

1. This agency has a written policy making speed enforcement a priority: yes  no
2. Number of officers who received speed-related training in 2016: 2
3. This agency participates in officer recognition programs for speed detection and apprehension: yes   
no
4. Number of Speeding Citations in 2014: 1107
5. Number of Speeding Citations in 2015: 1278
6. Number of Speeding Citations in 2016: 972
7. Total number of 2016 fatal and injury crashes related to speed: 0
8. Percentage of 2016 fatal and injury crashes related to speed: 0
9. Number of Special Enforcement Efforts in 2016 for Speed: 50
10. Output Statistics: How many citations were issued in target areas?: 437
11. Output Statistics: How many citations were issued during the target times?: 437
12. Output Statistics: How many contacts were made? (total): 3331
13. Output Statistics: How many contacts were made in target areas?: Unknown

## STATE/LOCAL ISSUE

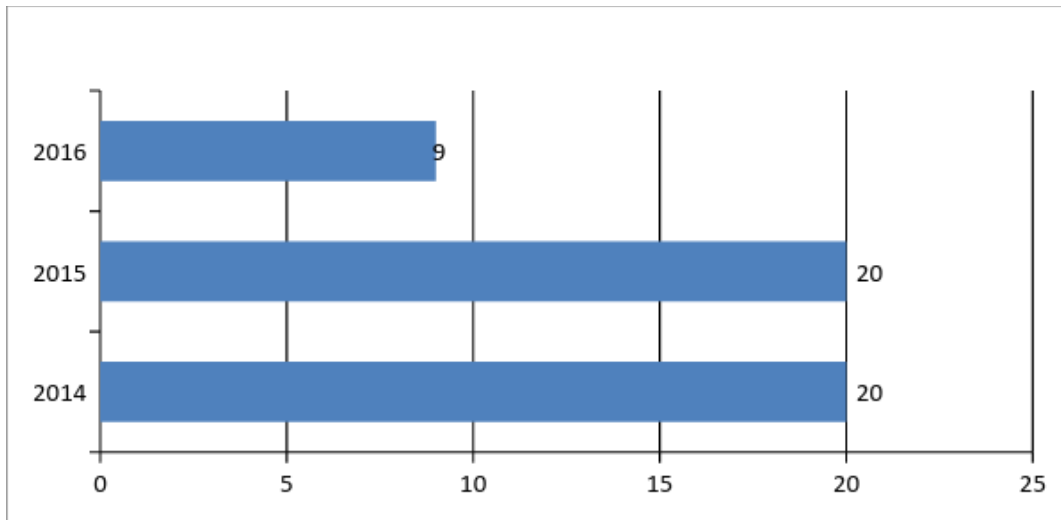
Your State/Local Issue cannot be Impaired Driving, Occupant Protection, or Speed Awareness. For guidance on completing your State/Local Issue attachments, please refer to page 9 of the How-To Guide: <http://bit.ly/22aMcCW>

1. This agency has a written policy making this issue a priority: yes  no
2. Number of officers who received training related to this issue in 2016: 0
3. This agency participates in officer recognition programs for this issue: yes  no
4. Number of citations issued involving this issue in 2014: 1
5. Number of citations issued involving this issue in 2015: 0
6. Number of citations issued involving this issue in 2016: 1
7. Total number of 2016 fatal and injury crashes related to this issue: 4
8. Percentage of 2016 fatal and injury crashes related to this issue: 100
9. Number of Special Enforcement Efforts in 2016 for this issue: 0
10. Output Statistics: How many citations were issued in the target areas?: 1
11. Output Statistics: How many citations were issued during the target times?: 1
12. Output Statistics: How many contacts were made? (total): 3300+
13. Output Statistics: How many contacts were made in target areas?: Unknown
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:  
0

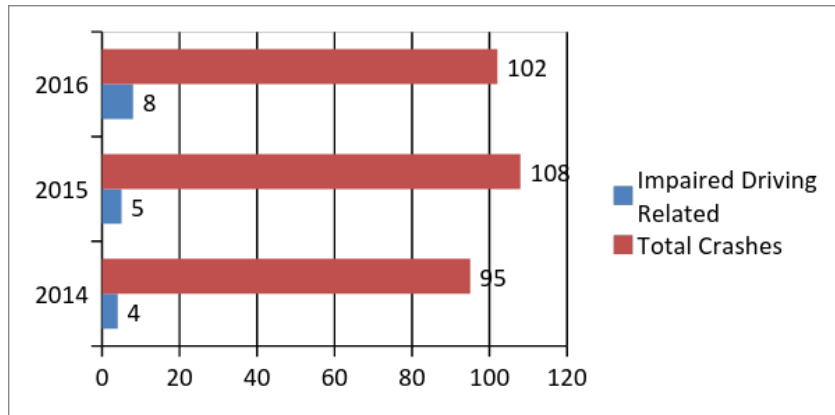
# IMPAIRED DRIVING

## Problem Identification

Impaired driving, underage drinking, and other alcohol-related offenses are issues that need to be addressed in numerous jurisdictions. These issues are not only preventable, but also pose an unnecessary risk to our area and the general public. Our agency encourages enforcement of laws regarding impaired driving, underage drinking, and other alcohol-related offenses to both deter offenses and encourage the public to make better choices. While alcohol-related offenses are not the only offenses occurring in our area, it is important to our agency to reduce or even prevent these offenses. The Town of Ashland contains a small private college housing roughly 1,400 students, a number which increases each year. During the active school year, our agency tends to see an increased number of individuals 20 years of age and younger engage in alcohol-related offenses like impaired driving and underage drinking. Below is a graph depicting our alcohol-related offenses among the 20 years and younger population.



While this particular population may play a part in our agency’s alcohol-related enforcement, they are not the only individuals committing alcohol-related offenses and driving while impaired. Impaired driving can lead to serious crashes, resulting in severe injuries or fatalities. In 2016, our agency responded to 8 crashes caused by impaired driving. Although this number was higher than 2015, we did see an overall decrease in the total number of crashes in 2016. The graph below shows the total crashes compared to impaired driving related crashes for the years 2014, 2015, and 2016.



To combat alcohol-related offenses like impaired driving and underage drinking, our agency needs to know where the offenses are occurring and how often. Our agency utilizes monthly, quarterly, and yearly data collections to address problem areas where enforcement can be directed. These data collections are used to produce reports that allow our agency to determine specific information regarding crashes. These reports can pinpoint the most common locations, time of day, and even day of the week for crashes, and, specifically, impaired driving related crashes.

## Policy

The Ashland Police Department follows a policy for Uniform Traffic Enforcement. This policy guides our agency through traffic related offenses, including driving under the influence, to allow for safer roads. The Ashland Police Department’s policy states personnel “will uniformly enforce traffic laws to educate traffic violators, reduce traffic crashes, and to aid in safe and expeditious flow of vehicular and pedestrian traffic.”

In the Ashland Police Department’s Uniform Traffic Enforcement Policy, there is a section on driving under the influence, which makes DUI Enforcement a priority.

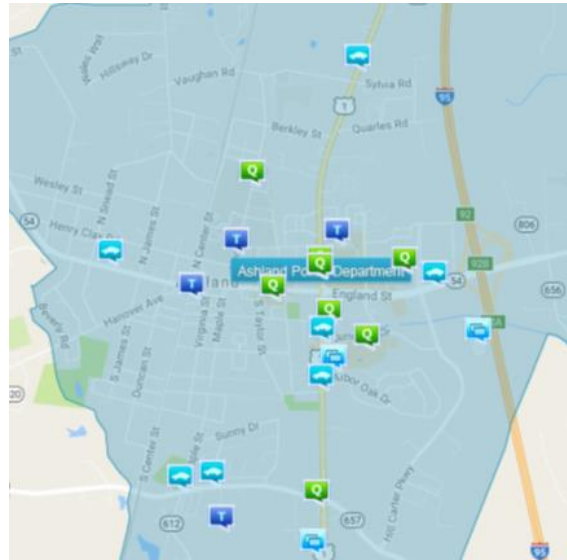
## Planning

The Ashland Police Department uses numerous ways to battle impaired driving throughout the Town. As previously mentioned, The Ashland Police Department collects, analyzes, and displays data regarding crashes and impaired driving. This data is collected monthly, quarterly, and yearly, and is placed on a map of the Town to show “hotspots” for particular offenses. The constant data collection makes it simple when analyzing of the data. This data collection not only collects the data for crashes and impaired driving but also other criminal offenses. This technique is called DDACTS, or Data Driven Approaches to Crime and Traffic Safety. Using this tool allows our department to target specific areas to reduce or even eliminate violations.

Using DDACTS and constant data collections makes it easy to determine our progress concerning enforcement. Using this data collection and DDACTS, we can implement our final method: planning is our annual goals and objectives. These objectives include a specific section related to traffic safety. Our goals and objectives allow us to further reduce and attempt to eliminate violations like underage drinking and impaired driving. Our agency attempts to meet our goals and objectives through actions like being highly visible and conducting proactive enforcement. We use visibility to our advantage by incorporating numerous locations that can be used for safety checkpoints. These locations are areas that see increased impaired driving and other traffic-related offenses.

While we use DDACTS, constant reports, and annual goals and objectives to combat impaired driving and underage drinking, our department also attempts to educate the public before being involved in those types of offenses. The education includes both the public and officers. Since laws are constantly changing, officers are most effective when they are fully informed on criminal offenses like impaired driving. Our officers are constantly updated with information regarding possible areas and times of directed patrol to reduce offenses. Impaired driving is preventable, and the more we educate the public, the closer we are to eliminating impaired driving. We constantly participate in events that educate the public and young adults about the danger of impaired driving. Two of the many events we participate in are SIDNE (Simulated Impaired Driving Experience) and presentations to athletic teams, fraternities, sororities, and YOVASO (Youth of Virginia Speak Out).

Our department takes impaired driving seriously. We fully support the Virginia Highway Safety Office with their message stating, "Crashes resulting from driving under the influence of alcohol or drugs are preventable. Are you doing your part to prevent alcohol or drug-related crashes? We all need to take responsibility when it comes to driving under the influence by designating a driver, hosting responsible parties, making sure that you take the keys when a friend has had too much to drink, among other things." Our policy, enforcement, and education show our full support of the Virginia Highway Safety Office and their message.



