



2017 VIRGINIA LAW ENFORCEMENT CHALLENGE APPLICATION

Applications are due to 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/2pG1F0j>

Agency (as it would appear on an award): _____

Agency Category: _____

Total Number of Sworn Personnel: _____ Total Number of Uniformed Officers on the Street: _____

Submitter(s) (main point of contact for application): _____

Department: _____

Address: _____ City: _____ State: _____ Zip: _____

Submitter Phone: _____ Submitter Email: _____

Department Head: _____ Email: _____

APPLICATION ATTACHMENTS PACKET

CHECKLIST

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

- NLEC Application (**required**) _____
- Speed Awareness Narrative (**required**) _____
- Speed Awareness Policies (**required**) _____
- Impaired Driving Narrative (**required**) _____
- Impaired Driving Policies (**required**) _____
- Occupant Protection Narrative (**required**) _____
- Occupant Protection Policies (**required**) _____
- State/Local Issue Narrative (**required**) _____
- State Local Issue Policies (**required**) _____
- Special Award Application(s) (**1 attachment including narratives and policies for each award**) (optional) _____

SPECIAL AWARD CONSIDERATIONS

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

**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: _____
2. Total roadway crashes in 2015: _____
3. Total roadway crashes in 2016: _____
4. Total fatal crashes in 2014: _____
5. Total fatal crashes in 2015: _____
6. Total fatal crashes in 2016: _____
7. Total injury crashes in 2014: _____
8. Total injury crashes in 2015: _____
9. Total injury crashes in 2016: _____

IMPAIRED DRIVING

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

<http://bit.ly/2pG1F0j>

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: _____
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:
yes ____ no ____
4. Number of Impaired Driving Arrests in 2014: _____
5. Number of Impaired Driving Arrests in 2015: _____
6. Number of Impaired Driving Arrests in 2016: _____
7. Total number of fatal and injury crashes related to Impaired Driving in 2016: _____
8. Percentage of fatal and injury crashes related to Impaired Driving in 2016: _____
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.): _____
11. Output Statistics: How many DUI citations were issued in target areas?: _____
12. Output Statistics: How many DUI citations were issued during the target times?: _____
13. Output Statistics: How many contacts were made? (total): _____
14. Output Statistics: How many contacts in target areas?: _____

OCCUPANT PROTECTION

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

<http://bit.ly/2pG1F0j>

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: _____
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016: _____
6. Your jurisdiction's safety belt use percentage rate at the end of 2016: _____
7. Number of officers who received training in 2016 in occupant protection: _____
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: _____
10. Number of Seat Belt Citations in 2015: _____
11. Number of Seat Belt Citations in 2016: _____
12. Number of Child Seat Citations in 2014: _____
13. Number of Child Seat Citations in 2015: _____
14. Number of Child Seat Citations in 2016: _____
15. Number of Special Enforcement Efforts in 2016 for Occupant Protection: _____
16. Output Statistics: How many citations were issued in target areas?: _____
17. Output Statistics: How many citations were issued during the target times?: _____
18. Output Statistics: How many contacts were made? (total): _____
19. Output Statistics: How many contacts were made in target areas?: _____

SPEED AWARENESS

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

Guide: <http://bit.ly/2pG1F0j>

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: _____
3. This agency participates in officer recognition programs for speed detection and apprehension: yes ____ no ____
4. Number of Speeding Citations in 2014: _____
5. Number of Speeding Citations in 2015: _____
6. Number of Speeding Citations in 2016: _____
7. Total number of 2016 fatal and injury crashes related to speed: _____
8. Percentage of 2016 fatal and injury crashes related to speed: _____
9. Number of Special Enforcement Efforts in 2016 for Speed: _____
10. Output Statistics: How many citations were issued in target areas?: _____
11. Output Statistics: How many citations were issued during the target times?: _____
12. Output Statistics: How many contacts were made? (total): _____
13. Output Statistics: How many contacts were made in target areas?: _____

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/2pG1F0j>

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: _____
3. This agency participates in officer recognition programs for this issue: yes____ no____
4. Number of citations issued involving this issue in 2014: _____
5. Number of citations issued involving this issue in 2015: _____
6. Number of citations issued involving this issue in 2016: _____
7. Total number of 2016 fatal and injury crashes related to this issue: _____
8. Percentage of 2016 fatal and injury crashes related to this issue: _____
9. Number of Special Enforcement Efforts in 2016 for this issue: _____
10. Output Statistics: How many citations were issued in the target areas?: _____
11. Output Statistics: How many citations were issued during the target times?: _____
12. Output Statistics: How many contacts were made? (total): _____
13. Output Statistics: How many contacts were made in target areas?: _____
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:



Fairfax County Police Department

Impaired Driving

Eliminating impaired driving is an ongoing goal of the Fairfax County Police Department (FCPD) and a focal point of its Traffic Safety strategy. The dangers of impaired driving are well known and just as well documented. In 2016, the Fairfax County Police Department made great strides in combatting this dangerous behavior.

Problem Identification

At the start of 2016, the FCPD examined its internal crash data to determine the extent of its impaired driving problem. The Crime Analyst Unit specifically designed tools to examine impaired driving crashes and DWI arrests, and conduct statistical analysis on top crash locations. These tools also allow our Traffic Safety Section to determine trends and hot spots related to alcohol involved crashes. This analysis allows the FCPD to focus its limited resources in the areas deemed to have the worst problem with impaired driving, and was the basis for directing our enforcement efforts in 2016. Table 1 is an example of this data analysis tool. It shows alcohol related crashes investigated by the FCPD in 2015. The bottom chart shows the crashes grouped by hour of day and day of week. Not surprisingly, the highest number of alcohol related crashes occurred between 2000 – 0400 hours, Friday through Sunday nights. These were the target times identified by FCPD.

Internal crash data shows that the FCPD investigated 522 alcohol related crashes in 2015, of which 355 involved injuries. Closer examination of this crash data identified the three patrol areas that experienced the highest number of crashes. Those patrol areas were:

- Patrol Area 400 – 20 crashes
- Patrol Area 510 – 17 crashes
- Patrol Area 620 – 14 crashes

Aside from having the highest number of alcohol related crashes, each of these areas were identified as problem areas for various reasons. Patrol Area 400 experienced a nearly 200% increase in alcohol related crashes from 2014 (7) to 2015 (20). Patrol Area 510 has consistently been a patrol area that has experienced a high number of alcohol related crashes, routinely being in the top three patrol areas in the county. Patrol Area 620 had a 75% increase in alcohol related crashes from 8 in 2014, to 14 in 2015.

Another aspect of impaired driving, driving while under the influence of drugs, has also been identified as a problem. While the total number of drugged driving crashes decreased slightly in 2015 compared to 2014, the number of drugged driving crashes

Problem Identification (cont.)

resulting in injuries increased slightly. Also, one fatal crash involved a driver under the influence of drugs. We feel that the general upward trend of crashes involving drugged drivers will continue and the FCPD is preparing its officers to combat this growing problem.

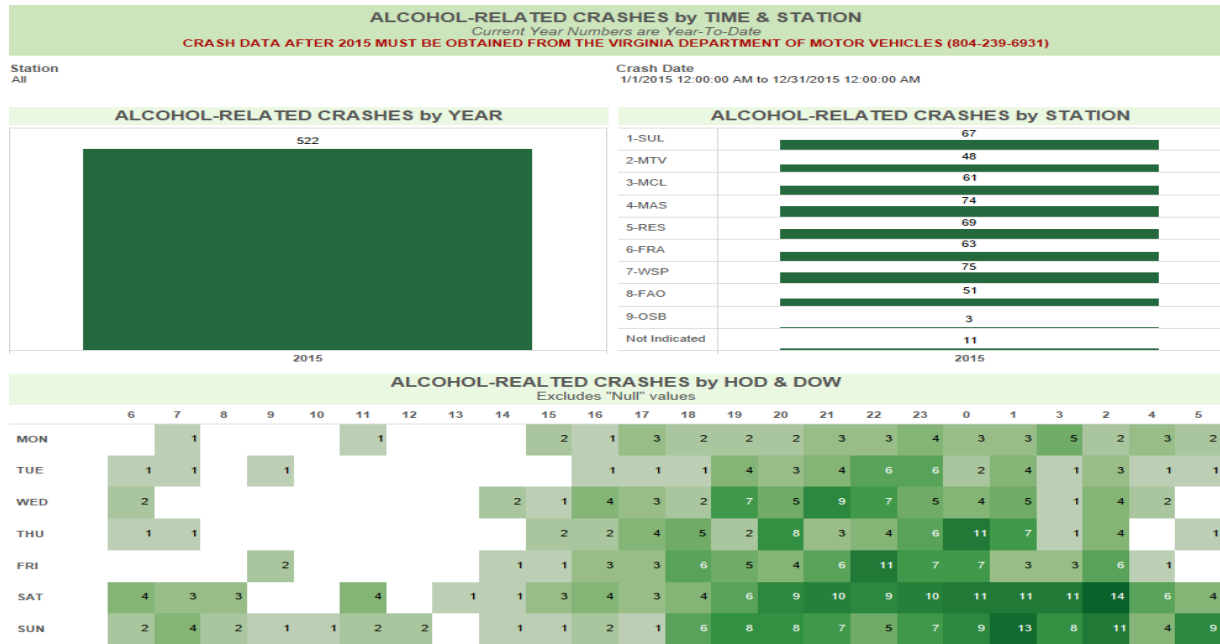


Table 1: Example of internal crash data analysis tool, showing highest concentration of crashes by hour of day and day of week.

Policy

The following is a summary of policies and guidelines that relate to impaired driving. Please refer to the policy attachments for additional information.

- General Order 201.4 (Performance of Duty)
All employees shall perform their duties as required or directed by law.
- General Order 201.10 (Obligation to Duty)
Proper police action must be taken whenever required.
- General Order 520.4 (Impoundment or Seizure of Motor Vehicles)
It is the policy of the department to administratively impound a vehicle if it is being operated by a person whose privilege to drive is suspended/revoked, based whole or in part for (a) dui conviction, (b) refusal to submit to breath or blood test conviction, (c) habitual offender adjudicated based in whole or part on an alcohol offense, or (d) license administratively suspended under State Code 46.2-391.2 or County Code 82-1-6 (46.2-391.2).

Policy (cont.)

4. General Order 530.7 (Crime Analyst Unit)
The Crime Analysis Unit is responsible for collecting, analyzing and disseminating data related to traffic violations and crashes to assist in the development of crash reduction and traffic law enforcement programs.
5. General Order 540.3 (Vehicle Traffic Stops and Checkpoints)
It is the policy of the Department to utilize sobriety checkpoints in order to apprehend impaired drivers and increase the perception of “risk of apprehension” of motorists who would operate a vehicle while impaired by alcohol.
6. General Order 601 (Arrest Procedures)
Diplomats and consular officers who are driving while intoxicated should not be permitted to continue driving.
7. Command Staff Memorandum 130042 (DWI Blood Draws)
This memorandum provides officers guidance when seeking a blood draw from a DUI suspect.
8. FCPD Traffic Division SOP
DUI enforcement is very important to the success of the Traffic Division’s mission.

Planning

A multi-faceted approach was developed to combat the problem of impaired driving throughout the county. This approach included the following enforcement techniques:

- Sobriety Checkpoints
- Grant Funded Saturation Patrols
- Patrols conducted as part of normal patrol duties

Sobriety checkpoints are an integral part of the FCPD plan to combat impaired driving. A large amount of planning is undertaken to ensure that these checkpoints can be conducted safely, while still being productive. At the beginning of the year, the Traffic Division develops a checkpoint schedule and publishes it to the entire department. The FCPD conducts a sobriety checkpoint every week for approximately 8 months of the year. The checkpoint locations rotate through the Department’s eight district stations with one station “hosting” a checkpoint each week. The specific locations are chosen based on internal alcohol related crash and arrest data. Each checkpoint is conducted under the authority of an operations plan authorized by a Traffic Division Commander, and supervised by a first line supervisor. This operations plan ensures that the checkpoints are conducted in a uniform fashion every time.

Planning (cont.)

Grant funded DWI saturation patrols are conducted routinely throughout the year. These patrols are funded through a grant provided by the Virginia Department of Motor Vehicle's Highway Safety Office. These patrols are scheduled during times of the year associated with higher instances of alcohol related activities and are used to supplement the department's effort to combat impaired driving. As with the sobriety checkpoints, officers work these patrols under the authority of an operations plan that outlines the times and locations when the patrols will occur. The times and days of the week when these patrols are scheduled are based on alcohol involved crash data.

After-action reports, which documented enforcement activities, were completed for each sobriety checkpoint and saturation patrol. These after-action reports allow for follow up to ensure that the plan was followed, and allow for statistical analysis to assist in determining future checkpoint and patrol locations.

In 2016, the FCPD undertook a huge endeavor to create a dedicated DWI Enforcement Squad. This squad was made possible by a grant by the Virginia Department of Motor Vehicle's Highway Safety Office and created a squad of eight patrol officers and one police supervisor. Much of the year was dedicated to purchasing the equipment necessary to outfit these officers to patrol for impaired drivers, select the officers, create a Standard Operating Procedure manual for the squad, and finally get the officers out on patrol. The squad "went live" on December 1, 2016, in coordination with the NHTSA Drive Sober or Get Pulled Over campaign. The grant created nine new police officer positions and therefore all necessary equipment had to be purchased. This equipment ranged from patrol vehicles to uniforms and other personal equipment issued to officers. The extensive planning for this squad ensured that the squad could hit the ground running from the first night at work, and they have made a huge impact in the enforcement of impaired driving throughout the county.

In 2016, the FCPD supported Virginia's Strategic Highway Safety Plan in the following ways:

- FCPD officers completed DUI detection and apprehension training approved by the National Highway Traffic Safety Administration (NHTSA).
- Grant funded and non-grant funded saturation patrols and sobriety checkpoints were conducted in areas where DUI arrests and alcohol/drug-related crashes were prevalent.
- High visibility DUI enforcement campaigns were conducted and advertised through media outlets, Facebook, and Twitter.