Above is an example of our monthly map for crashes and criminal offenses.

## Training

In law enforcement, training is important not only to the profession but also to our department. Our department takes pride in the variety of training we are able to attend each year. Officers are constantly attending a variety of training events around the state to brush up on or pursue specialized skills. While we did not have any officers attend Advanced Roadside Impaired Driving Enforcement (ARIDE), we do have a Standard Field Sobriety Test (SFST) Instructor. The SFST instructor conducts periodic training at the Rappahannock Regional Criminal Justice Academy. He also is able to conduct refresher training in SFST to officers in the department. Currently there are no DRE officers (Drug Recognition Experts.)

In April 2016, one officer received certification as a breath operator for the EC/IR II breath machine at the Department of Forensic Science. One officer also received training and was recertified as a breath operator.

In addition to training that the officers and the department can attend, the Commonwealth Attorney's Office is able to provide training to encompass traffic stops and all legal information regarding impaired driving. This opportunity allows officers to fully understand newly implemented laws or reaffirm their knowledge about existing ones.

## Public Information and Education

Impaired driving and underage drinking prevention takes many forms. Arrests, summons, and warnings are thought to be the only ways to deter or reduce these issues. Our department uses public information and education in an attempt to reduce or prevent these issues before arrests and/or summons occur. We take educating and posting public information very seriously. We tend to use social media, the department's website, and community events to provide education to the public.

One of the most popular social media sites used today is Facebook. Throughout the year, the Ashland Police Department uses Facebook to reach a large group of citizens by posting a variety of information, from community events to Impaired Driving Prevention. For example, on March 17, 2016, the department reminded our citizens and Facebook followers of the severity of impaired driving. We also use social media




A Facebook post on the department's home page.



sites like Facebook to advise the public when we are participating in national campaigns like “Drive Sober or Get Pulled Over.” To further our prevention and reduction efforts, we offer free pamphlets in our lobby to educate and inform citizens of the dangers incorporated in impaired driving.


Our agency takes extra steps to reduce impaired driving by holding community events within the Town and participating in partnerships with other organizations and agencies. Our department continues its partnership with Randolph-Macon College, YOVASO (Youth of Virginia Speak Out), Hanover Cares, AAA, State Farm, and Nationwide to reduce impaired driving and continue to educate the public. Through Randolph-Macon College, we are able to hold numerous events that involve R-MC students, as well as all who would like to participate. This group includes the age range that can be involved in underage drinking and impaired driving. Our department uses events like the Midnight Macon Mile and Randolph-Macon College Housing Lottery to inform students of the severity of impaired driving. The Midnight Macon Mile is an event to honor Meg Menzies, a local resident killed by an intoxicated driver. This memorial run reminds the students and community to not drink and drive. The Randolph-Macon College Housing Lottery allows students to observe a presentation on impaired Driving as well as participate in SIDNE. Our department conducts numerous presentations for athletic teams, fraternities, sororities, and other R-MC groups. Our department uses an Impaired Driving simulation called SIDNE (Simulated Impaired Driving Experience). This event allows college students, as well as any others involved, to experience the effects of impaired driving using a specialized cart that is designed to simulate driving impaired. In 2016, we were able to hold this event at Randolph-Macon College. In addition to holding an event at R-MC, the Ashland Police Department was able to conduct another presentation at James Madison University using SIDNE. Each year, the Ashland Police Department participates in a YOVASO Summer Leadership Retreat at JMU that teaches students about safe driving. The Ashland police Department also participates in a MADD (Mothers Against Drunk Driving) event

Home About Reviews Photos Videos E


 **Ashland, Virginia Police Department** shared **WHSV - TV 3's** post.  
June 23, 2016 · 🌟

On Wednesday, APD officers took our Simulated Impaired Driving Experience (SIDNE) go-cart to the Youth of Virginia Speak Out About Traffic Safety's Summer Retreat at James Madison University. SIDNE provides a safe and interactive way to teach high school students about the dangers of impaired driving.

Students from all over Virginia participated in learning experiences provided by several law enforcement agencies working to stop impaired and distracted driving.

 **WHSV - TV 3**  
June 22, 2016 · 🌟

They're teaching big lessons with a tiny car:

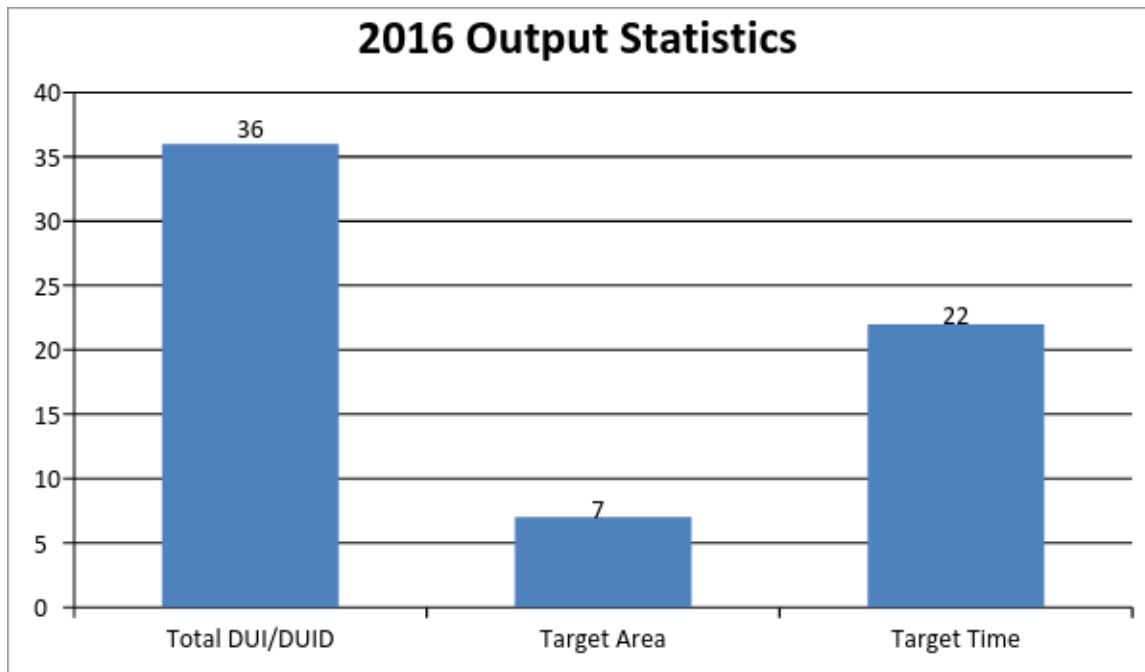


called Walk Like MADD. Walk Like MADD is a fundraising event allowing numerous agencies to participate and connect with individuals who lost a loved one due to impaired driving by walking or running.

Along with the previous events, the Ashland Police Department participated in the “Project Sticker Shock.” This event is a Virginia ABC sponsored event that attempts to reduce or even prevent both underage drinking and providing alcohol to minors. In February of 2016, Sergeant Menzies and Officer Watts teamed up with youth leaders in Ashland and Hanover, and officers from Hanover County Sheriff’s Office to participate in “Project Sticker Shock.”

## Enforcement

Since our department does not have a specialized unit for traffic safety, our patrol units ensure safe travel in our Town. Patrol units are tasked with enforcing traffic laws and every minute of their patrol is counted towards reducing issues like impaired driving. Throughout the year, patrol units are able to use overtime available to them for traffic enforcement in addition to normal patrol hours. These overtime hours are made possible by the Virginia DMV Highway Safety Office Grant. Through this grant, our department could conduct Impaired Driving Enforcement for 4 hour patrols during times that impaired driving is most prevalent.



In 2016, the Ashland Police Department was able to make 36 DUI/DUID arrests, with 7 of the arrests occurring in target areas. During the target time, 22 DUI/DUID arrests were made.

Target times and target areas are determined via reports throughout the year. The target area is determined by collected data and determining where the most DUI/DUID arrests are made, and where the most alcohol-related crashes occurred.

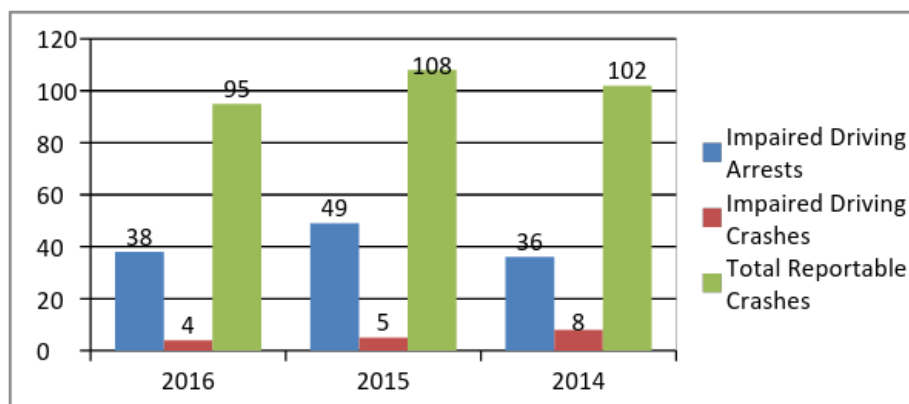
Due to low manpower, an impaired driving checkpoint could not be conducted; however, patrol units stepped up enforcement while on patrol.

To combat underage drinking, our agency conducts control buys at local convenience stores to ensure compliance. The operations resulted in zero violations in the Town of Ashland, showing that the stores also desire to reduce underage drinking.

## Outcomes

As we complete our monthly, quarterly, and year-end reports, our agency analyzes and addresses issues that can reduce impaired driving, impaired driving-related crashes, and underage drinking. Once our plan is implemented, we are able to see if the directed patrols are effective through our reports. This procedure allows us to continue to plan for the coming months and year.

In 2016, the Ashland Police Department made 36 impaired driving arrests, a decrease from 2015's 49 DUI/DUID arrests. Our department also saw a decrease in crashes, from 108 in 2015 to 102 in 2016. Unfortunately, we did see an increase in impaired driving-related crashes. In 2016, our department responded to eight impaired driving-related crashes. The graph below shows reportable crashes, impaired driving arrests, and impaired driving-related crashes for the last three years.



Our patrol officers are proactive in traffic and impaired driving enforcement, knowing it is beneficial. When officers make these impaired driving arrests, they can lead to other beneficial arrests that allow for safer streets and community. Impaired driving arrests can lead to arrests of wanted persons, narcotic arrests, and weapon arrests. When officers are proactive in

enforcement, offenses by younger individuals, like underage drinking, are reduced. Since our department shows aggressive enforcement and zero tolerance, we are able to see fewer tragic events.

To have productive enforcement, it is imperative to recognize the officers that work hard to make the community and roads safe. Our chief recognizes the officers that excel in traffic-related categories, like speeding, occupant protection, and impaired driving by posting a memorandum within the department semi-annually. In addition to the memorandum, our department recognizes the officer with the most impaired driving arrests by awarding him or her with the "Meg Menzies Impaired Driving Award." The Meg Menzies Impaired Driving Award was created in memory of Meg Cross Menzies, who was tragically killed by an intoxicated driver. In 2016, Officer Michael Helbig was the recipient of the Meg Menzies Impaired Driving Award. Officer Michael Helbig was also the recipient for the MADD award in 2016. In 2016, the Ashland Police Department received the 2016 Law Enforcement Challenge Impaired Driving Award.

<b>General Order</b>	<b>Series:</b> 61	<b>No:</b> 2
<b>Subject:</b> Uniform Traffic Enforcement	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 11-1-09
	<b>Supersedes/ Amends</b> OPR 3-2	
<b>CALEA Standard:</b> Chapter 61	<b>Approved by:</b> Chief <i>O.A. [Signature]</i>	



Purpose

The purpose of this direction is to establish guidelines for the enforcement of traffic laws of the Commonwealth of Virginia and Ordinances of the Town of Ashland.


Policy

The Ashland Police Department will uniformly enforce traffic laws to educate traffic violators, reduce traffic crashes, and to aid in the safe and expeditious flow of vehicular and pedestrian traffic.

Procedure

I. Driving Under the Influence

- A. Upon a stop of a vehicle based on reasonable suspicion or probable cause, the officer will attempt to administer field sobriety tests and any other tests to determine if the subject is under the influence of alcohol or drugs. DUI enforcement will be a priority for the Ashland Police Department.

<b>General Order</b>	<b>Series:</b> 61 1	<b>No:</b> 9
<b>Subject:</b> DUI Procedures	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 8/1/16
	<b>Supersedes/ Amends</b> OPR3-9	
<b>CALEA Standard:</b> Chapter 61	<b>Approved by:</b> Chief 	



Purpose

The purpose of the policy is to provide guidelines for the enforcement of the Driving Under the Influence laws.

Policy

It is the policy of the Ashland Police Department to assist in the aggressive enforcement of laws relating to Driving Under the Influence and identifying persons suspected of Driving Under the Influence.

Procedure

I. Laws

A. It is unlawful for any person to drive or operate any motor vehicle while under the influence of alcohol or while under the influence of any controlled substance of any nature. The term motor vehicle includes pedal bicycles with helper motors (Mopeds), while operated on the public highways (§§ 18.2-268.1 to -268.12).

1. 18.2-266 DUI
2. 18.2-266.1 Under 21 years of age DUI
3. 46.2-341.24 Commercial Motor Vehicle DUI

II. Responsibilities

A. Officers will be alert for suspected DUI offenders. Officers will use and document standardized field sobriety tests.

- B. Officers must carefully document the behavior of the DUI beginning with observations of driving.
- C. Once the violator has been stopped, then the officer will note the suspect's appearance, speech, admissions of drinking, or drug ingestion.

### III. Intoxilyzer

- A. The security, care, and maintenance of the Intoxilyzer and all physical evidence obtained from it is the responsibility of every Breath Alcohol Operator.
- B. The regulations of the Department of Criminal Justice Services, Division of Forensic Science require that the Intoxilyzer be stored in a clean, dry location which is accessible to an authorized licensee for the purpose of administering a breath test, preventative maintenance check, or other official uses.
- C. An Intoxilyzer is located in the booking room of the Ashland Police Department and in the Breath Room of the Pamunkey Regional Jail.

### IV. Sobriety tests

- A. Officers will attempt to administer a minimum of three field sobriety tests but should normally attempt to administer four field sobriety tests. The below list names the most commonly administered tests.
  - 1. Walk and turn.
  - 2. One-leg stand.
  - 3. Reciting of alphabet (not backwards).
  - 4. Finger dexterity.
  - 5. Finger to nose.
  - 6. Backwards number count (i.e. 36 to 24).
  - 7. Horizontal Gaze Nystagmus.
- B. Officers may employ additional tests other than those listed, depending on extenuating circumstances (i.e. physically handicapped driver, etc.).

- C. After administering the field sobriety tests, an alco-sensor will be offered (§ 18.2-267). The operator may refuse the alco-sensor test, and will be advised of his/her right to refuse.
- D. At the officer's discretion, based upon the suspect's performance of the field sobriety tests and alco-sensor results, the suspect will be arrested for DUI.
- E. If an officer suspects that the vehicle operator was driving under the influence of both alcohol and drugs, or drugs alone, he/she will ask the operator for consent to submit to a blood test. If the operator refuses to give consent to provide a blood sample, then the officer will obtain a search warrant to obtain the blood sample, unless exigent circumstances exist. The blood sample will be analyzed by the Division of Forensic Science for evidence of alcohol and for various illegal, prescription, and over-the-counter drugs.
- F. The officer will complete an Incident Report for the DUI.

V. Arrest

- A. The arresting officer will perform the following:
  - 1. If the arrest occurs as a result of operation of a motor vehicle on private property, the Implied Consent Law (§ 18.2-268.2) does not apply. Although it does not apply, the officer will try to obtain consent from the arrested person to submit to a chemical analysis of the suspect's blood or breath.
  - 2. Advise the arrestee that he or she will have a breath sample taken. If the accused refuses to submit to a breath test, he/she will be advised of the Implied Consent Law and the consequences of their refusal to take the test. A blood test will not be offered unless the officer suspects the presence of drugs or a medical condition prevents the operator from being able to conduct the breath test. Once a search warrant is obtained for a blood sample to be taken from the arrestee and he/she refuses to cooperate by providing a blood sample, then the operator may be charged with refusal if the Implied Consent Law applies.
  - 3. If he or she still refuses, the arrestee will be advised of the Implied Consent Statute and penalties by the magistrate. If the arrestee refuses to sign a Declaration of Refusal that will be presented to the arrestee at this point, then the magistrate may sign the form certifying the refusal.



## VI. Blood test procedure

- A. The officer will take the arrested person to have blood withdrawn for the purpose of determining its alcoholic content and drugs from any person listed as authorized to draw blood under § 18.2-268.5.
- B. The arresting officer will also witness the doctor or technician taking the blood sample and ensure that an alcohol solvent is not used to cleanse the withdrawal location.
- C. The officer will ensure that the person that withdrew the blood initials the vial labels (on two vials) before the doctor or technician seals the vials in their container. The officer may initial the labels, but only at the direction of the person taking the sample. The initial will be placed on the label where it does not interfere with the date written by the doctor or technician who took the blood sample (§ 18.2-268.6 applies).
  1. The medical person taking the sample will place his or her name and the name of the accused on the label of each vial with the date and time the blood was taken.
  2. The arresting officer will take possession of the two vials and seal them in the container designed to hold them. The officer will immediately secure the container and treat the container as evidence.
  3. The arresting officer will advise the accused that he may request that the second vial be tested by an approved laboratory. Presently, the only approved laboratory is the Division of Forensic Science.
  4. If the officer cannot immediately transport the blood sample to the Division of Forensic Science, the officer will, as soon as possible, place the sample container in the evidence *refrigerator* located at the police department. The blood sample will be kept refrigerated until such time as it can be removed and immediately taken to the Division of Forensic Science.
  5. There should not be any more than 72 hours between the time the sample is taken and when it is submitted to the Division of Forensic Science.

## VII. Breath analysis

- A. Chemical analysis of a person's breath will be performed by anyone possessing a valid license, issued by the Division of Forensic Science. In

the event the Intoxilyzer is inoperable or a licensed operator is not available, and no other Intoxilyzer or licensed operator is available in a surrounding jurisdiction, this test is deemed not available.

- B. The type of equipment and the methods used to perform breath analysis will be in compliance with the regulations of the Division of Forensic Science.
- C. The testing officer will issue a certificate of breath alcohol analysis which indicates the name of the accused, the date, the time the sample was taken from the accused, the alcohol content of the sample, and by whom the test was conducted including their breath alcohol operators license number and expiration date.

#### VIII. Accident investigation

- A. If the DUI suspect has been involved in a traffic accident, officers will also undertake the following:
  - 1. Identify any witnesses who saw the suspect operating a motor vehicle.
  - 2. Question the witness about the suspect's condition, actions, and statements immediately after the accident.
  - 3. Establish a time line from the time of the accident to the time of arrest.
  - 4. Question the witnesses and the suspect about what, if anything, the suspect ingested between the time of the accident and the officer's arrival.
- B. A suspected violator must be arrested within three hours of the violation.

# OCCUPANT PROTECTION

## Problem Identification

The Ashland Police Department routinely conducts traffic surveys and compiles data from crash reports to measure driver/occupant protection practices. We participate in the National Click It or Ticket program in the spring, as well as the Click It or Ticket mini-mobilization in the fall. We conduct before and after surveys of seat belt usage to gauge the effectiveness of the programs. Our survey locations are chosen by using DDACTS (Data-Driven Approaches to Crime and Traffic Safety), which allows the department to obtain the survey information from the most beneficial problem areas. To insure the integrity of the surveys and capture results from similar roadway travelers, they are conducted during the same time of day, the same day of the week, and in the same locations.

The Ashland Police Department retrieves data from crash reports to determine the specific days of the week, times of day, and locations that crashes are occurring in our jurisdiction. Crash reports contain information on seat belt and child restraint usage, although most of this information is captured after the fact through interviews at the scene of the crash. However, the department can track seatbelt usage through statistical data from issued citations. The Traffic Safety Unit routinely compiles the information obtained from surveys, crash reports, and citation statistics to create monthly, quarterly, and yearly reports on all areas of traffic safety. After reviewing the above reports, it appears that most of the unbelted drivers on Ashland's roadways are younger male adults.