Planning (cont.)

- Officers conducted business compliance checks (ABC Stings) and “shoulder tap” operations to make it more difficult for underage persons to obtain alcoholic beverages.

Training

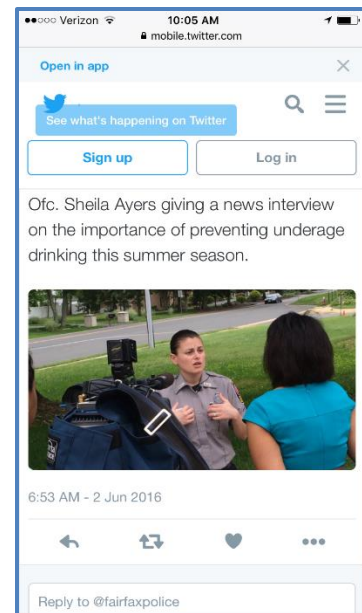
Proper training is an imperative part of a comprehensive DWI enforcement strategy. As such, all FCPD officers receive training on DUI Detection and Field Sobriety Testing as part of their basic academy training. However, constant training is necessary to ensure that officers are up to date on the ever changing DWI laws. In 2016, 24 officers received refresher training on the Standardized Field Sobriety Tests (SFSTs) during station roll call trainings; 6 officers attended training on advanced DWI and DUID trainings; 11 officers completed National Highway Traffic Safety Administration (NHTSA) approved training on the Standardized Field Sobriety Tests (SFSTs); 2 officers became certified as NHTSA SFST instructors; 1 officer received Advanced Roadside Impaired Driving Enforcement training; and 74 officers received training in roll call environments on the various changing legal issues and DWI case law.

The FCPD has 312 officers/civilians certified to run evidentiary breath tests on the Intoximeter EC/IR2 breath instrument. After receiving the initial training, officers are required to recertify as an operator every two years. During, 2016, 79 FCPD officers received either initial training or recertification of their current license. This number represents approximately 10.5% of all FCPD officers with traffic enforcement responsibilities. Four FCPD officers are breath alcohol instructors for the Virginia Department of Forensic Science (DFS). In 2016, these four officers assisted with providing training for eight basic breath school classes. All four officers also attended breath instructor recertification training. Three FCPD civilians, who are certified to conduct breath tests and perform blood draws on DUI suspects, staff the Alcohol Testing Unit at the Fairfax County Adult Detention Center (ADC). These full-time civilian employees run breath tests and conduct blood draws for all law enforcement agencies that use the Fairfax County ADC.

Recognizing the increase in impaired driving due to drugs, The FCPD had one officer begin the Drug Recognition Experts (DRE) training in 2016. This officer is expected to complete the training in 2017 and will be tasked with developing a DRE program within the county. This program will encompass not only cases within the county, but could also be available to other departments throughout the Northern Virginia Region. Upon completion of this training, this officer will become the first ever DRE in the history of the Fairfax County Police Department.

Public Information and Education

The FCPD used multiple methods to educate the public about its DUI enforcement efforts and the potential consequences of impaired driving. The Fairfax County Police Department has a very large social media presence, with over 100,000 twitter followers, a large Facebook following and thousands of subscribers to our YouTube channel as well as our news blog. Traditional methods of distributing information are also part of the department's strategy and those include signboards, sobriety checkpoint handouts, posters, local newspaper, radio and television news reports, presentations, and interactive events. All DWI checkpoints are announced on our social media sites



Samples of social media postings.

The DWI Enforcement Squad handed out approximately 200 handouts while patrolling in December, 2016. These handouts promoted the NHTSA Drive Sober or Get Pulled Over campaign, and used the “snowman” themed graphics as well as local data highlighting the dangers of driving while impaired.

In 2016, the FCPD partnered with the Unified Prevention Coalition (UPC) of Fairfax County to distribute “It’s Your Call. Cab or Cell” posters and drink coasters to area restaurants.

The FCPD also distributed UPC handouts at some sobriety checkpoints. A non-profit organization, the mission of the UPC is to reduce and prevent alcohol and drug abuse among teens and young adults in Fairfax County.

The FCPD also coordinated several DWI Convincer Events for the public in 2016. This is an interactive event where participants negotiate a cone course on an electric scooter, shoot baskets, and perform field sobriety tests (one leg stand and walk and turn) while wearing Fatal Vision Goggles which simulate the impairment effects of alcohol and drugs by temporarily affecting the user’s vision and balance. Officers also spoke to the participants about the dangers of underage drinking and impaired driving. The events were held at work fairs, for high school students, for military personnel, and for at-risk youth. DWI Convincer Events were held at the following locations:

Public Information and Education (cont.)

- April 10, 2016
 - June 18, 2016
 - June 28, 2016
 - August 22 – 24, 2106
 - October 13 – 14, 2016
 - October 28, 2016
- Sully District Station, CALEA Inspection
 Reston District Station Open House
 Herndon Youth Police Academy
 ROAD DAWG Camp
 Fairfax County Criminal Justice Academy
 Fairfax County Criminal Justice Academy

In 2016, the FCPD continued its partnership with the Washington Regional Alcohol Program (WRAP) to advertise its SoberRide Campaigns. WRAP - a nonprofit organization that works to prevent drunk driving and underage drinking in the Washington-Metropolitan Area - accomplishes its mission through innovative education programs, advocacy, and, most notably, its free cab ride service for would-be drunk drivers (SoberRide).



Social media posting for SoberRide program, July 4th 2016



Lt. Cory, and MPO Beach at Walk Like MADD Event, Oct. 2016

On October 29, 2016, FCPD Officers, Lieutenant Eli Cory, Second Lieutenant Ken Pfeiffer and Master Police Officer Clinton Beach participated in the “Walk Like MADD” fundraising walk to increase awareness of the dangers of impaired driving.

Enforcement

FCPD Officers conducted aggressive impaired driving enforcement throughout 2016. Enforcement was conducted on regular duty hours as well as grant funded overtime patrols. During the 76 grant funded overtime patrols, officers made 1,320 vehicle contacts, 66 DWI arrests, 45 drug arrests and 1,202 total arrests/summons issued. All grant funded overtime was conducted during the identified target times and days of the week.

Extra enforcement was also conducted in the three patrol areas identified above. Patrol area 400 had more alcohol related crashes than any other patrol area in the county and

Enforcement (cont.)

The FCPD focused a lot of attention to that area. Two sobriety checkpoints were scheduled within that patrol area or an adjacent one. Also, two saturation patrols were scheduled for the Arlington Blvd corridor, a highly traveled roadway that runs through patrol area 400. The results of these four enforcement efforts were:

- 1,294 vehicles screened at the two checkpoints
- 28 vehicles pulled out for further screening
- 88 vehicles stopped during saturation patrols
- 7 total DWI arrests
- 7 other criminal arrests

The extra enforcement efforts in patrol area 510 consisted of one saturation patrol on the Fairfax County Parkway, a major arterial road that goes through the patrol area. Over a four hour period, 21 vehicles were stopped and two DWI arrests were made.

The extra enforcement for patrol area 620 consisted of two sobriety checkpoints on the Franconia Springfield Parkway, which is a major arterial road that borders the patrol area. One of the checkpoints was held on Labor Day weekend, as part of the department's participation in the NHTSA Drive Sober or Get Pulled Over campaign. For this checkpoint, FCPD partnered with the Virginia State Police, who assigned seven troopers to supplement the nine FCPD officers. The two checkpoints in this location resulted in 1,005 vehicles screened, 26 pulled out for further screening, and five DWI arrests.

Table outlining FCPD 2016 enforcement results

Fairfax County Police Department-Enforcement, 2015 & 2016		
	2015	2016
Number of DUI arrests	1,847	1,979
Number of DUI arrests of persons less than 21 years of age	121	117
Number of arrests for driving after illegally consuming alcohol	20	23
Grant-funded hours used to conduct DUI Enforcement	1,575	1,341
Number of grant-funded patrols	93	76
Number of grant-funded DUI arrests	60	66
Targeted DUI Enforcement, 2015 & 2016		
	2015	2016
Number of sobriety checkpoints	26	21
Number of sobriety checkpoint DUI arrests	30	23
Number of sobriety checkpoint Driving After Illegally Consuming Alcohol arrests	2	2
Number of DUI arrests during targeted days (Fri, Sat, & Sun) & hours 2000-0400 hours	901	983
Miscellaneous Alcohol-Related Charges, 2015 & 2016		
	2015	2016
Number of arrests for possession of alcohol by person less than 21 years of age	284	286
Number of arrests for selling alcohol to person less than 21 years of age	12	6

Enforcement (cont.)

The DWI Enforcement Squad's first day of operation was December 1, 2016. In one month, the eight officer squad made 37 DWI arrests.

Traffic Safety Officers, with the assistance of Police Cadets also conducted numerous business compliance checks. All Police Cadets are less than 21 years old and are sent in to business that sell alcohol and attempt to purchase alcohol. If the clerk does not check the Cadet's identification, that clerk is charged with selling alcohol to someone under 21. In 2016, 62 different businesses were checked, with six selling to the underage cadets.

Outcomes

The top three patrol areas identified at the beginning of the year all experienced significant drops in alcohol related crashes in 2016.

Patrol Area	2015 Alcohol crashes	2016 Alcohol crashes	% Decrease
400	20	10	50%
510	17	9	47%
620	14	11	21%

Countywide, alcohol related crashes remained relatively unchanged, decreasing from 522 in 2015 to 521 in 2016. However, alcohol related crashes involving injury decreased nearly 1.5% from 355 in 2015 to 349 in 2016. In 2016, FCPD officers investigated 5 fatal crashes that were deemed to be alcohol related, which was the same number investigated in 2015.

Aggressive traffic enforcement also provides ancillary benefits aside from fewer crashes. Officers on the DWI Enforcement Squad recovered two firearms during their patrols, and also made several felony arrests. Officers on grant funded DWI patrols also made 13 felony arrest, recovered one firearm and apprehended five fugitives. Officers also arrested a fugitive on four outstanding felony warrants during one of the saturation patrols in area 400.

While decreases in alcohol related crashes are the main objective of the department's DWI enforcement efforts, other measures of success are reflected in the recognition of the department's enforcement efforts by outside entities.

In 2016, there were several entities that recognized FCPD personnel for their contributions to impaired driving enforcement. The Fairfax County Alcohol Safety Action Program (ASAP) along with MADD honored four officers, one civilian ATU technician, and

Outcomes (cont.)

three Auxiliary Police Officers at their 25th Annual Awards for Excellence in Community Service and Public Safety.

Second Lieutenant Jason Long was recognized by the Washington Regional Alcohol Program (WRAP) for his integral role in the creation of the FCPD DWI Enforcement Squad.

Mothers Against Drunk Driving recognized the FCPD for their participation in the October “Walk Like MADD” event for being a top fundraiser for the event.

The Fairfax County Police also realizes that recognizing their own officers for their efforts in this area is important for continued success. Therefore, the Traffic Division provided recognition to 11 officers within the department for their outstanding effort in DWI enforcement in 2016. These officers were given a certificate of appreciation, and recognized by their division commanders.

Officer	Number of DWI Arrests	Officer	Number of DWI Arrests
PFC Sameer Khan	69	PFC Katherine Montwill	27
PFC Gerald Roberts	59	OFC Arvi Brito	22
OFC Harrison Gamble	47	PFC Brandon Edwards	22
PFC Marian Nedeltchev	34	PFC Nicholas Pyzowski	22
PFC James Burleson	33	PFC Cameron York	22
PFC Vincent Vella	28		

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: REGULATIONS	NUMBER: 201
CANCELS ORDER DATED: 7-1-12	ISSUE DATE: 4-1-13

201 GENERAL RESPONSIBILITIES

201.1 KNOWLEDGE OF REGULATIONS

Every employee is required to establish and maintain a working knowledge of all laws and ordinances in force in the County and State, Regulations and General Orders of the Department, and the Fairfax County Police Department Standard Operating Procedures. In the event of improper action or breach of discipline, it will be presumed that the member was familiar with the law, Regulation or Order in question. Violation of any law, Regulation or Order may be grounds for disciplinary action.

201.2 COUNTY PERSONNEL REGULATIONS

Employees of the Department shall be governed by the County personnel rules unless they are specifically exempted. Each officer of the Department is required to be familiar with these rules.

201.3 OBEDIENCE TO LAWS AND REGULATIONS

All employees shall observe and obey all laws and ordinances, all rules and regulations of the Department, all General Orders of the Department, and all Fairfax County Police Department Standard Operating Procedures.

201.4 PERFORMANCE OF DUTY

All employees shall perform their duties as required or directed by law, departmental rule, policy, Order, Standard Operating Procedure, or by order of a superior officer. All lawful duties required by competent authority shall be performed promptly as directed, notwithstanding the general assignment of duties and responsibilities. Malfeasance, misfeasance and nonfeasance shall constitute a violation of this regulation.

201.5 REPORTING VIOLATION

Any employee who has knowledge of other employees, individually or collectively, who are knowingly or unintentionally violating any laws or statutes, ordinances, or rules and regulations of the Department, or who disobey orders, shall immediately bring any and all facts pertaining to the

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: REGULATIONS	NUMBER: 201
CANCELS ORDER DATED: 7-1-12	ISSUE DATE: 4-1-13

201.9 ASSISTANCE TO FELLOW OFFICERS

No officer shall fail to aid, assist, or protect a fellow officer to the full extent of his capability in time of need in accordance with established procedures.

201.10 OBLIGATION TO DUTY

Officers of the Department are always subject to duty, although periodically relieved from its routine performance. They shall at all times respond to the lawful orders of superior officers and other proper authorities as well as requests for police assistance from citizens. Proper police action must be taken whenever required. Officers assigned to special duties are not relieved from taking proper action outside the scope of their specialized assignment when necessary.