Lack of seat belt use and improper use of child restraints are two occupant protection issues that Ashland faces. Patrol officers attempt to keep occupants safe by strictly enforcing seat belt laws. Patrol officers also frequently see child seat violations and improper use of child restraint devices. There are many parents and guardians on the roadways that are using the wrong restraints for their children or do not know how to properly secure their children in the restraints.



## Policy

The Ashland Police Department has established clear policy on the use of seat belts by employees operating vehicles owned by the department. There are only a few limited exceptions in our policy and the Code of Virginia regarding law enforcement seat belt use, and seat belt use is still encouraged within those exceptions. The department's goal is to ensure that officers adhere to policy and the law to minimize injury to personnel, in addition to setting an example for the public. It is also important that all officers observe seat belt policy and laws because they are at a higher risk of crashes from the numerous hours of patrolling the roadways.

The standard operating procedures, goals, and objectives of the Ashland Police Department convey the department's focus on enforcing seat belt and child restraint laws. Officers are trained and instructed to look beyond the obvious to spot any seat belt or child seat violations. Many times, officers use discretion traffic stops to educate the public on proper seat belt and child restraint use rather than always issuing a citation.

The Ashland Police Department participates in the "Wear this, NOT this" seat belt program created by the partnership between Virginia Association of Chiefs of Police, DMV's Virginia Highway Safety Office, and National Highway Traffic Safety Administration. Supervisors can track seat belt usage through monthly inspections and routine spot inspections. Additionally, if an officer is involved in an on-duty crash, a report must be completed by a supervisor or a member of the Traffic Safety Unit. Seat belt compliance is determined through statements and other evidence, and will be listed in the report.



Officer Scott Nuessle wearing his seat belt while on duty.

## Planning

The DDACTS model is an important system that the department has used to select target enforcement locations for all facets of traffic safety. The Traffic Safety Unit also takes the monthly, quarterly, and yearly statistical data into consideration when selecting the target areas. Per our yearly report, there were 102 total reportable crashes in 2016 in the Town of Ashland. During that time, only six occupants included in those reports were found, through the

reporting officer's investigation, to not be wearing seatbelts.

In Virginia, the traffic code cites adult seat belt use as a secondary offense. Enforcement of this law is challenging as officers cannot make traffic stops based only on a driver not wearing a seat belt. To improve seat belt and child restraint compliance, the department directs traffic enforcement to areas known as "hot zones," or the areas in Ashland where the most crashes are occurring. Aggressive enforcement of all traffic code is applied in these areas to deter activity that would endanger the public and to encourage drivers to wear seat belts year-round.

The DDACTS model allows the department to determine specific areas of concern for both the traffic safety and crime prevention units. Once the "hot zones" have been established, the information is sent to both patrol officers and investigators. Patrol supervisors can then mold their shift's expectations to meet the Ashland Police Department's goals and objectives while enhancing public safety.

Officers on patrol commonly see vehicles containing children that are not properly restrained. This, for the most part, comes from parents not ensuring that the children are properly restrained, or parents who do not know the proper use of their child restraints. Parents and officers enforcing the laws should take the time to ensure that children are always properly secured in moving vehicles. One of the Ashland Police Department's goals is to ensure that all vehicle occupants arrive safely to their destinations.

### **APD FY2015/2016 Goals and Objectives:**

**Goal 5:** "Facilitate the safe and expeditious flow of vehicular, pedestrian, and bicycle traffic through the encouragement of voluntary compliance with traffic regulations."

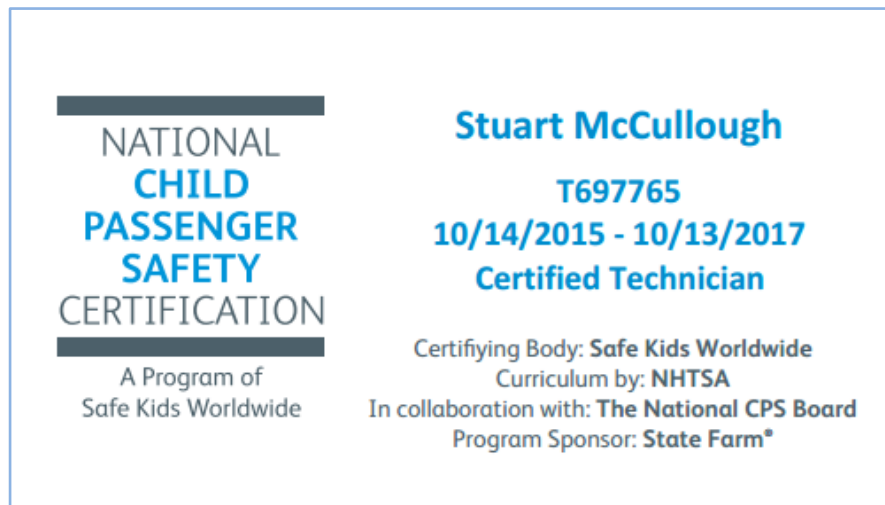
Increase visibility of our team approach through squad based patrol initiatives (i.e. red light enforcement and other operations where a team approach will be effective to improving traffic safety and deterring crime)

The Virginia Highway Safety Office considers seat belt use "A Best Defense" during a crash. In Virginia, all front seat occupants of motor vehicles are required to use seat belts while on the highways, and any child under the age of 18 is required to be properly restrained in the rear seats of the vehicle. The Ashland Police Department strongly supports the best defense opinion, and encourages everyone to buckle up regardless of age or legal exemption.

## Training

When officers are patrolling the streets of Ashland, they are expected to proactively enforce seat belt and child restraint laws. Officers need to pay attention to the driver's behavior both before and during the traffic stop to spot infractions. All members of the Traffic Safety Unit are members of the crash team, and have received training on how to determine if seat belts were used at the time of a crash—both through physical evidence and electronic data.

All patrol officers are trained and tested on the content of Virginia's traffic code and, specifically, the laws associated with occupant protection. The child restraint laws can sometimes be difficult to enforce for many officers that do not have personal experience with child restraints. To address this problem, officers are trained and certified by Safe Kids Worldwide as technicians. Three of the sixteen patrol officers are certified technicians, and two officers in our community policing division hold National Child Passenger Safety Certification.



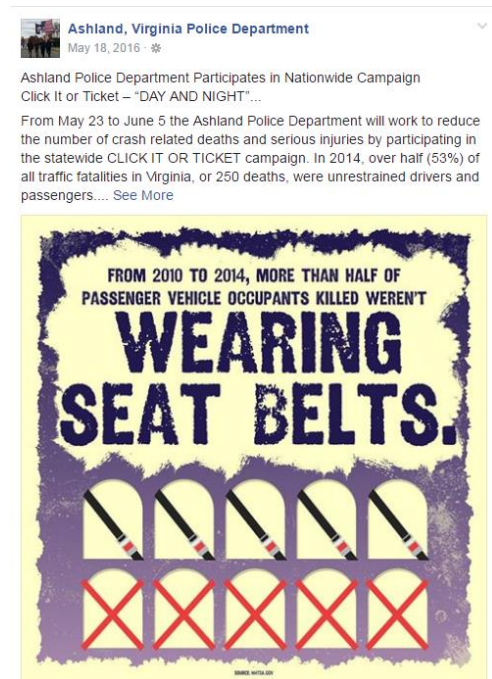
We regularly partner with other community organizations, including daycares, the YMCA, and local schools, to offer free child seat inspection events. Two of the certified Child Passenger Safety Technicians were re-certified in February 2016. The department also has one officer that has completed Carfit Certification Training. This training assists elderly motorists by helping them find the safest possible fit in their vehicles.

Officers are required to review department policy on seat belt use and be familiar with it. Once the policy has been read and understood, it is electronically signed through the department's online document management system. In 2016, all officers went through driver training, and during that training, seat belt policy was covered.



## Public Information and Education

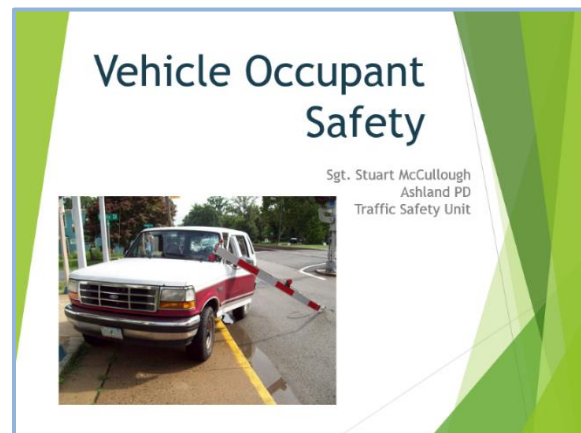
Getting occupant safety information out to the public is a priority for the Ashland Police Department. We keep educational pamphlets available in the lobby that are free to the public, and keep plenty on hand for distribution at special events. Social media has had a significant impact on today's society, and we rely heavily on it to convey the department's important messages—including seat belt and child restraint issues. Our Public Information Officer issues press releases to print news sources and local television stations that provide important safety bulletins to the public. We have banners, posters, and signs on hand for display at the department's events and to advertise campaigns like Click It or Ticket. Many of our Click It or Ticket signs are placed in high traffic areas and "hot zones" to remind the public to wear their seat belts, and that officers are looking for violations. The Ashland Police Department is devoted occupant safety and we feel releasing information to the public is an excellent way to deliver our message.



Ashland PD Facebook post in May 2016

The department's Child Passenger Safety certified officers hold events throughout the year to assist parents and guardians with proper installation of their child restraints. These events are usually held in conjunction with events at our local schools, YMCA, businesses, or local daycares. All child restraint events and services are free to the public, and we are the only agency in our jurisdiction that provides child restraint technician services

To spread information regarding occupant safety, the Traffic Safety Unit created a program in 2016 to partner with local businesses to educate their employees on all aspects of traffic safety, including seat belt and child restraint use. Presentations are provided by the department during scheduled safety meetings to educate employees on the safety risks associated with not wearing seat belts. Child restraint information is also a part of the presentations, because many of the employees working in Ashland have small children, and the businesses encourage a family-friendly environment.

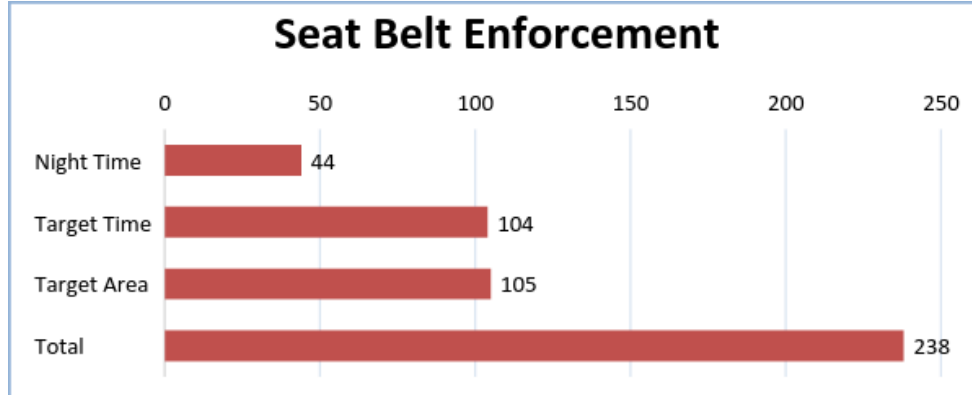


Occupant Safety Presentation slide

## Enforcement

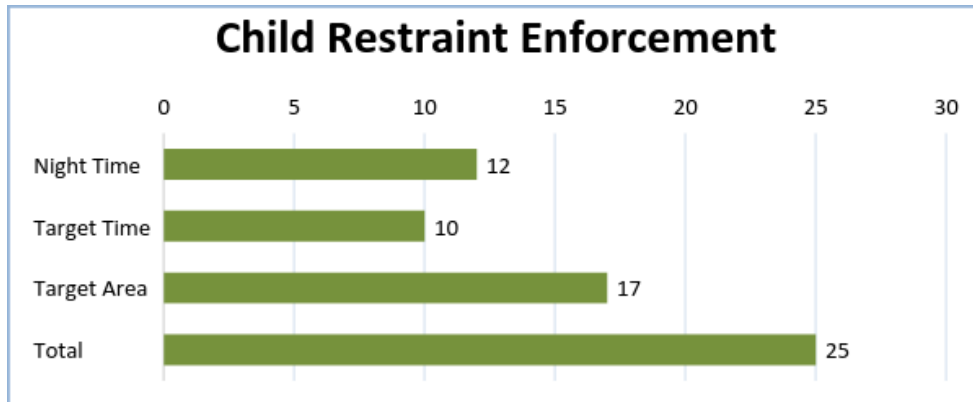
Patrol officers in the Ashland Police Department are expected to proactively patrol the streets of the Town when not handling dispatched calls for service. The department has a specialized Traffic Safety Unit, but it is designed as an extra duty assignment. Officers assigned to that unit are assigned a patrol beat and take calls for service just as all other units working in patrol. Just as Traffic Safety officers take calls for service, all members of the department are expected to proactively patrol the streets for traffic safety issues and violations. By analyzing data, the Traffic Safety Unit supplies patrol with problem areas determined from the previous month's statistics. In 2016, we received a grant from the DMV to conduct 90 hours of occupant protection enforcement to encourage seat belt use on our roadways.

In the year 2016, the department unfortunately saw a decrease in seat belt enforcement citations of approximately 21%, with a total of two hundred and thirty-eight (238) issued. This decrease was mainly due to a manpower deficiency in patrol, as the department experienced two long-term vacancies. Even though there was a decrease in seat belt summonses, the decline in seat belt enforcement was less than the overall decline of all issued summonses (24%). Approximately 44% of those citations were issued in the target areas, and 44% of them were issued during the target time of enforcement, from 12:00 PM to 7:00 PM. Finally, 18.5% of the citations were issued during the night hours of 6:00 PM to 6:00 AM.



Along with seat belt enforcement, a total of twenty-five (25) citations were issued for child restraint violations. Unfortunately, this was also a decrease from the previous year, again due to the manpower struggles that the department faced. Approximately 68% of the issued citations were issued in the target area, and 40% were issued during the target enforcement time. During the night time hours, 40% of the total child restraint citations were issued.

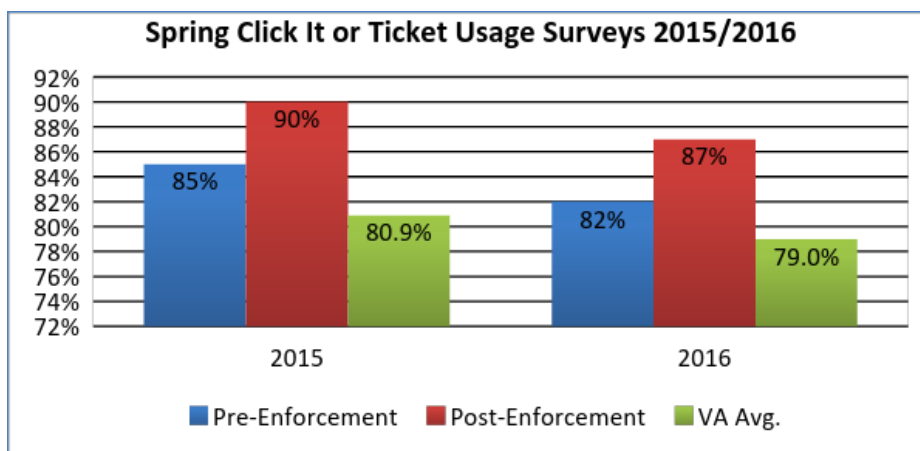




In 2016, even with the added stress of the manpower issues listed above, reportable crashes decreased 6% and crashes involving injuries decreased 18% from the previous year. This is due to the continued proactive traffic enforcement of the department's patrol officers.

## Outcomes

To determine the Ashland Police Department's efficiency at resolving issues related to occupant protection, we evaluate statistics listed in the monthly, quarterly, and yearly traffic safety reports. We also analyze the post survey data that is gathered after both the spring and fall Click It or Ticket campaigns. During the spring campaign, our pre-enforcement survey revealed a usage rate of 82%. The post-enforcement survey resulted in an 87% usage rate. Both before and after statistics were well above Virginia's average usage rate of 79%. During the spring enforcement period, the department issued (172) citations total, and thirty (30) of those citations were seat belt violations.



The fall mini-mobilization had a pre-enforcement survey result of 75% and post enforcement survey result of 89% seat belt usage. A total of seventy-eight (78) citations were issued during this period, with twelve (12) of those being seat belt violations. Both campaigns appeared to be effective in increasing seatbelt use, but there were other benefits as well. Officers were able to make a combined four (4) arrests for DUI/DUID, four (4) drug arrests, and two (2) other felony

arrests during both campaigns.

On a semi-annual basis, the chief recognizes officers throughout the organization for their contributions to traffic safety. Officers are commended for proactivity in all areas of traffic safety enforcement. During the annual awards ceremony, several awards are given in recognition of the achievements of outstanding officers, including "Officer of the Year." Traffic safety proactivity is highly regarded as an element in choosing that officer.

The Ashland Police Department was recognized in 2016 by placing first in the Virginia Law Enforcement Challenge and second in the National Law Enforcement Challenge in our size category. These awards are examples of the effort that all officers in our department put into traffic safety and protecting our community.

<b>General Order</b>	<b>Series:</b> 61	<b>No:</b> 2
<b>Subject:</b> Uniform Traffic Enforcement	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 11-1-09
	<b>Supersedes/ Amends</b> OPR 3-2	
<b>CALEA Standard:</b> Chapter 61	<b>Approved by:</b> Chief <i>O.A. [Signature]</i>	



Purpose

The purpose of this direction is to establish guidelines for the enforcement of traffic laws of the Commonwealth of Virginia and Ordinances of the Town of Ashland.


Policy

The Ashland Police Department will uniformly enforce traffic laws to educate traffic violators, reduce traffic crashes, and to aid in the safe and expeditious flow of vehicular and pedestrian traffic.

Procedure

**XIII. Seat Belt and Child Restraint Violations**

- A. **Enforcement of seatbelts and child passenger safety restraint laws are a priority for the Ashland Police Department.**

<b>General Order</b>	<b>Series:</b> 41	<b>No:</b> 03
<b>Subject:</b> Emergency Operation of Vehicles	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 7/1/14
	<b>Supersedes/ Amends</b> OPR1-6	
<b>CALEA Standard:</b> Chapter 41	<b>Approved by:</b> Chief 	



Purpose

The purpose of this policy is to establish guidelines for the use of emergency vehicle warning devices.

Policy

It is the purpose of this Policy to ensure that all members of the Department adhere to statutory restrictions on the use of emergency warning devices and that such devices are employed only in prescribed conditions and circumstances and in ways that will minimize the risk of accidents or injuries to employees or the public.

Procedure

- II. General Operating Guidelines
  - A. All police vehicles will be driven safely and properly in full compliance with all traffic laws and regulations.
  - B. Specific sections of the Code of Virginia allow for emergency vehicles to disregard certain traffic regulations; however, neither the Town of Ashland nor the officer is relieved from civil liability for failure to use reasonable care in such operation.
  - C. **Seat belts will be worn by all occupants during vehicle operation (if vehicle is so equipped). At the approach to any scene where the officer believes a rapid departure from the vehicle may be required, the officer may release the seat belt just prior to arrival or in any situation regarding officer safety.**

# SPEED AWARENESS

## Problem Identification


The Town of Ashland is in Hanover County, Virginia, sixteen miles north of Virginia’s capital, Richmond. The town is a crossroads of two major state routes, US Route 1 and Virginia Route 54. The town also boasts a double set of train tracks used primarily by CSX and Amtrak. The town has an entrance and exit ramp for access to Interstate 95. Ashland is home to over 7,000 residents as well as Randolph-Macon College.

Because of Ashland’s central location in the state and major roadway access, we have a large volume of vehicular traffic on our roadways daily. Statistics indicate that we have not had any speed related fatalities in the last five years; however, the issue of vehicles exceeding the posted speed limit is a daily occurrence. Ashland takes great care to protect and provide safe travel ways for visitors and citizens, whether they are walking, biking, or driving. Speeding impacts the safe travel of all residents and visitors. Residential streets have the highest frequency of speeding-related citizen complaints. Residential areas were the focus of targeted speed enforcement.