201.11 REPORTING TO DUTY

Employees shall report for duty at the time and place required by assignment or orders, and shall be properly uniformed, equipped, and prepared to assume duty. They shall give their undivided attention to orders, instructions, and any other information which may be disseminated.

201.12 INSPECTIONS

Inspections of employee's dress, uniform or equipment may be made at any time by competent authority. Such inspections shall include, but not be limited to, examination of lockers, desks, or any other space on departmental premises used by any employee.

Supervisors shall perform frequent inspections to ensure that officers have the mandatory equipment to perform their duties, to include only authorized equipment and weapons. If a deficiency is noted, the officer is responsible for remedying the situation within the timeframe provided by his supervisor.

201.13 HUMAN RELATIONS

A. Citizen Contacts

Employees shall conduct themselves professionally at all times when

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: IMPOUNDMENT OR SEIZURE OF MOTOR VEHICLES	NUMBER: 520.4
CANCELS ORDER DATED: 1-1-13	DATE: 4-1-13

<u>Reason</u>	<u>Statutory Authority for Administrative Tow</u>
1. Operated by a person whose privilege to drive is suspended/revoked, based whole or in part for (a) driving while intoxicated in violation of 18.2-266, 46.2-341.24 or substantially similar law or ordinance in any other jurisdiction, (b) refusal to submit to breath or blood test, (c) habitual offender adjudication based in whole or in part on an alcohol related offense, or (d) license administratively suspended under State Code § 46.2-391.2 or County Code § 82-1-6 (46.2-391.2).	1. County - § 82-1-6 (46.2-301.1)
2. Operated by a person who is in violation of § 46.2-300 (Driving without a valid license), having been previously convicted of such an offense or substantially similar offense of any county, city, or town, or law in any other jurisdiction.	2. County - § 82-1-6 (46.2-301.1)

IV. PROCEDURES FOR WHEN VEHICLE SHOULD NOT BE IMPOUNDED

- A. If, at the direction of an arrested operator the vehicle is turned over to another person present at the scene, officers shall note the following information in the Incident or Arrest Module:
1. Name, address, and description of the individual assuming possession of the vehicle.
 2. Location to which the vehicle is to be transported.

GENERAL ORDER

FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: CRIME ANALYSIS UNIT	NUMBER:	530.7
CANCELS ORDER DATED: 1-1-09	DATE:	4-1-13

I. PURPOSE

The Fairfax County Police Department Crime Analysis Unit operates as a decentralized unit under the organizational control of the bureau commanders to which they are assigned. The purpose of this General Order is to establish the role and responsibilities of the unit, describe procedures, and define the supervision levels and lines of authority.

II. POLICY

The Crime Analysis Unit is responsible for providing information relative to crime patterns and trends, which assist in planning and deployment of resources for the prevention and suppression of criminal activities, and the investigation and closure of criminal cases.

The Crime Analysis Unit also consists of an intelligence component that is tasked with collecting, analyzing and disseminating information related to criminal and terrorist organizations. This component assists in the planning and deployment of resources for prevention and suppression of criminal activities, and the investigation and closure of criminal cases.

Lastly, the Crime Analysis Unit is responsible for collecting, analyzing and disseminating data related to traffic violations and crashes to assist in the development of crash reduction and traffic law enforcement programs.

Analysts shall, upon request, gather data and prepare statistical reports related to a variety of Departmental activities.

III. DEFINITIONS

Assigned Commanders: The Crime Analysis Program Manager and the commanders in CIB and OSB who direct the day-to-day activities of the assigned Crime Analyst.

Crime Analysis: The use of a set of systematic, analytical processes directed at providing timely and pertinent information relative to crime patterns and trend correlations to assist operational and administrative personnel in:

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: VEHICLE TRAFFIC STOPS AND
CHECKPOINTS

NUMBER: 540.3

CANCELS ORDER DATED: 1-1-05

ISSUE DATE: 04-1-13

announce to the media the approximate time frame within which checkpoints will be conducted.

1. The Department may encourage media interest in the sobriety checkpoint program to enhance public perception of aggressive enforcement, to heighten the deterrent effect and to ensure protection of constitutional rights.
2. This Department will provide advance notification of the checkpoint to public safety agencies expected to be impacted.

E. **Sobriety Checkpoints**

It is the policy of the Department to utilize sobriety checkpoints in order to apprehend impaired drivers and increase the perception of "risk of apprehension" of motorists who would operate a vehicle while impaired by alcohol or other drugs.

The following guidelines shall be adhered to when conducting a sobriety checkpoint:

1. A supervisor shall be present at the checkpoint. All operational decisions shall be made by the on-site supervisor.
2. All participating personnel involved in screening vehicles shall be in uniform and shall wear the reflective traffic safety vest, uniform hat or issued ball cap.
3. Traffic control measures shall be implemented to provide adequate warning to motorists approaching the checkpoint.
4. Patrol vehicles shall be parked to provide protection to officers and to be highly visible to approaching motorists. Patrol vehicles should also be situated to allow for pursuit, if necessary.
5. Adequate space should be available away from the checkpoint for the parking of suspected impaired drivers' vehicles and the administration of field sobriety tests. This space should be a coned traffic lane, a

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: ARREST PROCEDURES	NUMBER:	601
CANCELS ORDER DATED: 1-1-13	DATE:	4-1-13

normally warrant arrest or detention, should be informed that they will be detained until proper identity can be confirmed by the United States Department of State.

- (2) Officers may issue a traffic summons to ANY diplomat or consular officer, when circumstances dictate. Individuals CANNOT be taken into custody for refusing to sign the summons. Copies of the summons should be distributed in the normal manner. Although the charged individual may or may not appear in court, the Department of State monitors individuals' driving behavior and will suspend the operators' licenses of those who demonstrate irresponsible habits.
- (3) **Diplomats and consular officers who are driving while intoxicated should not be permitted to continue driving.** Sobriety tests may be offered, but may not be required or compelled. Alternate arrangements shall be made for transportation. Officers shall make every effort to have the vehicle removed by making arrangements with the detained person or through the appropriate embassy via the Department of State. If the vehicle presents an immediate hazard or is obstructing traffic, it may be moved off the roadway. Vehicles may be impounded in accordance with established procedures if all other efforts to secure the vehicle fail.
- (4) Criminal offenses involving diplomats must be developed and documented precisely and in detail. Although a physical arrest cannot be made, the Department of State may seek approval for prosecution or termination of immunity for unusual cases which ensure successful prosecution.
- (5) Officers may exercise the option to obtain a warrant of arrest. Although it cannot be served, it can be entered into the records of the U. S. immigration authorities and thus serve to bar the subsequent issuance of a U.S. visa permitting such person to reenter the United States.
- (6) Police authorities may intervene, to the extent



County of Fairfax, Virginia

MEMORANDUM

DATE: November 25, 2013

TO: Command Staff

FROM: Susan H. Culin, Captain *SAC*
Commander, Traffic Division

SUBJECT: **DWI Blood Draws**

For some time the Traffic Division has been working with the INOVA Hospitals regarding concern over the increase in subpoenas their staff has been receiving due to DWI blood draws. Many nurses are being diverted from patient care and are spending significant periods of time in court, following a DWI blood draw at our request. Action must be taken to reduce this impact on hospital staff or it may become necessary for the hospitals to reevaluate this service. Please make sure your officers are aware of the following protocol in having a blood sample drawn for a DWI case:

Following a DWI arrest in a case in which the suspect is not transported to the hospital for any medical treatment and a blood draw is needed:

1. The suspect should be transported to the ATU and the ATU technician will draw the blood.
2. If the ATU technician is not qualified to draw blood (i.e. an officer filling in), the arresting officer shall transport the suspect to INOVA Fairfax Urgent Care (old Access of Fairfax) on Rt. 123 in Fairfax.
3. If neither of the above options is available (which would be extremely rare in the case of Urgent Care) then a hospital may be used, but only as a last resort.

With the exception of highly unusual circumstances, the only time a hospital should be used for the blood draw is when the arrested is being transported to the hospital for medical treatment.

In cases in which a nurse draws the blood, officers **shall** obtain the nurse's full name, phone number and the name and address of the facility where s/he works. This information needs to be documented in the officer's report. Officers shall also provide the nurse with their contact information, the case number and defendant's name. The Assistant Commonwealth Attorney (ACA) assigned to the case will use this information and is the person responsible for issuing a subpoena for the nurse, if it is

Fairfax County Police Department
4100 Chain Bridge Road
Fairfax, Virginia 22030



Command Staff
November 25, 2013
Page 2

determined they are needed in court. Nurses will not be issued a subpoena for the first date the case is heard. The ACA will use the first court date to review the case in its entirety, and determine how to move the case forward. If the defendant requests an attorney at the first court date, the continuance will be at the defendant's request and the next date will be considered the first court date for purposes of plea agreements and subpoenas. As you know, based on the totality of the circumstances, a plea agreement is often worked out which would negate the need for the nurse on a subsequent date.

Any questions regarding hospital blood draws should be directed to the Traffic Division.

TITLE: Motor Squad

SOP NUMBER:

EFFECTIVE DATE: 07-08-14

REPLACES/RESCINDS: 04-13-12

I. PURPOSE

The purpose of this SOP is to establish specific procedures pertaining to the Police Department's Motor Squad.

II. POLICY

The objective of the Motor Squad is to manage and enforce traffic related issues in support of members of the Department.

Mission Statement

Members of the Fairfax County Police Motor Squad will function according to the mission statement of the Traffic Division.

The mission of the Traffic Division is to:

- **Reduce fatal, injury, and property damage crashes**
- **Change unsafe and illegal driver behavior**
- Change all driver's expectations concerning traffic enforcement in Fairfax County

Officers on the Motor Squad will aggressively enforce:

- Distracted Driving
- Acts of Aggressive Driving
- Speeding
- Promote Occupant Protection
- Expedite the safe and orderly flow of traffic

III. SCOPE OF POLICY

This policy covers the members of the Motor Squad.

Monitored Violations

The Motor Squad enforces violations that support the Traffic Division Mission Statement to reduce fatal, injury and property damage crashes, to change unsafe and illegal driving behavior and to change all drivers' expectations concerning traffic enforcement in Fairfax County.

Enforcement of the following violations has been recognized as very important to the success of the Traffic Division's mission:

- ✓ Aggressive Driving
- ✓ Distracted Driving
- ✓ Blocking Intersections
- ✓ Criminal Violations
- ✓ Drive on Shoulder
- ✓ Driving While Intoxicated
- ✓ Equipment Violations
- ✓ Fail to Obey Traffic Sign (non-speed)
- ✓ Fail to Obey Traffic Signal
- ✓ Fail to Yield Right of Way
- ✓ Following Too Close
- ✓ General Reckless Driving (non-speed)
- ✓ HOV
- ✓ Improper Lane Change
- ✓ Improper Passing
- ✓ Occupant Protection
- ✓ Reckless Driving Speeding
- ✓ Passing School Bus
- ✓ School Zone Speeding
- ✓ Suspended / Revoked Drivers' License
- ✓ Speeding
- ✓ Weight Violations

Motor Officers are required to track these violations by completing an individual daily activity report, utilizing the Motor Squad DAR in Microsoft Access. Motor Officers are not routinely dispatched to calls for service; therefore, Motor Officers are expected to conduct proactive enforcement throughout their shift. Workload of escorts, training, additional assignments and leave will be taken into consideration when assessing an officer's performance for the month.

Stationary radar and lidar enforcement shall comply with General Order 501.3.

Traffic vest shall be worn when conducting stationary radar or lidar enforcement.



Fairfax County Police Department

Occupant Protection

Problem Identification

The Fairfax County Police Department (FCPD) continued to hold occupant protection as a priority during 2016. As always, the number one goal of the FCPD is 100% compliance. However, Fairfax County is a diverse area, and seatbelt usage is not the norm across all cultures. The FCPD aims to educate everyone on the livesaving ability of the seatbelt. A simple device, the seatbelt could be the difference between life and death.

Surveys conducted during the 2015 *Click-it or Ticket* campaign found a 90% compliance rate, however, this was not 100% compliance. Even with a 90% compliance rate, complaints of seatbelt non-usage and improper child safety restraint usage still came into the FCPD Traffic Safety Unit.

The complaints received revolved around schools. Crossing guards and teachers observed students and other children not properly restrained in the vehicle. These complaints were received and reviewed by each district station and forwarded to the appropriate FCPD School Resource Officer (SRO).

After careful consideration of the complaints, the FCPD analyzed the statistics of seatbelt usage. In **9,385** reportable accidents in 2015, the FCPD found **410** unrestrained occupants. The statistics also showed of the **24 fatal** accidents in 2015, six (**6**) involved occupants not utilizing safety restraints.

In addition to crash statistics, the Traffic Safety Unit compiled car seat installation numbers. At coordinated car seat checkpoints, citizens bring their vehicles to FCPD technicians who have completed the Kid Safe 40 hour installation class. The technicians check the car seat for proper installation, fix any issues, and discuss car seat safety with the individuals. Car seat coordinator, Master Police Officer (MPO) Brian Buckholtz, found **1,215** car seats were inspected by FCPD in 2015, and only **7%** arrived correctly installed. This number was very alarming as the youngest residents of the County need the most protection in the car.

Looking at the larger picture, the FCPD identified two major problems. The first was the need for more car seat education and community events. The second was the need to monitor and enforce seatbelt usage around the schools. Through policy, education, and enforcement the FCPD continued to strive for public awareness and compliance.

Policy

The following is a summary of policies and guidelines that relate to occupant protection. Please refer to the policy attachments for additional information.

1. General Order 201.4 (Performance of Duty)
All employees shall perform their duties as required or directed by law.
2. General Order 201.10 (Obligation to Duty)
Proper police action must be taken whenever required.
3. General Order 203.3 (Transportation of Prisoners)
All prisoners and other persons shall be transported in vehicles equipped with seatbelts, if available. Seat belts shall be used on all prisoners being transported. Exceptions may be made with the approval of a supervisor in special circumstances (e.g., the prisoner is combative and restrained with a RIPP restraint; physical impairment of the prisoner does not make the use of a seat belt practical), or if the vehicle is not so equipped.
4. General Order 501.1 (Operation of Police Vehicles)
B. The use of safety belts shall be in accordance with Regulation 203.3. Seat belts shall be worn by drivers, passengers, and prisoners, whenever the vehicle is so equipped. This applies to the operation of County-owned vehicles, commercial, or privately owned vehicles, if used while on duty.
5. Child Safety Seat Inspections (SOP)
It is the policy of the FCPD to use only certified child safety seat technicians at all child safety seat inspection events.
6. FCPD Motor Section SOP
Officers on the Motor Squad will aggressively enforce/promote occupant protection.

Planning

The FCPD Traffic Safety Section examined the identified occupant safety problems and considered a plan for 100% compliance. Before creating a plan, they developed four (4) goals to achieve in 2016. The goals are as follows:

- 100% compliance.
- Maintain the high seatbelt usage rate in the County.
- Educate the public on seatbelt usage and car seat safety.
- Enforce seatbelt and child safety seat laws.

After identifying goals for 2016, the FCPD developed a plan to attempt to reach 100% compliance. Using the National Highway Traffic Safety Administration (NHTSA) Virginia Highway Strategic Safety Plan as a base, the FCPD planned to attack occupant safety in the following ways:

- Educate the public through the use of the “Seatbelt Convincer.”
- Review the data to determine which population groups are at highest risk for not wearing safety belts, determine why if possible. (DMV)
- Explore culturally relevant public education and outreach to increase awareness of the benefits of safety belt use among low-use groups.
- Identify locations with low adult and child occupant restraint use and target with education and outreach efforts in those areas.
- Continue and enhance high-visibility enforcement campaigns, and participate in NHTSA sponsored campaigns.
- Increase enforcement of the secondary occupant protection laws and promote zero tolerance of child occupant protection violations.
- Continue to operate and promote the expansion of safety seat check stations, and publicize child occupant protection inspection events statewide.
- Increase the number of certified child passenger safety technicians/instructors.
- Increase the number of CarFit certified technicians.

Planning (cont.)

- Continue programs and services aimed at increasing occupant protection among low-income populations.

Training

In 2016, the FCPD focused on training their officers on occupant protection laws and their importance to the safety of all those traveling through the County. Although occupant safety is limited in training opportunities, the FCPD incorporated the topic as often as possible.

Child Seat Technician:

In 2016, the FCPD certified **36** new child safety seat technicians for their initial certification. In addition to the 36 new technicians, **37** technicians renewed their certifications. Unfortunately, due to overlapping academy classes, the number of safety seat technician and recertification classes were limited in 2016. Child Safety Seat installation checkpoints are an invaluable service provided to the community by the FCPD. Ensuring the safety of all occupants is always a top priority for the FCPD, and the 40-hour Child Safety Seat Certification ensures the proper training for protecting everyone.



*MPO Brian Buckholtz checks the installation of a car seat.
October 2016.*

Training (cont.)

Course Name	Number Trained	Month
Child Safety Seat Recertification	11	March
Child Safety Seat Recertification	7	April
Child Safety Seat Technician Certification	6	April
Child Safety Seat Recertification	5	June
Child Safety Seat Technician Certification	4	June
Child Safety Seat Recertification	6	September
Child Safety Seat Technician Certification	26	September
Child Safety Seat Recertification	8	November

CarFit:

From the youngest citizens to the oldest, the FCPD aims to ensure each occupant arrives at their destinations safely. In 2016, the FCPD had two (2) CarFit technicians receive refresher training. CarFit is a program designed to ensure older, more experienced drivers fit comfortably in their vehicles. By fitting their vehicle correctly, the driver is better able to see and navigate the roadway.

Roll Call:

In addition to occupant specific trainings, the FCPD conducted roll call trainings before each shift. During the *Click-it or Ticket* campaigns in May, Child Passenger Safety week in September, and Thanksgiving's occupant protection week, the roll call trainings consisted of seatbelt and child seat law refreshers. Officers were given the code sections and information for properly enforcing occupant protection laws during these high enforcement initiatives.

Public Information and Education

FCPD utilized several social media sites to get the word out on traffic safety in general and the importance of proper safety belt and child safety seat usage. Twitter, Facebook, and the County website were utilized for this purpose.

"Are You Buckled?"

Visibility with the traffic safety message was key in 2016. In addition to media outlets, the FCPD posted variable sign boards throughout the County with messages of safety. Reston District Station used the sign board during the months of January, August, September, and November, with the message "Are you Buckled?" Accompanying the message was a moving seatbelt graphic. The Sully District Station also utilized their sign board throughout the year, hitting areas near schools to ensure the message was reaching the target audience.

Public Information and Education (cont.)

Car Seats Installation Checkpoints:

Something new to the 2016 media frenzy, was the use of “live streaming” on Facebook. Allowing individuals to record video and have it play live on Facebook, the live streaming feature was heavily used by the FCPD as a media release tool. During one Car Seat Installation Checkpoint event at the Sully District Station, the Media Relations Bureau (MRB) live streamed car seats being checked by the officers and the explanations of their importance. This event allowed hundreds of citizens to view the proper installation of a car seat and the recommendations by manufacturers for safety.

Car Seat Installation Checkpoints are held several times a month by most of the FCPD District Stations. The events are held at the district stations and in the community through partnerships with local businesses. With over 100 installation events, the FCPD technicians installed **1,238** car seats. Each interaction with a parent or grandparent allowed the officers to explain and educate the proper installation methods and use of car seats.

Seatbelt Checkpoint:

Many of the middle schools and high schools in Fairfax County participated in seatbelt checks. The school SRO, with the assistance of school staff, checked vehicles as they left the parking lot at the end of the school day. When all occupants were observed wearing their seatbelts, they were rewarded. When occupants were observed not wearing their seatbelts, the officers and handed them a pamphlet on the importance of wearing their seatbelts. These educational events targeted the problem areas of schools with the hopes of gaining compliance.

Officers from the McLean District Station conduct a seat check. September 2016.



Public Information and Education (cont.)

The Seatbelt Convincer:

Housed at the Operations Support Bureau (OSB), and operated by the Traffic Safety Unit, the Seatbelt Convincer is a device used to simulate a five (5) to seven (7) mile per hour accident. The participant takes a seat and buckles their seatbelt. They are then slowly taken up the track, and once at the top, the track releases the car. The rider is then sent down the track and the bumper collides with the front inflating an airbag. The rider experiences the force generated from a low speed crash and gains respect for the benefit the seatbelt can provide.

This valuable tool was used at several schools and community events in the County. Each event gave the Traffic Safety Officers an opportunity to speak with the public about occupant safety and educate them on the importance of wearing your seatbelt. The main goal of each conversation was to stress, "Every ride. Every time."

PFC Sheila Ayers at a static display with the Seatbelt Convincer. April 2016.



Enforcement

In addition to the numerous educational events, the FCPD heavily enforced occupant protection laws. In 2016, officers issued a total of **142,306** citations, of which **4,442** were for occupant protection violations. It is estimated the FCPD spent a minimum of **40,000 hours** directed at the problem of occupant protection.

Even though seatbelt violations are secondary in Virginia, officers issued **3,227** citations for occupants not properly buckled into their seats. Officers also issued **1,215** citations relating to child passenger safety. Between the hard to see hours of **6pm and 6am**, officers issued **397** citations for seatbelt violations and **292** citations for child passenger safety violations.

Enforcement (cont.)

The FCPD Traffic Safety Focus followed the NHTSA Safety Focus very closely, and involved four (4) occupant protection campaigns. These campaigns and their results are outlined below:

- *Click-it or Ticket*, May 16-30, 2016: **295** citations issued.
- Child Passenger Safety Week, September 18-24, 2016: **24** child safety citations issued.
- Back to School Occupant Protection Month, September 2016: **432** citations issued.
- November Occupant Protection Month: **388** citations issued.

Outcomes

At the beginning of 2016, the FCPD aimed to communicate and educate the public on issues of occupant safety. With the numerous events, safety talks and checkpoints, the FCPD educated thousands of citizens about safe seatbelt and child safety seat usage. When the message of safety was not enough to garner compliance, the FCPD took action in their enforcement efforts.

Car Seats and Seatbelt Usage Increased:

Through education and enforcement, the percentage of car seats arriving correctly to checkpoints rose from 7% in 2015 to 20% in 2016. In addition to this increase, the FCPD also found an increased usage in seatbelts through surveys completed in 2016. Already a top county in Virginia for seatbelt usage, Fairfax County continued to improve. In 2016, the FCPD observed the percentage of belted occupants increased from 90.8% pre-*Click-it or Ticket* to 91.3% post-enforcement. This number is above the average of 90.1% for the country, according the NHTSA.



These increases confirmed the hard work and dedication of the FCPD. After the *Click-it or Ticket* campaign, the FCPD was recognized by the Virginia Department of Motor Vehicles Highway Safety Office for the third year in a row for having the highest seatbelt use rate and the most improved seatbelt usage rate in the state.

Left: The FCPD Seatbelt use awards from the Virginia Department of Motor Vehicles Highway Safety Office.

Outcomes (cont.)

Crashes Decreased, Citations Increased:

In 2015, the number of crashes involving unrestrained occupants was **211**, with **32** of those crashes involves totally or patially ejected passengers. These numbers decreased in 2016 to **196** unrestrained occupants, only **12** of which were totally or partially ejected from the vehicle. The occupant protection crashes decreased while the citations increased from **3,164** in 2015 to **4,442** in 2016. The increasing and decreasing numbers validate the job well done by the FCPD officers.

Awards and Recognition:

The FCPD also internally recognized officers who excelled in the area of seat belt enforcement. Traffic Division recognized the top ten seat belt enforcement officers as well as the top ten child safety seat enforcement officers for their outstanding enforcement efforts in 2016.

The following FCPD officers were recognized for their dedication to occupant safety:

Top 10 Child Safety Citations:

PFC Benjamin Kushner (130)

PFC Mark Pollard (41)

PFC Jessica Swenson (67)

MPO Rolando Estrella (33)

PFC Richard Mattison (64)

PFC Harrold Morris (31)

PFC Brandon Edwards (58)

PFC John Kolcun (28)

MPO Chad Burrow (45)

MPO Jason Thompson (26)

Top 10 Seatbelt Citations:

PFC Brandon Edwards (236)

PFC Richard Mattison (148)

PFC Chad Burrow (233)

PFC Brandon Mcaleese (145)

PFC Harold Morris (227)

MPO Scott Bates (144)

PFC Benjamin Kushner (174)

PFC Mark Pollard (100)

MPO Brian Plaughter (174)

PFC Michael O'Brien (95)

Outcomes (cont.)

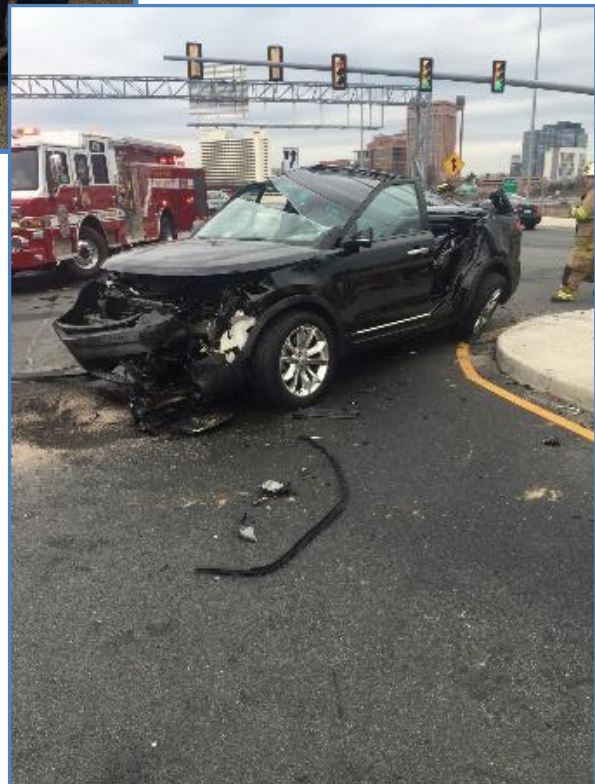
Saved by the Belt and Bag:

On March 12, 2016, Fairfax County Resident, Jennifer Stevens, was properly wearing her seatbelt when she was involved in a major crash. It was the seatbelt that saved Ms. Stevens from major injuries. The proper use of her seatbelt earned her a “Saved by the Belt and Bag” award. McLean District Captain, John Trace, presented Ms. Stevens with the award at a ceremony in the fall of 2016.



Left: McLean District Commanders and MPO Alford presenting Ms. Stevens with her award.

Below: Ms. Stevens' vehicle after the crash. March 2016



GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: REGULATIONS	NUMBER: 201
CANCELS ORDER DATED: 7-1-12	ISSUE DATE: 4-1-13

201 GENERAL RESPONSIBILITIES

201.1 KNOWLEDGE OF REGULATIONS

Every employee is required to establish and maintain a working knowledge of all laws and ordinances in force in the County and State, Regulations and General Orders of the Department, and the Fairfax County Police Department Standard Operating Procedures. In the event of improper action or breach of discipline, it will be presumed that the member was familiar with the law, Regulation or Order in question. Violation of any law, Regulation or Order may be grounds for disciplinary action.

201.2 COUNTY PERSONNEL REGULATIONS

Employees of the Department shall be governed by the County personnel rules unless they are specifically exempted. Each officer of the Department is required to be familiar with these rules.

201.3 OBEDIENCE TO LAWS AND REGULATIONS

All employees shall observe and obey all laws and ordinances, all rules and regulations of the Department, all General Orders of the Department, and all Fairfax County Police Department Standard Operating Procedures.