The Ashland Police Department attends regular meetings with the Town’s Traffic Engineering division to discuss and address traffic safety related issues. The department also has set up a way for the community to provide complaints related to traffic safety issues via the Ashland Police Department website.

## Policy

The Ashland Police Department has instituted policies that specifically address speeding issues. Speed enforcement is considered a priority. National figures show that speeding is a major cause of traffic crashes. Officers in the department are trained to use multiple speed capturing devices. Fixed mount RADAR units have been installed in every marked police vehicle. There is also a handheld LIDAR unit available. The policy outlines compliance with state law regarding RADAR/LIDAR and vehicle speedometer calibrations.

<b>General Order</b>	<b>Series:</b> 61	<b>No.:</b> 7
<b>Subject:</b> Speed Measuring Devices	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 7/25/12
	<b>Supersedes/Amends:</b> OPR3-7	
<b>CALEA Standard:</b> Chapter 61	<b>Approved by:</b> Chief 	



### Purpose

The purpose of this directive is to establish uniform guidelines on the use of the Department's speed measurement devices.

### Policy

The policy of the Ashland Police Department is to prevent motor vehicle collisions, save lives and reduce injuries. It is the policy of the Department to properly and efficiently utilize speed measurement devices, and hence improve the effectiveness of speed enforcement.

General Order 61-7 Speed Measurement Devices

## Planning

The Ashland Police Department uses two methods to combat speeding issues. Those two methods are the ACUTE program and the DDACTS model. ACUTE is an acronym for Addressing Complaints Utilizing Technology and Enforcement. The program allows the department to deploy two speed measuring and recording devices at various residential locations to determine if a speeding issue is present. The first device is an overt data logging device called a Speed Sign. The sign displays a numerical speed to drivers that pass the sign's mounted location. The speeds are captured for data analysis. The department also deploys a covert speed measuring and recording device called a Stealth Stat. This unit is mounted to a utility pole and resembles a utility box. The unit captures speeds for data analysis.



Deployment of the Speed Sign

As a specific example, the ACUTE program determined that there was a speeding problem on N. James Street. During the data collection period, the Stealth Stat indicated the highest frequency of speeding offences occurred between the hours of 0745 and 0915 and 1600 to 1730. Patrol officers were then directed to conduct a two week enforcement period with a lower tolerance for speed-related infractions on this particular roadway.

The second method used in planning is the DDACTS model. DDACTS is an acronym for Data Driven Approaches to Crime and Traffic Safety. Crime and Traffic Safety related statistics are collected over a set period of time. The data is then used to identify “hot spots” that allow the department to direct specific resources to specific locations.

In 2016, our administrative staff recognized a need for more visible traffic enforcement on residential roads. To reduce speeding on residential roadways, they came up with a list of streets on which patrol officers were to direct specific speed enforcement during their shifts.

The Virginia Highway Safety Plan states, “As speed gets higher, the risk of death, disfigurement and serious injury during crashes increases, while at the same time, the effectiveness of airbags, seat belts and other safety devices decreases.” The department acknowledges that speeding is inherently dangerous. Because of the agency’s size, the patrol division is tasked with combating traffic related issues.

## Training

As stated earlier, every patrol vehicle is equipped with a fixed mount RADAR unit. All the patrol officers are certified as RADAR operators. One officer was re-certified as a Speed Measurement Instructor. In accordance with the Virginia Department of Criminal Justice Services, each officer is re-certified in RADAR operations every two years. Officers will be due for re-certification in 2017. The Traffic Safety Unit has four members that have received specialized training in crash investigation and reconstruction. One officer received two weeks of training related to crash investigation and reconstruction in 2016.

## Public Information and Education

Public education is a principal factor that helps to address speeding issues. When specific speeding complaints have been identified, the department will utilize the media to educate the public as to where the issue is occurring. There will also be an issued reminder of the location's speed limit, and a warning when or if a targeted speed enforcement period will begin. For example, in January 2016 a complaint was received for speeding issues on N. James Street. The ACUTE program was used and determined there was a valid speeding issue on that roadway. A slide was created and posted to the local government television access channel that was in turn broadcasted to the public.


The Ashland Police Department has received complaints of vehicles speeding on N. James Street.

Utilizing the A.C.U.T.E. Program (Addressing Complaints Using Technology and Enforcement), the Department has determined from our statistics there is a speeding problem on N. James Street. Enforcement efforts will need to be undertaken to address the problem. Data revealed over 47 drivers traveling more than 15 mph the posted speed limit, the average speed was 27 mph and the 85<sup>th</sup> percentile was 33 mph. Beginning on January 19, the Ashland Police Department will be conducting directed speed enforcement on N. James Street.

Drivers are reminded that the posted speed limit on N. James Street is **25 MPH**.

*The Ashland Police Department is committed to ensuring the safety of citizens and visitors alike and asks that you drive safe at all times.*

Ashland Police Department  
www.ashlandpolice.us  
Douglas A. Goodman, Chief

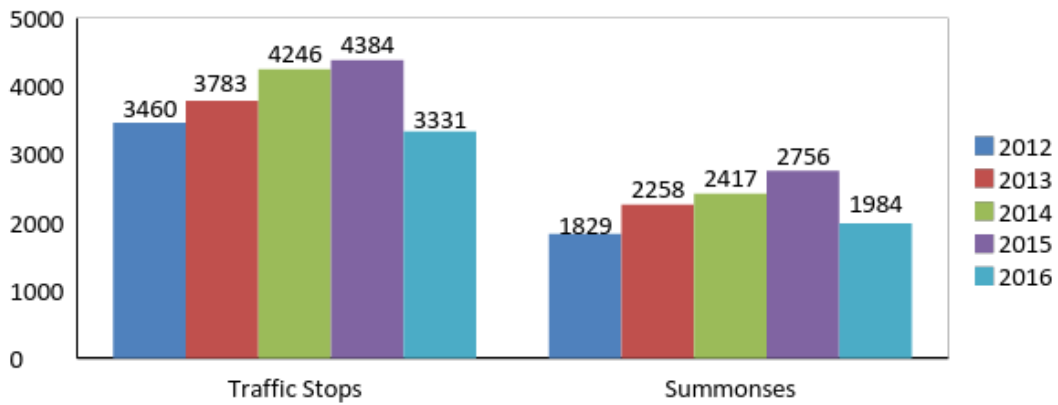


January 2016 Public Information Slide

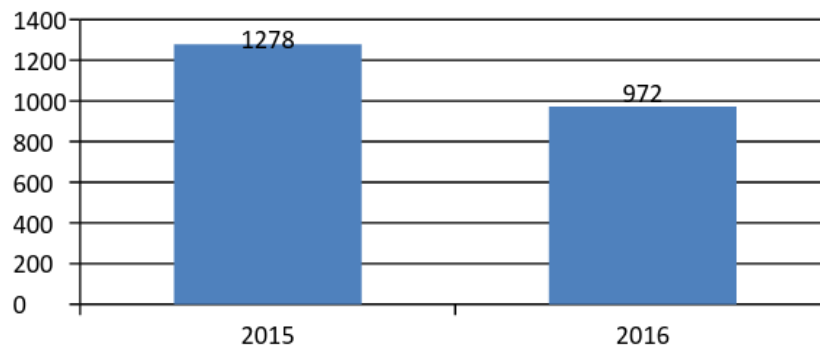
## Enforcement

The department has four designated traffic safety officers, but not a full-time traffic unit. The entire patrol division is utilized to conduct enforcement for traffic safety issues. The Virginia Department of Motor Vehicles awarded the police department with 200 hours of grant-funded overtime. That grant resulted in approximately 50 saturation patrols in specific target areas. These patrols were directed to particularly target speed-related traffic offenses. 437 summonses were issued in the target residential areas within a twenty-four hour enforcement time frame.

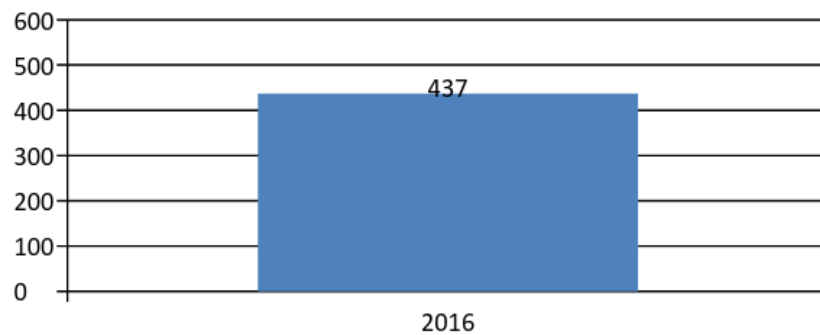
## 2012-2016 Traffic Enforcement Data Comparison



## Speeding Summonses Issued 2015 to 2016



## 2016 Target Area Summonses





## Outcomes

With the statistical analysis from the DDACTS model and review of past trends, the department could adjust our enforcement efforts. After the enforcement period for specific target areas ends, enforcement data is collected. A redeployment of data collection devices is then conducted in the target area. The data is again collected and analyzed to see if a speeding problem continues to exist. In the example of N. James Street, the process of data collection and enforcement period had to be conducted four times before the data showed a reduction in speeding. Patrol was also informed that N. James Street will be a location that will receive daily enforcement attention.

Crash data in 2016 showed a response to 297 crashes, compared to 298 in 2015. The department investigated 102 reportable crashes in 2016, as opposed to 108 in 2015, for a 6% decrease. Crashes involving injuries reduced 18%. There were no recorded fatal crashes in 2016.

The chief of police semi-annually distributes individual officer recognition for traffic safety efforts.

**ASHLAND POLICE DEPARTMENT**  
**Memorandum**

**TO:** All Sworn Personnel (via Read Board and Commendation Board)  
**FROM:** Chief Douglas A. Goodman, Jr. *DA*  
**SUBJECT:** Traffic Safety and Criminal Interdiction Efforts: Calendar Year 2016  
**DATE:** March 10, 2017  
**CC:** file

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I would like to take a moment to commend the members of this agency whose efforts have contributed to increased traffic safety and reductions in criminal activity during 2016.