201.4 PERFORMANCE OF DUTY

All employees shall perform their duties as required or directed by law, departmental rule, policy, Order, Standard Operating Procedure, or by order of a superior officer. All lawful duties required by competent authority shall be performed promptly as directed, notwithstanding the general assignment of duties and responsibilities. Malfeasance, misfeasance and nonfeasance shall constitute a violation of this regulation.

201.5 REPORTING VIOLATION

Any employee who has knowledge of other employees, individually or collectively, who are knowingly or unintentionally violating any laws or statutes, ordinances, or rules and regulations of the Department, or who disobey orders, shall immediately bring any and all facts pertaining to the

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201.9 ASSISTANCE TO FELLOW OFFICERS

No officer shall fail to aid, assist, or protect a fellow officer to the full extent of his capability in time of need in accordance with established procedures.

201.10 OBLIGATION TO DUTY

Officers of the Department are always subject to duty, although periodically relieved from its routine performance. They shall at all times respond to the lawful orders of superior officers and other proper authorities as well as requests for police assistance from citizens. Proper police action must be taken whenever required. Officers assigned to special duties are not relieved from taking proper action outside the scope of their specialized assignment when necessary.

201.11 REPORTING TO DUTY

Employees shall report for duty at the time and place required by assignment or orders, and shall be properly uniformed, equipped, and prepared to assume duty. They shall give their undivided attention to orders, instructions, and any other information which may be disseminated.

201.12 INSPECTIONS

Inspections of employee's dress, uniform or equipment may be made at any time by competent authority. Such inspections shall include, but not be limited to, examination of lockers, desks, or any other space on departmental premises used by any employee.

Supervisors shall perform frequent inspections to ensure that officers have the mandatory equipment to perform their duties, to include only authorized equipment and weapons. If a deficiency is noted, the officer is responsible for remedying the situation within the timeframe provided by his supervisor.

201.13 HUMAN RELATIONS

A. Citizen Contacts

Employees shall conduct themselves professionally at all times when

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: REGULATIONS	NUMBER:	203
CANCELS ORDER DATED: 1-1-13	DATE:	4-1-13

203 PRISONER CARE AND CUSTODY

203.1 PRISONER SAFETY

Arresting officers are responsible for the safety and protection of prisoners while in their custody. The officers shall, as soon as possible, notify their superior of any injury, apparent illness, or other conditions which indicate that the prisoner may need emergency or special care.

Officers charged with the custody of prisoners shall observe all laws and departmental orders in connection with this activity. Prisoners shall be kept securely, treated in a humane manner, and shall not be subjected to unnecessary restraint or force. Profane or abusive language directed at prisoners is prohibited. The arresting officer is responsible for the custody of the prisoner until custody is assumed by other competent authority. This responsibility includes the prevention of acts by any other member of the Department which violate the law or Department regulations. Any Department employee, including the arresting officer, who has knowledge of any violations of this provision, shall immediately report the information to his supervisor or division/station commander.

203.2 CARE OF PROPERTY

Commencing with the time of arrest, the arresting officer is also responsible for the security of the prisoner's personal property. With the exception of vehicles, this responsibility shifts to the competent authority who assumes custody of the prisoner.

203.3 TRANSPORTATION OF PRISONERS

Officers transporting prisoners shall do so in accordance with departmental policy and as follows:

- Persons placed under arrest should be taken to the nearest magistrate without undue delay; however, certain precautionary measures must be taken before prisoners are transported.
- All transport vehicles shall be searched for hidden weapons or contraband at the beginning and end of each shift, and prior to and after prisoner transport.

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: REGULATIONS	NUMBER:	203
CANCELS ORDER DATED: 1-1-13	DATE:	4-1-13

- The use of handcuffs is a matter of officer discretion unless the situation clearly indicates that failure to use handcuffs or similar restraining devices will lead to the escape of the prisoner or jeopardize the safety of the officer, the prisoner, or any other person. The seriousness of the offense, the circumstances surrounding the arrest, and the ability to conduct a thorough search prior to transport are among the factors to consider in determining whether to use handcuffs. In all situations in which handcuffs are used, they shall be double-locked.

Prisoners should be handcuffed with the hands in the rear, except for those in wheelchairs. If handcuffs are utilized on a person in a wheelchair they will be used as to permit the prisoner hands to rest in a natural manner and so the individual can use them during transport to shift seated position and provide seated stability, as required by Fairfax County/DOJ agreement DJ#204-79-258. (This regulation does not require officers to handcuff all prisoners). Injuries, disabilities, and age are among the considerations officers should use in determining whether or not to handcuff prisoners or use other restraining devices.

- All prisoners shall be searched for weapons, evidence, or hidden contraband prior to being transported in any police vehicle transport. In extenuating circumstances, prisoners may be taken from the immediate scene of arrest prior to being searched. Whenever practical, cross sexual search should be avoided.

If an officer other than the arresting officer transports the prisoner, the transporting officer shall also search the prisoner for weapons.

- All prisoners and other persons shall be transported in vehicles equipped with seat belts, if available. Seat belts shall be used on all prisoners being transported. Exceptions may be made with the approval of a supervisor in special circumstances (e.g., the prisoner is combative and restrained with a RIPP restraint; physical impairment of the prisoner does not make the use of a seat belt practical), or if the vehicle is not so equipped.
- Prisoners with disabilities shall be transported in appropriate vehicles

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with seats, seatbelts, and at appropriate temperatures. Person with disabilities who use wheelchairs shall be transported in vehicles that enable them to enter the vehicle using a ramp, to sit in the wheelchair during transit, and for the wheelchair to be secured so it does not tip during transit and positioned so that starting and stopping of the vehicle does not dislodge the person seated in the wheelchair. (As required by Fairfax County/Department of Justice Agreement DJ# 204-79-258)

Access to a wheelchair transport vehicle has been coordinated with the Community Services Board, Program Coordinator of Resident Services. For temporary vehicle access contact the PLC. Officers are required to search the transport vehicle for weapons and contraband before and after use.

- The transporting officer(s) shall ride in the front seat of all transport vehicles except as provided for in transporting injured prisoners to a hospital in an ambulance.
- The transporting officer(s) shall not leave prisoners unattended.
- Internal temperatures of any transport vehicle shall be maintained at a level appropriate to the external environment.
- Transporting officers shall not routinely engage in other law enforcement activities while in the process of transporting prisoners, such as enforcing the traffic laws. When presented with non-emergency situations requiring police intervention, the transporting officer shall notify DPSC, who will then be responsible for assigning the incident to an available unit. Intervention, by transporting officers, into emergency situations requiring immediate police action does not violate the provisions of this regulation.
- In the event of a prisoner escape, the transporting officer shall immediately notify DPSC. DPSC will then be responsible for notifying the officer's first line supervisor. Requests for specialized units, such as the canine and the helicopter, are the responsibility of the first line supervisor. However, if the supervisor is not immediately available, the DPSC supervisor may make the request.

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: OPERATION OF POLICE VEHICLES

NUMBER: 501.1

CANCELS ORDER DATED: 1-1-13

ISSUE DATE: 10-25-13

County Garage or other service location.

- B. The use of safety belts shall be in accordance with Regulation 203.3. Seat belts shall be worn by drivers, passengers, and prisoners, whenever the vehicle is so equipped. This applies to the operation of County-owned vehicles, commercial, or privately owned vehicles, if used while on duty.
- C. No operator of a County vehicle shall modify, remove, deactivate or otherwise tamper with the vehicle safety belts, supplemental restraint systems (airbags), emission control devices, or any part of the vehicle which affects its operation.
- D. During periods of inclement weather when County vehicles cannot be washed regularly, the operator of a County vehicle must ensure that headlight, bar light, and taillight lenses are kept clean, insofar as circumstances permit.
- E. The operator of a County vehicle, when made aware of any unsafe condition, shall advise the squad supervisor who shall ensure the vehicle is transported to the respective Department of Vehicle Services (DVS) facility as soon as practicable. DVS personnel shall determine the condition of the vehicle and its suitability for service.
- F. The operator of a County vehicle shall exercise careful observation of surrounding conditions before turning or backing any vehicle, and operate the vehicle with due regard for these conditions.
- G. A County vehicle shall not be left unsecured with its engine in operation.
- H. The operator of a County vehicle must recognize the variable factors of weather, road surface conditions, road contour, and traffic congestion, all of which directly affect the safe operation of any motor vehicle, and shall operate the vehicle with due regard for these factors.
- I. In addition to the provisions of this policy, the operation of County vehicles is governed by the Motor Vehicle Laws of the Commonwealth of Virginia and the County of Fairfax.
- J. Except for the very limited period of time in which pacing is accomplished, response or pursuit driving shall require the use of emergency equipment.

Child Passenger Safety AWARD

TITLE: Child Safety Seat Inspections

EFFECTIVE DATE: 07-15-08

REPLACES/RESCINDS:

Traffic Division sop
Traffic Division sop

I. PURPOSE

The purpose of this Standard Operating Procedure (SOP) is to establish guidelines regarding child safety seat inspections.

II. POLICY

It is the policy of this agency to use only certified child safety seat technicians at all child safety seat inspection events.

Only officers who are trained by the Criminal Justice Academy or Safe Kids Organization and pass the Child Passenger Safety Course shall be used as CPS technicians. In order to maintain their certification as a CPS technician, trained personnel must renew their certification every two years.

III. DEFINITIONS

- A. C.P.S. , Child Passenger Safety
- B. Child Passenger Safety Coordinator: The Traffic Safety Services Unit MPO/Officer assigned to supervise the program, including record-keeping, training and overseeing Child Safety Seat Inspection Events.
- C. Child Passenger Safety (CPS) Fitting Station; CPS Fitting Stations conducts child safety seat inspections out of the district police stations, these fitting stations have officers/employees trained as CPS Technicians. Each Fitting Station is supplied and supported by the Child Passenger Safety Program out of Traffic Safety, OSB.
- D. Public CPS Inspection Event: Child Safety Seat inspections that are open to all county residents and out of county residents
- E. Private CPS Inspection Event; Child Safety Seat inspections events that are arranged for; Day Cares, Churches, Civic Organizations or Businesses.

Child Passenger Safety AWARD

IV. PROCEDURES

Public-Private Child Safety Seat Inspection Events

- A. When a request comes into the department for a Child Safety Seat Inspection Event, it will be forwarded to the Traffic Safety Section and handled by the Child Passenger Safety Coordinator. The CPS Coordinator will make contact with the Group or individual requesting the event and ascertain the following information; Date, Time, Location and if the event is a public or private event.
- B. The CPS Coordinator after determining the scale of the event (manpower, safety) will determine if the request is forwarded through the Fairfax County Safe Kids Coalition or handled as a Station level Child Safety Seat Inspection Event.
- C. If the size of the CPS Inspection event can be controlled, the request will be forwarded to the appropriate District Police Station CPS Station Coordinator. It will be up to the Station to accept or deny the request depending on manpower and station budget.
- D. Any Approved Public Child Safety Seat Inspection Event will be added to the Child Passenger Safety Child Seat Hot Line 703-280-0559 by the Traffic Safety CPS Coordinator.
- E. Public Child Safety Seat Inspections are open to all County residents and citizens outside the county.
- F. Primary concern at all Child Seat Inspection Events, is safety; the location must be large enough to safely conduct a CPS event, any Public or Private Child Seat Inspection event may be denied if the location is not safe or sufficient manpower does not exist to safely conduct the inspection.

TITLE: Motor Squad

SOP NUMBER:

EFFECTIVE DATE: 07-08-14

REPLACES/RESCINDS: 04-13-12

I. PURPOSE

The purpose of this SOP is to establish specific procedures pertaining to the Police Department's Motor Squad.

II. POLICY

The objective of the Motor Squad is to manage and enforce traffic related issues in support of members of the Department.

Mission Statement

Members of the Fairfax County Police Motor Squad will function according to the mission statement of the Traffic Division.

The mission of the Traffic Division is to:

- Reduce fatal, injury, and property damage crashes
- Change unsafe and illegal driver behavior
- Change all driver's expectations concerning traffic enforcement in Fairfax County

Officers on the Motor Squad will aggressively enforce:

- Distracted Driving
- Acts of Aggressive Driving
- Speeding
- Promote Occupant Protection
- Expedite the safe and orderly flow of traffic

III. SCOPE OF POLICY

This policy covers the members of the Motor Squad.

Monitored Violations

The Motor Squad enforces violations that support the Traffic Division Mission Statement to reduce fatal, injury and property damage crashes, to change unsafe and illegal driving behavior and to change all drivers' expectations concerning traffic enforcement in Fairfax County.

Enforcement of the following violations has been recognized as very important to the success of the Traffic Division's mission:

- ✓ Aggressive Driving
- ✓ Distracted Driving
- ✓ Blocking Intersections
- ✓ Criminal Violations
- ✓ Drive on Shoulder
- ✓ Driving While Intoxicated
- ✓ Equipment Violations
- ✓ Fail to Obey Traffic Sign (non-speed)
- ✓ Fail to Obey Traffic Signal
- ✓ Fail to Yield Right of Way
- ✓ Following Too Close
- ✓ General Reckless Driving (non-speed)
- ✓ HOV
- ✓ Improper Lane Change
- ✓ Improper Passing
- ✓ **Occupant Protection**
- ✓ Reckless Driving Speeding
- ✓ Passing School Bus
- ✓ School Zone Speeding
- ✓ Suspended / Revoked Drivers' License
- ✓ Speeding
- ✓ Weight Violations

Motor Officers are required to track these violations by completing an individual daily activity report, utilizing the Motor Squad DAR in Microsoft Access. Motor Officers are not routinely dispatched to calls for service; therefore, Motor Officers are expected to conduct proactive enforcement throughout their shift. Workload of escorts, training, additional assignments and leave will be taken into consideration when assessing an officer's performance for the month.

Stationary radar and lidar enforcement shall comply with General Order 501.3.

Traffic vest shall be worn when conducting stationary radar or lidar enforcement.