Although our traffic enforcement efforts have proven to reduce accidents, our high-visibility patrols serve as a strong deterrent to criminal activity. A review of enforcement statistics for 2016 reveals the top performers in each category:

<b><u>SPEEDING</u></b>	<b><u>RED LIGHT</u></b>
1. Marcussen (212)	1. Smith (10)
2. Smith (114)	2. Helbig, Hanlon, Bonistalli (8)
3. Spada (94)	3. Donovan (5)
4. Brackett, Donovan (81)	

<b><u>FAIL TO WEAR SEATBELT</u></b>	<b><u>DRUG ARRESTS (self-initiated)</u></b>
1. McCullough (62)	1. Hanlon (12)
2. Bonistalli (48)	2. Bonistalli (6)
3. Hanlon (34)	3. Stirmaman (5)
4. Spada (18)	4. Gray, Helbig (2)
5. Brackett (16)	


<b><u>CHILD RESTRAINT</u></b>	<b><u>IMPAIRED DRIVING</u></b>
1. McCullough (7)	1. Helbig (11)
2. Bonistalli (5)	2. Stirmaman (7)
3. Hanlon, Spada (4)	3. Hanlon (5)
4. Helbig, Watkins (2)	4. Marcussen, Nuessle, Smith, Spada (2)

2016 Traffic Safety Efforts

In 2016, the Ashland Police Department was awarded First Place in the Virginia Law Enforcement Challenge. We also placed second in the National Law Enforcement Challenge for municipalities in our agency size.



Ashland Town Council presentation of  
National and Virginia Law Enforcement  
Challenge Awards

<b>General Order</b>	<b>Series:</b> 61	<b>No:</b> 2
<b>Subject:</b> Uniform Traffic Enforcement	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 11-1-09
	<b>Supersedes/ Amends</b> OPR 3-2	
<b>CALEA Standard:</b> Chapter 61	<b>Approved by:</b> Chief 	



Purpose

The purpose of this direction is to establish guidelines for the enforcement of traffic laws of the Commonwealth of Virginia and Ordinances of the Town of Ashland.

Policy


The Ashland Police Department will uniformly enforce traffic laws to educate traffic violators, reduce traffic crashes, and to aid in the safe and expeditious flow of vehicular and pedestrian traffic.

Procedure

III. Speed enforcement

- A. Excessive speed is a major cause of death and injury on the national highways. Officers will use various techniques in the enforcement of speeding violations. Procedures for determining speed will vary in accordance with the type of equipment used. Speed enforcement is a priority for the Ashland Police Department.
- B. Pacing: The officer will follow the vehicle being paced at a constant interval for a distance of not less than one tenth (.1) of a mile. Speedometers will be calibrated at least once every six months and a valid copy of the calibration shall be filed with General District Court.
- C. Radar. Radar speed enforcement shall be applied where vehicle speed is a hazard to other motorists or pedestrians. The following guidelines govern the use of radar, which will always be operated in compliance with manufacturer's instructions and in compliance with the Code of Virginia.

1. The radar unit must be properly installed in the vehicle and connected to the appropriate power supply.
2. Operators must have a basic understanding of radar operation and setup. Operators must know how to test the calibration of the radar unit they are operating in compliance with state law.
3. The operator must choose an appropriate location that does not interfere with normal traffic flow and does not present a safety hazard for themselves or the public. The location must also be conducive to the effective and safe operation of radar.
4. The radar unit shall be calibrated to ensure accuracy in checking speed. The operator must follow the manufacturer's recommended specific methods of checking calibration without exception. Officers will promptly report any problems with the operation of radar units to their supervisor or a member of the Traffic Safety Unit.
5. In court, when requested by the judge, Commonwealth's Attorney or the defense, officers must establish the following elements of radar speed:
  - a. The time, place, and location of the vehicle, the identity of the operator, the speed of the vehicle, and the visual and radar speed check;
  - b. The officer's qualifications and training in the use of radar;

<b>General Order</b>	<b>Series:</b> 61	<b>No:</b> 7
<b>Subject:</b> Speed Measuring Devices	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 7/25/12
	<b>Supersedes/ Amends</b> OPR3-7	
<b>CALEA Standard:</b> Chapter 61	<b>Approved by</b> Chief 	



Purpose

The purpose of this directive is to establish uniform guidelines on the use of the Department's speed measurement devices.

Policy

The policy of the Ashland Police Department is to prevent motor vehicle collisions, save lives and reduce injuries. It is the policy of the Department to properly and efficiently utilize speed measurement devices, and hence improve the effectiveness of speed enforcement.

- I. Equipment Specifications
  - A. Radar equipment maintained by the Ashland Police Department will meet equipment requirement specifications as stated in section 46.2-882 of the Code of Virginia.
  
- II. Operator Training and Certification
  - A. RADAR
    - 1. Pursuant to Virginia Department of Criminal Justice Services regulations to be certified as a traffic RADAR Operator a law enforcement officer must:
      - a. Complete a course of training taught by a certified law enforcement traffic RADAR instructor.
      - b. Be issued a RADAR certificate,

- c. Maintain a copy of the RADAR certificate at the Department of Criminal Justice Services.

B. LIDAR/Laser

- 1. Pursuant to National Highway Transportation Safety Administration guidelines, and guidelines of the manufacturer, to be certified as a LIDAR/Laser operator, a law enforcement officer will:
  - a. Complete a course of training taught by a certified LIDAR/Laser instructor.
  - b. Be issued a LIDAR/Laser certificate.
  - c. Maintain a copy of the LIDAR/Laser certificate at the Ashland Police Department.

III. Operational Procedures

A. General

All speed measurement devices must be operated in accordance with the training related to the specific RADAR device and as mandated by the Department of Criminal Justice Services.

IV. Site Selection Considerations

A. General

- 1. There should be a demonstrated need for speed enforcement at locations chosen for speed measurement devices. A need for speed measurement devices might be shown in locations where:
  - a. There have been several motor vehicle crashes involving speed.
  - b. Many speed violations have previously occurred.
  - c. Citizens have made numerous complaints about speed violations and speed surveys and radar trailer surveys have determined that there is a need for speed enforcement in the complaint area.

## **STATE/LOCAL ISSUE**

### **“Be Safe Be Seen” Bicycle and Pedestrian Safety Program**

#### **Problem Identification**

The Town of Ashland is a community that takes pride in having safe roads not only for motor vehicles, but also for pedestrians and bicyclists. Many residents and visitors in the town walk or ride bicycles to get to work, shops, and restaurants throughout Ashland. The Ashland Police Department makes pedestrian and bicycle safety a priority to provide safe roadways for all our citizens and visitors.

The Ashland Police Department’s traffic safety unit compiles crash data on a monthly, quarterly, and yearly basis to identify any potential traffic-related issues. Using these crash statistics, one problem identified related to bicycle and pedestrian safety throughout the town. At night, many of our pedestrians and bicyclists were seen wearing dark clothing and not using any lights while on our roadways. Although the department uses enforcement as one method to address this issue, we also recognized a need to develop a community outreach method of raising awareness and education. Our agency did not use a specific survey; however, officers noticed that many citizens do not know the state laws or safety tips pertaining to bicycle and pedestrian safety on roadways.

Over the past five years, there were on average three or four reportable crashes per year involving injuries to a pedestrian or bicyclist. From 2011 through June 2016, our agency responded to 19 reportable crashes involving pedestrians and/or bicyclists. Due to the nature of these crashes, many of them resulted in injuries requiring the pedestrian or bicyclist to be transported to the hospital. Out of the 19 reportable crashes, approximately 50% of them occurred at night time and involved a bicyclist or pedestrian wearing dark clothing and not using lights. In 2015, our agency investigated a fatal crash on Route 1 involving a bicycle at night not using a light. This case had an impact on many members throughout the community.

To reduce bicycle and pedestrian involved crashes and increase awareness, in 2016 our agency implemented the “Be Safe Be Seen” program.

#### **Policy**

The Ashland Police Department has multiple policies that provide support and guidance for issues related to bicycle and pedestrian safety, which influenced the development of the “Be Safe Be Seen” program. The policy also provides guidance to officers when enforcing traffic laws. Officers can use discretion and provide either a summons or a warning when enforcing these laws, which include bicycle and pedestrian-related violations.

Our department's policy requires newly promoted sergeants to identify a community-oriented problem and create a solution to address that issue. The "Be Safe Be Seen" program was developed by one of the newly promoted sergeants in June of 2016 to help provide a community outreach program for bicycle and pedestrian safety.

The Ashland Police Department policy also tasks officers with developing and implementing community outreach programs that help prevent crime and provide educational information to the community. The policy tasks not only our crime prevention personnel with providing this information, but all officers are required to assist citizens with educational programs related to their specific duties. This includes programs to increase bicycle and pedestrian safety in the Town of Ashland. In accordance with this policy, the "Be Safe Be Seen" program was developed by a member of the department's traffic safety unit. Members of the crime prevention unit, traffic safety unit, and patrol division participated in the "Be Safe Be Seen" program as required by policy.

These three policies combined were the basis for identifying the problem, the implementation of the "Be Safe Be Seen" program, and determining the role for each member of our agency in carrying out the program.

## Planning

After the community-oriented problem was identified, the department's "Be Safe Be Seen" program was developed to address the issue. The overall goal of the community program was to reduce crashes involving pedestrians and/or bicycles, increase public awareness for pedestrian and bicycle safety, and build community relationships. The "Be Safe Be Seen" program was designed to target citizens throughout the town while officers patrolled their assigned areas. Since many citizens that walk at night also are out during the daytime, there was not a specific targeted time for the plan. Officers working both day and night participated in the program.

The agency allocated \$850.00 to purchase supplies and materials for the program. Using these funds, the department purchased "Be Safe Be Seen" drawstring bags, bicycle light kits, LED armband lights, and reflective armbands and belts kits. The "Be Safe Be Seen" bags have reflective stripes on them and were purchased in bright yellow for visibility. The department worked with



Sgt. Bonistalli with the owner of Olde Towne Bicycles when bicycle light kits were purchased in 2016



a local business, Olde Towne Bicycles, to acquire the bicycle light kits for the program. Educational brochures from DMV's Drive Smart Virginia were also used to provide information on bicycle and pedestrian safety.

From the supplies purchased, the department created 53 bicycle and pedestrian "Be Safe Be Seen" safety bags. Of the 53 bags, 19 bags were specifically for bicycle safety and 34 bags were for pedestrian safety. Each bicycle safety bag contained a light kit with red and white lights that could be mounted on the front and back of bicycles, an LED armband light, a reflective armband, and educational material from Drive Smart Virginia. The pedestrian safety bags contained LED armband lights, reflective armbands, reflective belts, and educational material from Drive Smart Virginia.