Fairfax County Police Department

Speed Awareness

Problem Identification

In 2015, the Fairfax County Police Department (FCPD) examined traffic patterns and problem areas using a variety of methods. Through the department's statistical program, Tableau, the eight (8) district stations analyzed their speeding problems.

In 2015, the Fairfax County Police Department investigated **9,385** reportable crashes. Of which **4,203** crashes resulted in injury with **173** citing speeding as a contributing factor. The FCPD Crash Reconstruction Unit (CRU), conducted **22** investigations of fatal crashes, three (**3**) were found to be related to speed. Although Fairfax County experienced an overall reduction in speed-related crashes, and fewer speed-related crashes with injury, the FCPD still devoted significant resources to combatting this issue.

In addition to crash statistics, the Traffic Division and each district utilized various methods to determine speeding problems in the County. Some methods used to identify speeding problems include: complaints received from crossing guards, citizens, the Fairfax County Board of Supervisors, along with speed studies and observations made by FCPD officers. With all the above information, the FCPD Traffic Division determined speeding through residential areas as a problem.

Through statistical analysis of crash data and citation issuance, the Fairfax County Parkway (Route 286), a major north/south roadway that runs through much of the County, was identified as a non-residential roadway with a speeding problem. Route 286 consists of two lanes in each direction, very few traffic lights and a straight flat roadway surface. These conditions make it a perfect storm for speeders.

An examination of Route 286 found that officers wrote a total of **6,859** citations in 2015, of which **4,346** citations were for speed-related offenses (63% of all citations written on Route 286). Further examining the statistics, the traffic unit found **471** reportable crashes on the Fairfax County Parkway. Of these, **334** crashes resulted in injury (**4** speed-related), however, there were zero (**0**) crashes resulting in death. These findings were used to determine the problem areas on the roadway.

Through the previously mentioned resources listed above, the most common complaint found was speeding in residential neighborhoods, and the major arterial roadways of the County.

ALLTRAFFIC Compliance And Risk Report
 For Fairfax County Police Department on 2/11/2016 at 7:53 AM
 Generated by Jason Thompson
 Location: Station 6, Old Telegraph #3, N
 Time View: By Date (Total Volumes)
 Speed Bin Range: 1 to 100
 Notes:

Time of Day: 0:00 to 23:59
 Dates: 2/3/2016 to 2/13/2016 (Su, M, T, W, Th, F, Sa)
 Medium Risk Threshold: Speed Limit + 15
 High Risk Threshold: Speed Limit + 25

Page 1 of 3

Date	Speed Limit	Mode	Compliant	Low Risk	Medium Risk	High Risk	Total # Vehicles
2/3/2016	25	Display Off, Speed Display	221	463	0	0	684
2/4/2016	25	Speed Display	719	720	13	0	1,057
2/5/2016	25	Speed Display	219	650	0	0	881
2/6/2016	25	Speed Display	183	550	15	0	730
2/7/2016	25	Speed Display	25	394	4	0	394
2/8/2016	25	Speed Display	333	690	5	0	1,003
2/9/2016	25	Speed Display	313	944	0	0	950
2/10/2016	25	Speed Display	163	758	3	0	1,095
2/11/2016	25	Speed Display	0	0	0	0	10
Total # Vehicles			1,874	4,750	52	0	6,732

Speed survey conducted at the Franconia District Station (February 2016)

Policy

The following is a summary of policies and guidelines that have been provided as a separate attachment:

1. General Order 201.4 (Performance of Duty)
All employees shall perform their duties as required or directed by law
2. General Order 201.10 (Obligation to Duty)
Proper police action must be taken whenever required.
3. General Order 501.3 (Use of Speed Measurement Devices)
Speed enforcement is necessary to ensure compliance with posted speed limits.

All tuning forks shall be taken to the approved vendor for recalibration checks semiannually. All RADAR/LIDAR sets will be taken to the current contracted vendor or returned to the manufacturer when in need of service or repair.

4. FCPD Traffic Division SOP
Officers on the Motor Squad will aggressively enforce speeding.

Planning

After careful consideration of the speeding problem throughout Fairfax County, the Traffic Safety Unit created goals to be obtained during the year. The Traffic Safety Unit, supervised by Second Lieutenant Jason Long, pushed their goals and vision to each district station along with the FCPD traffic safety focus.

The speed reduction goals of the FCPD included the following:

- To reach out to the communities to foster a sense of trust and build a relationship for reporting speeding problems in neighborhoods.
- Educate the public through various safety presentation given by Traffic Safety Officers, and Crime Prevention Officers.

Planning (cont.)

- Pinpoint times and locations for speeding problems using statistical data and citizen complaints.
- Partnership with the National Highway Traffic Safety Administration (NHTSA), and participate in sponsored enforcement events.
- Create a plan for and utilize the “Ghost Cruiser” program.
- Continue use of the Patrol Service Area (PSA) citizen complaint database.

...	5/23/2016	CLOSED/Sherborne Knolls Lane	Complaint came in from Nextdoor.com:		Closed	Warner, Jared M.
<p>Hi Tara-I live in the Englewood Mews neighborhood (Sherborne Knolls Lane) and we have a few drivers in our "block" who drive very fast and erratic (meaning they are turning and are in the wrong lane). This disturbs me when my children and our other neighborhood children are outside playing. I'm always outside with them and tend to stand up and move towards the street when these drivers pull into the neighborhood or get ready to leave their homes. I've asked them to slow down several times. I'd rather it not lead to an argument so what do you suggest for getting them to slow down and watch out for the children?Thank you,</p>						

Request for speed enforcement in Sully District 's patrol area 120 from the PSA Manager (May 2016).

After developing speed reduction goals, the FCPD planned to attack the speeding issues in the following ways:

- Officers conducted speed enforcement from traditional marked and unmarked police cruisers, police motorcycles, and non-traditional police vehicles (Ford Mustangs, Dodge Magnums, pick-up trucks, and SUVs).
- Police Vehicles operated calibrated speedometers, which allowed officers to determine speeds by pacing, the act of determining a violator's speed by following them at an equal speed.
- Using RADAR and LIDAR speed measurement devices, officers conducted speed enforcement in targeted areas.
- Signboards displaying speed-related messages were deployed on targeted roadways.
- RADAR trailers and RADAR signboards were deployed on targeted roadways.
- Ghost Cruisers, unmanned police vehicles, were deployed on roadways where speeding was a problem, providing a police presence when officers were not available to conduct speed enforcement.

Planning (cont.)

- The FCPD's Media Relations Bureau (MRB) released information to the media utilizing Facebook, Twitter, YouTube and the FCPD website, regarding the department's speed enforcement efforts.
- The FCPD, in cooperation with the Fairfax County Board of Supervisors, offered an on-line Neighborhood Speed Perception Survey to Fairfax County residents. The survey provided residents with an opportunity to share their opinions regarding the speeding problem, or non-problem, in their neighborhoods.
- The FCPD offered a Youthful Driver Program for teens aged 16-19 years of age.
- FCPD officers participated in teen driver licensing ceremonies at the Fairfax County Juvenile and Domestic Relations Court. At the licensing ceremonies, Crime Prevention Officer, Master Police Officer R. Wayne Twombly, spoke to the teens and their parents about the dangers of driver inexperience, peer pressure, poor decision-making, drugs, and alcohol.

Training

In 2016, FCPD officers participated in trainings to ensure they enforced speeding laws to the best of their abilities. In addition, they also participated in trainings to keep their response driving skills sharp. The following were training officers participated in throughout the year:

Speed measurement Devices:

In 2016, the FCPD granted initial LIDAR/RADAR speed measurement certifications to 64 officers, which brought the total trained on the department close to 200. Those already possessing their LIDAR/RADAR certification, attended one of 18 recertification classes offered through the Fairfax County Criminal Justice Academy (FCCJA). Through the recertification classes, 51 officers maintained their certifications to enforce speeding through speed measurement devices.

Emergency Vehicle Operations:

To continue safe driving, officers participated in advanced driver training at the FCCJA's Emergency Vehicle Operations Center (EVOC). Through Mandatory Emergency Vehicle Operations class officers learned to navigate tight turns at safe speeds while traveling at high rates of speed. Officers also participated in Precision Immobilization Technique (PIT) training. The PIT maneuver, which was first taught to law enforcement officers by the

Training (cont.)

FCPD, can assist officers in safely ending a highspeed pursuit. Throughout 2016, approximately 75 officers received training in the PIT.

Roll Call:

Throughout 2016, supervisors and officers participated in roll call trainings. These trainings often occurred at the beginning or end of the shift, and covered a variety of topics. Officers presented several trainings to include: pacing as speed measurement, LIDAR/RADAR, legal updates and speeding state statues.

Public Information and Education

In 2016, the FCPD focused efforts on educating the public about the dangers of speeding. The FCPD personnel sought compliance through education. The Traffic Safety Officers, and Crime Prevention Officers utilized their positions to speak at various events throughout the County. The department approached education and the dissemination of public information in the following ways:

- FCPD website
- Facebook
- Twitter
- YouTube
- FCPD Media Relations Bureau (MRB) press releases
- Interviews on television
- Online news articles
- Print newspaper stories
- Signboards reminding drivers to slow down
- RADAR trailers and RADAR signboards
- Conversations with citizens
- Youthful Driver Training classes
- Citations
- Warnings

An Emergency Vehicle Operations Instructor educates a young driver on the laws and driving.

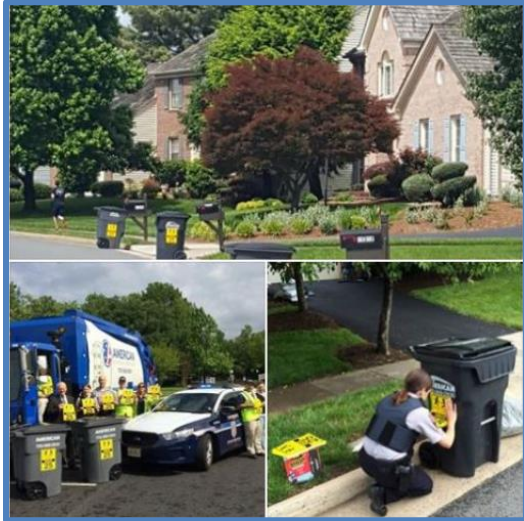


Through the various above platforms, the MRB often released information to the public. Consistently on the frontlines, the MRB utilized Twitter, Facebook, and YouTube to reach all generations with the message of safe driving. MRB officers began to use Facebook and Twitter daily to get information to the citizens of Fairfax County. Several of the FCPD

Public Information and Education (cont.)

District Stations passed along messages of “Slow Down” to their citizens in creative and eye-catching ways.

“Trash Talks”



“Trash Talks” photos used by MRB on Facebook release (May 2016).

The Sully District Station Crime Prevention Officer, Police Officer First Class (PFC) Tara Gerhard, implemented a neighborhood outreach campaign known as “Trash Talks.” The initiative was focused on protecting the pedestrians of the Virginia Run Community. In March a pre-survey was conducted to determine the number of vehicles traveling above the posted 25 MPH speed limit. After the survey concluded, officers found the community was suffering a speeding problem. PFC Gerhard partnered with the American Disposal Services, and those in the community who wished to participate in the program received a sign posted on their trashcan that read, “Keep Kids Alive. Drive 25.”

“You Live Here. We Live Here.”

Officers of the FCPD in cooperation with the County Board of Supervisors, handed out signs in April to residential neighborhoods reminding drivers, “Slow Down. You Live Here. We Live Here.” With signs firmly placed throughout the neighborhoods, drivers were reminded to check their speed. During the educational campaign, district stations used their resources and placed sign and trailer boards in communities.

“SET Presentations”

Each district station contains a Selective Enforcement Team (SET) to address traffic issues in their area. Although a major function of the SET is enforcement of traffic laws, they also participate in education and public outreach. Officers on station SET units met with their respective communities throughout the year at Homeowners Association (HOA) meetings to address traffic concerns. Often at these meetings, community members express their concern for speeding through their neighborhoods.

Enforcement

The FCPD did not track the amount of regular duty time used to conduct speed enforcement in 2016, however, it is conservatively estimated at a minimum of **6,000** hours. Specifically, on the Fairfax County Parkway, it is estimated officers spent a minimum of **1,000** hours of regular duty time enforcing speeding laws. Officers also dedicated a minimum of **160** hours at speeding through school zones. The FCPD dedicated **441** grant hours specifically designated for speed enforcement, and officers issued **1,760** summonses, with **1,330** of those citations related to speeding offenses.

In 2016, the FCPD issued **142,306** citations and **20,969** warnings. Of these:

- **24,360** citations were speed-related.
- **1,858** warnings were issued for speeding.
- **3,400** citations were issued for reckless driving by speed.

The FCPD issued **11,736** citations on the Fairfax County Parkway. Of these:

- **3,082** citations were speed-related.
- **156** warnings for speeding on the Fairfax County Parkway (for a total of **3,238** speed-related contacts).

Speeding in school zones accounted for **489** of the total speeding citations, and **18** warnings.

FCPD officers focused their speed enforcement efforts on areas recognized as having speeding problems. Major arterial roadways were highly targeted enforcement areas. Composing half of the top ten (10) speed enforcement locations, the Fairfax County Parkway and Sully road, are two main highways known for their straight level pavement and full sight lines. These roadways captured the number one and two spots on the list below.

2016 Speed Enforcement Top 10 Locations	
Location	Number of Speeding Citations
Sully Rd/ Westfields Blvd	372
Fairfax County Pkwy/ Hooes Rd	328
Columbia Pike/ Evergreen Ln	261
Richmond Hwy/ Furnace Rd	259
Fairfax County Pkwy/ I-66	255
Frye Rd/ Medge Ln	251
Guinea Rd/ Olley Ln	243
Stringfellow Rd/ Point Pleasant Dr	234
Fairfax County Pkwy/ Monument Dr	226
Sully Rd/ Willard Rd	189

Outcomes

In 2016, the FCPD investigated **9,115** reportable crashes (270 fewer crashes than 2015). Of these **4,095** crashes resulted in injury (108 fewer crashes than 2015), and **25** crashes resulted in a fatality (3 more crashes than 2015). In 2016, **171** crashes were speed-related (2 fewer crashes than 2015) and **61** speed-related crashes resulted in injury (5 fewer crashes than 2015). Excessive speed was noted in **5** fatal crashes (2 more crash than 2015).

In 2016, the FCPD investigated **373** reportable crashes on the Fairfax County Parkway (121 more crashes than 2015). Of these zero (**0**) crash resulted in death (1 less than 2015), and **7** crashes were speed-related (5 fewer crashes than 2015).

In 2016, the FCPD investigated **273** crashes in school zones (66 more crashes than 2015). Of these excessive speed was noted in **6** crashes (3 fewer than 2015).

Comparing 2015 to 2016, the FCPD responded to less reportable accidents and less reportable accidents with injury. With those accidents, there were also less speed-related accidents throughout the year. Although the FCPD counts the falling numbers as a win, the number of speed-related fatalities increased in 2016.

With the increase in fatalities, the FCPD realized their work is not done until the number of speed-related fatalities falls to zero. In 2017, the FCPD Traffic Safety Unit will re-evaluate their plan to educate and enforce speeding-related laws.

In 2016, the Sully District recognized PFC Brian Rochefort as Officer of the Year 2015 for his continued dedication to traffic safety. In 2016, he was the top citation producer in the whole county with 3,870 citations, or which 414 were speed-related. His traffic stops may have prevented several crashes. The following FCPD officers received certificates of excellence from the FCPD Traffic Division for their speed enforcement efforts in 2016:

Officer	Number of Speed Citations	Officer	Number of Speed Citations
MPO Brian Plaughter	1,309	PFC James Thur	597
PFC Richard Mattison	1,205	MPO Jeffrey Neach	578
PFC Harold Morris	1,035	MPO Lonnie Doucet	562
PFC Benjamin Kushner	1,029	PFC James Vesper	542
PFC Jessica Kane	1,014	PFC Brandon Edwards	514

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: REGULATIONS	NUMBER: 201
CANCELS ORDER DATED: 7-1-12	ISSUE DATE: 4-1-13

201 GENERAL RESPONSIBILITIES

201.1 KNOWLEDGE OF REGULATIONS

Every employee is required to establish and maintain a working knowledge of all laws and ordinances in force in the County and State, Regulations and General Orders of the Department, and the Fairfax County Police Department Standard Operating Procedures. In the event of improper action or breach of discipline, it will be presumed that the member was familiar with the law, Regulation or Order in question. Violation of any law, Regulation or Order may be grounds for disciplinary action.

201.2 COUNTY PERSONNEL REGULATIONS

Employees of the Department shall be governed by the County personnel rules unless they are specifically exempted. Each officer of the Department is required to be familiar with these rules.

201.3 OBEDIENCE TO LAWS AND REGULATIONS

All employees shall observe and obey all laws and ordinances, all rules and regulations of the Department, all General Orders of the Department, and all Fairfax County Police Department Standard Operating Procedures.

201.4 PERFORMANCE OF DUTY

All employees shall perform their duties as required or directed by law, departmental rule, policy, Order, Standard Operating Procedure, or by order of a superior officer. All lawful duties required by competent authority shall be performed promptly as directed, notwithstanding the general assignment of duties and responsibilities. Malfeasance, misfeasance and nonfeasance shall constitute a violation of this regulation.

201.5 REPORTING VIOLATION

Any employee who has knowledge of other employees, individually or collectively, who are knowingly or unintentionally violating any laws or statutes, ordinances, or rules and regulations of the Department, or who disobey orders, shall immediately bring any and all facts pertaining to the

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: REGULATIONS	NUMBER: 201
CANCELS ORDER DATED: 7-1-12	ISSUE DATE: 4-1-13

201.9 ASSISTANCE TO FELLOW OFFICERS

No officer shall fail to aid, assist, or protect a fellow officer to the full extent of his capability in time of need in accordance with established procedures.

201.10 OBLIGATION TO DUTY

Officers of the Department are always subject to duty, although periodically relieved from its routine performance. They shall at all times respond to the lawful orders of superior officers and other proper authorities as well as requests for police assistance from citizens. Proper police action must be taken whenever required. Officers assigned to special duties are not relieved from taking proper action outside the scope of their specialized assignment when necessary.

201.11 REPORTING TO DUTY

Employees shall report for duty at the time and place required by assignment or orders, and shall be properly uniformed, equipped, and prepared to assume duty. They shall give their undivided attention to orders, instructions, and any other information which may be disseminated.

201.12 INSPECTIONS

Inspections of employee's dress, uniform or equipment may be made at any time by competent authority. Such inspections shall include, but not be limited to, examination of lockers, desks, or any other space on departmental premises used by any employee.

Supervisors shall perform frequent inspections to ensure that officers have the mandatory equipment to perform their duties, to include only authorized equipment and weapons. If a deficiency is noted, the officer is responsible for remedying the situation within the timeframe provided by his supervisor.

201.13 HUMAN RELATIONS

A. Citizen Contacts

Employees shall conduct themselves professionally at all times when

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: USE OF SPEED MEASUREMENT DEVICES	NUMBER:	501.3
CANCELS ORDER DATED: 04-01-11	DATE:	1-1-13

I. POLICY

Speed enforcement is necessary to ensure compliance with posted speed limits. However, it must be accomplished with due regard for the safety of the officer and the public. It is the policy of the Fairfax County Police Department to utilize radar/LIDAR equipment to:

- A. Reduce motor vehicle crashes on roadways at specific locations where the cause of crashes is attributed to excessive speed.
- B. Reduce speeding on roadways identified by citizen complaints and verified through an officer's on-site evaluation.
- C. Reduce speeding on roadways identified through common knowledge, if violations present a hazard.
- D. To conduct evaluations at locations where the posted speed limit may be inappropriate.

II. PROCEDURES

The following procedural guidelines have been established to ensure that traffic radar/LIDAR use shall comply with the *Code of Virginia* §§ 2.2-1112 and 46.2-882, and the standards set forth by the Virginia Law Enforcement Professional Standards Commission.

- A. Station commanders, assistant commanders, and first line supervisors may authorize the use of radar/LIDAR in conjunction with the above policy.
- B. Supervisors shall periodically monitor the operation of radar/LIDAR for the purpose of ensuring compliance with departmental policy.
- C. Radar/LIDAR may be deployed at any location with a legally enforceable posted speed limit; however, station commanders may forbid the operation of radar/LIDAR at specific locations within their district where its operation is impractical or presents a substantial hazard to officers or the public.
- D. Working radar/LIDAR at the foot of a grade shall not be a standard practice. If complaints are received from citizens or if accidents have occurred which

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: USE OF SPEED MEASUREMENT DEVICES	NUMBER:	501.3
CANCELS ORDER DATED: 04-01-11	DATE:	1-1-13

can be attributed to excessive speed, an on-site inspection shall be conducted by a first line supervisor prior to the use of radar/LIDAR at the foot of a grade.

- E. Traffic radar units shall only be operated by those officers who have successfully completed the Police Department approved Radar Operators Course or equivalent course by another agency as determined by the Criminal Justice Academy. Officers who have not completed an approved course may make radar arrests under the direction of a certified operator. Officers must be in uniform to make an arrest based on a radar reading.
- F. Traffic LIDAR units shall only be operated by those officers who have successfully completed the Fairfax County Police Department approved LIDAR Operators Course or equivalent course by another agency as determined by the Criminal Justice Academy. Officers who have not completed an approved course may make LIDAR arrests under the direction of a certified operator. Officers must be in uniform to make an arrest based on a LIDAR reading.
- G. Station commanders shall ensure that the use of radar/LIDAR is accomplished without any adverse impact on the availability of staffing for minimum patrol needs and services rendered to the community. Under normal circumstances, there will be no more than three officers at the radar/LIDAR site.
- H. Because conditions vary with each roadway and the primary purpose of radar/LIDAR is to cite the more flagrant violator, no motorist should, under normal circumstances, be cited for violations under 10 mph beyond the posted speed limit. Tolerance levels, over and under the minimum, may only be set by the station commander based on circumstances of a specific location.
- I. Radar antennas should be aimed only at target vehicles and not blocked by body parts.
- J. Radar antennas should be mounted outside police vehicles to increase range. If mounted inside, radar antennas should be securely mounted and aimed out the front or rear windshield. Interior mounted radar units must be secured because untethered radar units may become a dangerous missile

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: USE OF SPEED MEASUREMENT DEVICES	NUMBER:	501.3
CANCELS ORDER DATED: 04-01-11	DATE:	1-1-13

inside the passenger compartment during a crash or emergency vehicle maneuver.

- K. Radar units should be turned off or placed in the "standby" mode when not in use.
- L. Station commanders shall ensure that a "Known Distance" location is identified at their station so operators can comply with LIDAR testing procedures.

III. STATIONARY/LIDAR RADAR ENFORCEMENT

At times, it may be necessary for stationary radar/LIDAR enforcement to be used in an effort to regulate vehicle speed on a specific roadway. Stationary radar/LIDAR enforcement is defined as the process of standing outside the police vehicle and using hand signals to direct the violator to the side of the roadway. Although radar/LIDAR enforcement is necessary to ensure compliance with posted speed limits, it must be accomplished with due regard for the safety of the officer and the public. Officers conducting stationary radar/LIDAR shall use extreme caution when stepping into the roadway to direct violators to the side of the road. The following procedures shall be adhered to when conducting stationary radar/LIDAR enforcement.

- A. Officers shall not conduct stationary radar/LIDAR enforcement without the approval of their first line supervisor.
- B. Officers shall ensure that the location where they are working stationary radar/LIDAR meets the requirements of this general order. Each location where stationary radar/LIDAR is worked must provide adequate sight distance for the operator of any vehicle to observe and safely follow the hand signals of the officer. Stationary radar/LIDAR shall not be worked at the crest of a hill or around a curve, and it must be free of obstacles that could prevent the operator of a vehicle from observing the officer.
- C. Stationary radar/LIDAR enforcement shall not be used on roads with posted speed limits in excess of 35 mph, and shall be limited to roadways with no more than two lanes of travel in the same direction.
- D. Officers shall be in uniform, including hat and traffic safety vests.

GENERAL ORDER
FAIRFAX COUNTY POLICE DEPARTMENT



SUBJECT: USE OF SPEED MEASUREMENT DEVICES	NUMBER:	501.3
CANCELS ORDER DATED: 04-01-11	DATE:	1-1-13

- E. The location where stationary radar/LIDAR enforcement is to be worked shall provide maximum safety for both the approaching motorists and the officer conducting the enforcement. This shall include adequate space to park police vehicles and to allow violators to be pulled out of the traffic flow.
- F. Stationary radar/LIDAR enforcement shall not be conducted during the hours of darkness.

IV. EQUIPMENT

- A. All radar equipment used for enforcement purposes shall be approved by the State Division of Purchases and Supply and shall meet or exceed the DOT/NHTSA Model Minimum Performance Specifications for Police Traffic Radar Devices.
- B. All tuning forks shall be taken to the approved vendor for recalibration checks semiannually. All radar/LIDAR sets will be taken to the current contracted vendor or returned to the manufacturer when in need of service or repair.
- C. Tuning fork calibration certifications shall be forwarded to Court Liaison and filed for officers' use in court presentations.
- D. Only radar/LIDAR units on the IACP's Consumer Product List shall be purchased, as this is a federal regulation and complies with Virginia Code.
- E. LIDAR accuracy shall be checked before and after each shift using one of the calibrated sites located at each district station, Pine Ridge or the Criminal Justice Academy.
- F. The "Known Distances" at each site shall be certified by the County surveyor at six-month intervals. The original certifying document shall be notarized and kept at the Court Liaison Office, with copies distributed to each site and to the Resource Management Bureau.

TITLE: Motor Squad

SOP NUMBER:

EFFECTIVE DATE: 07-08-14

REPLACES/RESCINDS: 04-13-12

I. PURPOSE

The purpose of this SOP is to establish specific procedures pertaining to the Police Department's Motor Squad.

II. POLICY

The objective of the Motor Squad is to manage and enforce traffic related issues in support of members of the Department.

Mission Statement

Members of the Fairfax County Police Motor Squad will function according to the mission statement of the Traffic Division.

The mission of the Traffic Division is to:

- Reduce fatal, injury, and property damage crashes
- Change unsafe and illegal driver behavior
- Change all driver's expectations concerning traffic enforcement in Fairfax County

Officers on the Motor Squad will aggressively enforce:

- Distracted Driving
- Acts of Aggressive Driving
- Speeding
- Promote Occupant Protection
- Expedite the safe and orderly flow of traffic

III. SCOPE OF POLICY

This policy covers the members of the Motor Squad.

Monitored Violations

The Motor Squad enforces violations that support the Traffic Division Mission Statement to reduce fatal, injury and property damage crashes, to change unsafe and illegal driving behavior and to change all drivers' expectations concerning traffic enforcement in Fairfax County.

Enforcement of the following violations has been recognized as very important to the success of the Traffic Division's mission:

- ✓ Aggressive Driving
- ✓ Distracted Driving
- ✓ Blocking Intersections
- ✓ Criminal Violations
- ✓ Drive on Shoulder
- ✓ Driving While Intoxicated
- ✓ Equipment Violations
- ✓ Fail to Obey Traffic Sign (non-speed)
- ✓ Fail to Obey Traffic Signal
- ✓ Fail to Yield Right of Way
- ✓ Following Too Close
- ✓ General Reckless Driving (non-speed)
- ✓ HOV
- ✓ Improper Lane Change
- ✓ Improper Passing
- ✓ Occupant Protection
- ✓ Reckless Driving Speeding
- ✓ Passing School Bus
- ✓ School Zone Speeding
- ✓ Suspended / Revoked Drivers' License
- ✓ Speeding
- ✓ Weight Violations

Motor Officers are required to track these violations by completing an individual daily activity report, utilizing the Motor Squad DAR in Microsoft Access. Motor Officers are not routinely dispatched to calls for service; therefore, Motor Officers are expected to conduct proactive enforcement throughout their shift. Workload of escorts, training, additional assignments and leave will be taken into consideration when assessing an officer's performance for the month.