"Be Safe Be Seen" safety bags created in 2016 that were provided to citizens

The Ashland Police Department continues to support the Virginia Strategic Highway Safety Plan to reduce deaths and serious injuries from traffic crashes through enforcement of traffic laws. Since crashes involving pedestrians and bicyclists frequently involve deaths and serious injuries, the "Be Safe Be Seen" program provides our agency with a community outreach aspect to help prevent these crashes. The program not only provides education and awareness, it also allows officers to provide life-saving equipment to make citizens safer while walking or riding a bicycle on our roadways.

### Training

The "Be Safe Be Seen" program did not require any additional training for officers. Officers were already trained to spot violations of traffic laws related to bicycle and pedestrian safety. The program assisted officers during their enforcement by offering an alternative way to use their discretion when enforcing traffic laws. Also, officers could have more positive interactions with the community by handing out safety bags during their shifts. The program did not require officers to change anything they were already doing; it merely gave them more options to help make the community safer for bicyclists and pedestrians.

## Public Information and Education

A key component of the “Be Safe Be Seen” program was to make the community aware of it, which the department achieved by working with local media and utilizing social media. The Richmond Times Dispatch and Mechanicsville Local published articles on the program, which reached citizens in the Metro-Richmond area, including the targeted audience of citizens in the Town of Ashland. This exposure helped raise awareness in the Town of Ashland as well as in surrounding jurisdictions. After the news articles were published, the department received requests from citizens that lived in the Town of Ashland and the other areas of Hanover County for safety bags and information about pedestrian and bicycle safety. Our agency also utilized Facebook as a method to make the community aware of the new program.



Richmond Times Dispatch article from November 13, 2016

Our agency also worked with a local community assistance organization to provide safety bags to a family in need of assistance. A volunteer with the Ashland Christian Emergency Services (ACES) contacted our agency after hearing about the “Be Safe Be Seen” program to obtain the bags to provide to the family. Working with ACES helped our agency reach out to citizens in need that may not otherwise contact the department directly.

## Enforcement

The “Be Safe Be Seen” program was a part of patrol officers’ daily tasks during their shifts. The Ashland Police Department’s Patrol Division is comprised of 16 patrol officers. The “Be Safe Be Seen” program became an excellent way for patrol officers to have positive interactions with our community. Most of the safety bags were distributed by patrol officers working the street when they saw potential safety issues and/or violations of traffic laws. Citizens also contacted the department after seeing the media outreach to receive safety bags. The program gave officers the ability to both ensure traffic laws were being followed and to help citizens correct any violations. From the start of the program in June 2016 to December 31, 2016, the

department handed out 48 out of the 53 safety bags to citizens in the community.

Each officer was provided with pedestrian and bicycle safety bags to hand out when they saw a citizen riding a bicycle or walking in town in a potentially unsafe manner. The department did not dedicate any overtime or special enforcement details for the program.

The Ashland Police Department reached over 3,300 citizens through Facebook and the Richmond Times Dispatch media outreach. Although the department only handed out 48 pedestrian and bicycle safety bags, the total number of citizens in the Town of Ashland that were reached through media efforts and contacts with officers directly is difficult to determine. Our agency does not keep statistical data regarding the exact number of citizen contacts officers made through the program. Officers were often asked for advice on bicycle and pedestrian safety, but were unable to provide safety bags at the time. However, these contacts are still valuable within the program to achieve its goal of reducing crashes relating to bicycle and pedestrian safety by providing citizens with safety tips and information.



Ashland Police Facebook post November 14, 2016

The Ashland Police Department stopped numerous subjects for traffic law violations relating to bicycle and pedestrian safety. In 2016, our department issued only 1 summons related to a bicyclist not having lights on the bicycle while riding on the roadway. In 2014 and 2015, our department issued 1 citation and 0 citations, respectively, related to bicycle and pedestrian safety. Even though our agency has not issued many citations related to this issue, officers have stopped and given warnings for violations on numerous occasions for citizens violating bicycle and pedestrian traffic laws. Our agency does not keep track of specific offenses for which officers provide warnings when using their discretion.

## Outcomes

The overall goal of the “Be Safe Be Seen” program was to reduce crashes involving pedestrians and/or bicycles, increase public awareness for pedestrian and bicycle safety, and build community relationships.

Since the beginning of the program, the Ashland Police Department has investigated two reportable crashes involving pedestrians and/or bicyclists. Both incidents occurred at night and


visibility was potentially a factor in the crashes. In both crashes, the pedestrian and bicyclist had no lights on and were wearing dark clothing. These two crashes show the importance of continued education of the public on bicycle and pedestrian safety while sharing the roadway with vehicles.

From 2011 to 2014 there were no fatal crashes involving a bicyclist or pedestrian in Ashland. In 2015, our department had 1 fatal crash, which involved a bicyclist at night with no lights on the bicycle. In 2016, our agency had no fatal crashes.

Unfortunately, it is difficult to quantify the overall positive effect of the “Be Safe Be Seen” program. The number of crashes that have been prevented by the program involving bicyclists and/or pedestrians will never be known. Even though it is difficult to determine just how many lives the project may help save, the long-term positive effect should help reduce the risk of pedestrian and/or bicycle crashes. While patrolling throughout the town, officers have seen citizens wearing lights and reflective gear provided to citizens through the program that had previously not used safety equipment.

Our agency recognized, through Facebook, the partnership we have with Olde Towne Bicycles, particularly for assisting us in acquiring the safety equipment provided through the “Be Safe Be Seen” program. Our chief also has recognized officers for implementing the program at public town council meetings broadcast via local government television channel and streamed online.

Overall, the “Be Safe Be Seen” program was a beneficial and positive project for the department, and, more importantly, for the community. Based on the interactions officers have had with the community, the program has received positive feedback. The program has helped build relationships with members of the community by showing them their safety is an important aspect of the Ashland Police Department’s goals and objectives. Through Facebook and the Richmond Times Dispatch, our agency achieved its goal of raising awareness for bicycle and pedestrian safety in our jurisdiction, as well as throughout the Richmond Metro area.

<b>General Order</b>	<b>Series:</b> 61	<b>No:</b> 2
<b>Subject:</b> Uniform Traffic Enforcement	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 11-1-09
	<b>Supersedes/ Amends</b> OPR 3-2	
<b>CALEA Standard:</b> Chapter 61	<b>Approved by:</b> Chief 	



Purpose

The purpose of this direction is to establish guidelines for the enforcement of traffic laws of the Commonwealth of Virginia and Ordinances of the Town of Ashland.


Policy

The Ashland Police Department will uniformly enforce traffic laws to educate traffic violators, reduce traffic crashes, and to aid in the safe and expeditious flow of vehicular and pedestrian traffic.

XII. Pedestrian and Bicycle Violations

A. Most pedestrian and bicycle violations can be handled with a warning. However, officers will enforce state laws and town ordinances pertaining to pedestrians and bicyclists, when appropriate.

B. The regulations of §46.2-800 et. seq and §§46.2-923 – 46.2-935, Code of Virginia, governs the rights and duties of pedestrians and bicyclists, respectively.

<b>General Order</b>	<b>Series:</b> 34	<b>No:</b> 1
<b>Subject:</b> Promotion and Appointment	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 5/23/2014
	<b>Supersedes/ Amends</b> PER 1-5	
<b>CALEA Standard:</b> Chapter 34	Approved by:  Chief 	



Purpose


The purpose of this Order is to provide information concerning the promotion procedure of the Ashland police Department.

Policy

It is the policy of the Ashland Police Department to promote, and retain those persons best qualified to perform its work. The police department provides promotional opportunities that will challenge each employee’s skills and abilities. The Ashland Police Department promotion policy is to fill higher-level positions from the ranks of current employees providing there are a sufficient number of qualified applicants. The police department will help in the selection process by accurately rating employees and evaluating candidates for promotion and by advancing the most qualified.

**V. Probationary Period**

- A. The probationary period shall be for a period of six months.
- B. This period shall be used for close observation of the employee's work, for securing the most effective adjustment of the new employee to his/her work, and for rejecting any employee whose performance does not meet the required work standards.
  - 1. In addition to supervisory duties, newly promoted Sergeants will complete one community policing/problem oriented policing project and submit a written report on the results to the Chief during the six month probationary period.

<b>General Order</b>	<b>Series:</b> 45	<b>No:</b> 1
<b>Subject:</b> Crime Prevention and Community Involvement	<b>Effective Date:</b> 09-01-07	<b>Revised:</b> 10/1/10
	<b>Supersedes/ Amends</b> ADM 7-1	
<b>CALEA Standard:</b> Chapter 45	<b>Approved by:</b> Chief 	



### Purpose

The purpose of this policy is to describe the Crime Prevention and Community Involvement function of the Ashland Police Department.

### Policy

The Ashland Police Department is committed to providing quality law enforcement services to the citizens of the Town of Ashland. In this regard, input from the community is essential to the proper delivery of those services. To obtain that input, the Department shall maintain close ties with the community and maintain a position of responsiveness to its needs.

#### I. Department Community Involvement Efforts

A. The responsibility for achieving the Department's Community Involvement objectives is shared by all members of the Department. The Crime Prevention Specialist will coordinate these efforts.

B. The Community Involvement function will provide the following:

1. Establishing liaison with formal community organizations and other community groups;
2. Developing Community Involvement Policies for the Department;
3. Publicizing Department objectives, problems, and successes;
4. Conveying information transmitted from citizens' organizations to the Department;
5. Improving Department practices bearing on Public Safety-

### Community Involvement;

6. Assisting the Patrol and Special Operations Commanders in the development of community policing strategies when needed.

#### II. Police officers, generally

- A. All officers upon request and when appropriate shall provide knowledgeable, instructive advice to the public concerning steps which can be taken to reduce the opportunity for or lessen the loss from crime.
- B. All officers shall be aware of, and where appropriate, offer their assistance to crime prevention activities taking place within their assigned patrol areas.
- C. All officers shall make referrals to the Ashland Crime Prevention Officer in response to crime prevention requests that exceed their knowledge or capability to accommodate.
- D. Crime prevention activities undertaken by police officers shall be reported in monthly reports.