Stationary radar and lidar enforcement shall comply with General Order 501.3.

Traffic vest shall be worn when conducting stationary radar or lidar enforcement.



Fairfax County Police Department

Traffic Incident Management

Problem Identification

Fairfax County, Virginia is one of the largest suburbs in the Metropolitan Washington, DC area. Over 1.1 million people live in the nearly 400 square miles within Fairfax County's borders. Washington, DC is commonly referred to as having some of the worst traffic congestion in the nation.

The Fairfax County Police Department (FCPD) recognizes that a large amount of this traffic congestion occurs within the county and identified the effects a traffic incident would have on the already congested traffic as a problem.

Policy

The Traffic Division has made the implementation of a Traffic Incident Management plan a priority. Previous commanders mandated that all Traffic Division personnel received federal training in the Strategic Highway Research Program 2 (SHRP 2), with a goal of extending that training to the entire department.

The Fairfax County Police Department has a full time sworn police officer serving as a liaison to the Virginia Department of Transportation (VDOT) and Fairfax County Department of Transportation (FCDOT).

Fairfax County Police Command Staff Memorandum 080063 establishes policy for implementation of the Traffic Information Center (TIC) during periods of inclement weather. This memorandum also outline duties of personnel assigned to the TIC during these times.

The Motor Squad Standard Operating Procedure makes the safe and orderly flow of traffic a priority, and details the responsibilities and response to Traffic Incidents.



Image 1: TRV standing by awaiting deployment

Planning

With the traffic problem identified, and the policies in place to address the significant impact on traffic that these incidents cause, the FCPD began the planning phase.

In 2015, the FCPD acquired two Traffic Response Vehicles (TRVs) to transport and deploy equipment at the scene of a traffic incident. In

Planning (cont.)

2016, these vehicles were adorned with reflective police markings in order to increase their visibility and effectiveness.

These vehicles are assigned to the Traffic Division and are available to assist with re-routing traffic as needed. Each vehicle is equipped with cones, generators (to power traffic lights effected by power outages), road flares, detour signs, chainsaws and more. Each vehicle is also equipped with full emergency equipment in order to respond to scenes efficiently.

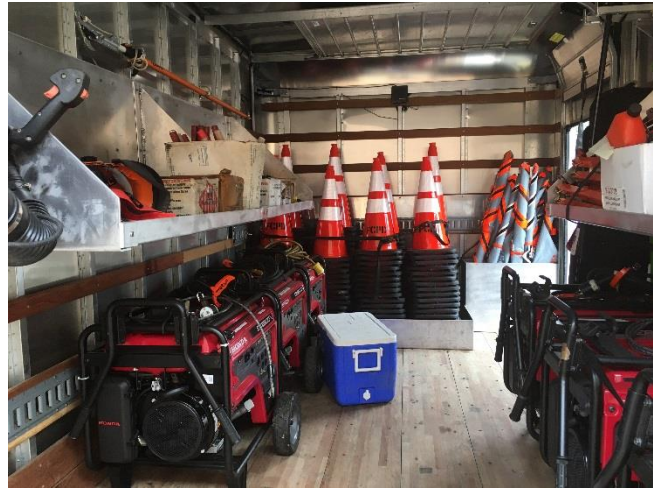


Image 2: Interior of TRV

The TRVs have been routinely used in 2016 to assist with the orderly direction of traffic around crash scenes and through intersections without power to traffic lights among other incidents. These vehicles have also been used for pre-planned events such as Presidential escorts, the Celebrate Fairfax Festival, and Rolling Thunder.

To assist with the Department's Traffic Incident Management planning, MPO Richard McEachin (VDOT Liaison Officer) is a part of the Northern Virginia Regional Traffic Incident Management Committee. Their involvement in this committee provides invaluable information on best practices for incident management throughout the region and ensures that Fairfax County Police Department's policies are in line with the region's goals. It also ensures that open communication exists with other agencies and departments throughout the region.

Cooperation with the Virginia Department of Transportation as well as the Fairfax County Department of Transportation is vital in maintaining an effective Traffic Incident Management Strategy. The VDOT Liaison Officer position works cooperatively with VDOT providing law enforcement input on future transportation projects and shares crash data with to provide insight in to possible safety improvements and roadway redesigns. In 2016, MPO McEachin was actively involved in a Traffic Management Plan (TMP) for a major construction project along a highly traveled interstate highway within the county. MPO McEachin had been involved in this TMP since its inception and with the construction project scheduled to begin in 2017, will be an integral piece to the FCPD's plan to mitigate congestion caused by this major project. MPO McEachin is routinely involved in discussions such as these with VDOT.

Another role taken on by the VDOT Liaison Officer is the staffing of the Traffic Information Center during times of severe weather. In January of 2016, a major snowstorm struck the DC Metropolitan area. Nearly two feet of snow fell over three days throughout the

Planning (cont.)

county. The TIC was operational for five days for this event. During this event, the VDOT Liaison Officer provided real time information on roadway conditions experienced by officers to members of the VDOT Traffic Operations Center (TOC). Information on VDOT snow removal operations is also passed from VDOT to the police for dissemination to officers in the field. This real time sharing of data allowed for easier clearance of roadway incidents, as well as more efficient snow removal operations; reducing the effect of these snow events on traffic.

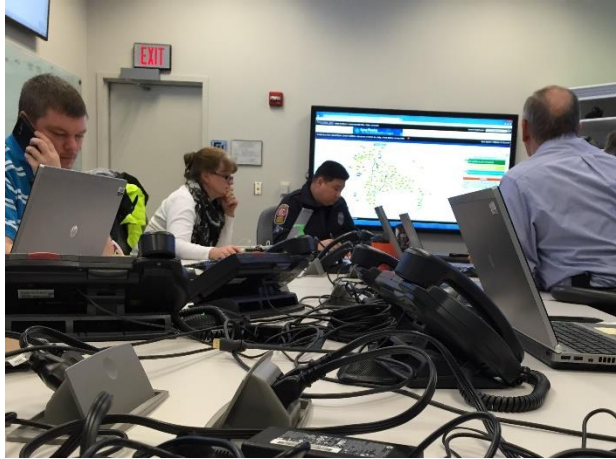


Image 3: MPO McEachin in VDOT Situation Room during major snowstorm, January 2016

This partnership between the Police Department and the Virginia Department of Transportation is a vital piece of the Traffic Incident Management plan. By understanding each agency's goals, both agencies can work together to ensure roadway incidents are cleared quickly, efficiently, and safely.

Both the TRVs and the VDOT Liaison Officer are elements of the Fairfax County Police Department's Traffic Incident Management Plan that supported the 2012-2016 Virginia Strategic Highway Safety Plan (SHSP). This plan identified several areas of emphasis to reduce the number of traffic fatalities in the Commonwealth. Strategies were also developed within these areas of emphasis to accomplish the goal of reducing fatalities. One strategy mentioned in several areas of emphasis mentioned the need to develop consistent and coordinated response guidelines between all incident response personnel to facilitate quick clearance, as well as corridor specific incident response plans.

Training

The Fairfax County Police Department continued its mission to have their entire patrol force (nearly 700 officers) trained in SHRP 2 training. In 2016, 142 officers received this training, representing approximately 18% of all patrol officers.

Two officers in the Traffic Division are also trained as trainers in the SHRP 2 program which will greatly assist the Department in achieving its goal of having the entire patrol force trained.

All 32 officers assigned to the Motor Section of the Traffic Division receive training from VDOT on how to hook up generators to traffic signals in order to keep the signals functioning during power outages. Traffic Division officers also receive VDOT training on the operation of the traffic signal control boxes, and are given a key to access these

Training (cont.)

boxes. This training is invaluable to keeping traffic signals functioning properly, allowing for the smooth flow of traffic through major intersections throughout the county. It also allows VDOT to receive more timely notification of specific traffic signal problems, allowing repairs to be made more quickly and efficiently.

Public Information and Education

Public awareness of is essential in the quick clearance of traffic incidents, and the FCPD Media Relations Bureau (MRB) plays a large role in our Traffic Incident Management plan. The Fairfax County Police Department's MRB generates awareness through traditional media releases as well as social media.

The FCPD has five social media outlets with which to inform the public: YouTube, Twitter, Facebook, Nextdoor, and the FCPD News Blog. These five platforms allow millions of people to receive important traffic updates in a timely manner. In 2016, the FCPD twitter account gained over 100,000 followers and ended the year with 141,362 followers.

Using social media, the Fairfax County Police Department's MRB sent timely traffic updates warning motorists of traffic incidents, road closures, etc. Specifically, in 2016,

our Media Relations Bureau has posted warnings about road conditions in inclement weather, extended lane closures due to traffic crashes, and other police activity. These updates provided advanced notice to motorists of potential delays along their route, allowing them to take alternate routes.



Image 4: Example of MRB Tweets and Facebook posts about Traffic Management

Management

The FCPD's Traffic Incident Management system has worked exceptionally well over the past year. More FCPD officers are becoming trained in the importance of quick clearance, and the department is working hand in hand with VDOT to maintain open communication during traffic incidents with the shared goal of clearing the scene quickly. One example of how this management is conducted is when there is a serious crash involving serious or life threatening injuries. These crashes require the response of the department's Crash Reconstruction Unit (CRU). Once patrol officers determine the need for a CRU response, CRU detectives, a Traffic Safety Supervisor, and other assets (portable light unit, Motor Carrier Safety detectives) respond to the scene. One of the primary duties of the Traffic Safety Supervisor upon his arrival on scene is to make contact with the VDOT Incident Management Officer, as well as representatives of other entities who may be present on the scene (fire department, utility companies, transit agencies, tow and recovery operators). The Traffic Safety supervisor acts as an incident commander to ensure good communication between all entities. This scene management has made quicker clearance of these major scenes possible.

Outcomes

The safe, efficient management of traffic incidents are a priority for the Fairfax County Police Department. Increasing the number of officers trained in the SHRP 2 program has been effective in reducing the congestion associated with these traffic incidents. Officers assigned to the Traffic Division are routinely tasked with traffic management at major incidents. Therefore, having these officers trained in this program has had a great effect on clearing these incidents quickly and safely. Approximately 18% of all patrol officers received this training in 2016, allowing for patrol officers to put these quick clearance theories in to practice during regular patrol operations.

While the training is important, officers would not be able to implement the strategies learned without proper equipment. The two TRVs used by the Fairfax County Police Department are equipped with traffic control equipment necessary to safely alert traffic to roadway incidents. They also carry equipment that can eliminate roadway incidents that would otherwise require lane closures. Chainsaws are used to remove fallen trees from travel lanes and generators are used to power traffic lights rendered dark by power outages.

080063



County of Fairfax, Virginia

MEMORANDUM

DATE: October 6, 2008
TO: Command Staff
FROM: Susan H. Culin, Captain *SAC*
Commander, Traffic Division

SUBJECT: Traffic Information Center Activation

The Traffic Information Center (TIC) has been reestablished and will be activated during severe weather conditions or large scale traffic incidents in which the mobility of traffic in Fairfax County has been significantly impacted. The goal of TIC will be to foster communications between the police department and other agencies, to monitor road conditions, and to direct resources to the most severely impacted locations.

The TIC is located in Room 252 in the Operations Support Bureau building, 3911 Woodburn Road, Annandale, VA. The TIC may be activated by any of the below listed personnel or their designee:

- Chief of Police
- Deputy Chief of Police for Investigations and Operations Support
- Operations Support Bureau Commander

Notification of the activation of the TIC to on-duty and command personnel will be made via CAD, EAN, and appropriate paging groups.

The Commander of the Traffic Division, or their designee, shall act as the TIC Commander. The TIC Commander is responsible for ensuring that the appropriate personnel are notified to staff the TIC. These personnel will include the Traffic Safety Services Supervisor and the VDOT Liaison Officer. Upon activation of the TIC, the VDOT Liaison Officer will respond directly to the VDOT Traffic Operations Center (TOC) at the Public Safety Transportation Operations Center (PSTOC). By assigning the VDOT Liaison Officer directly to the TOC, requests for VDOT services can be made through the VDOT Liaison Officer in an expeditious manner.

Requests for VDOT services during TIC activation shall be made through the Department of Public Safety Communications (DPSC) directly to the VDOT Liaison Officer.

Fairfax County Police Department
4100 Chain Bridge Road
Fairfax, Virginia 22030



Command Staff
September 20, 2008
Page 2

Police Department staff assigned to the TIC will utilize the WEBEOC and maintain open communication with DPSC and the PLC. TIC staff will assume responsibility for notifying the Office of Emergency Management Watch Officer of all road closures and other pertinent information, and routinely communicate with the VDOT Liaison Officer to confirm that VDOT has a complete list of road closures and hazards. TIC personnel will also notify the Police Department's Public Information Office of all road closures and hazardous road conditions.

Once TIC has been activated and on-duty personnel notified, a CAD message will be sent to all units signed on to the CAD system asking them to copy all requests they initiate to PD08 to PD08 and to DD01. DD01 is the CAD terminal located in the TIC office. By sending requests to both terminals, TIC personnel can more readily monitor road closures and requests for service to ensure comprehensive lists are maintained.

Traffic Division personnel, to include Motor Unit officers and MCS Unit officers, will continue to respond to traffic disruptions, traffic control points, and accident scenes as needed during TIC activation. They will be available for dispatch by DPSC personnel or for assignment by a Motor Unit supervisor. These units will also be responsible for reporting adverse road conditions and/or requests for additional services to PD08 and DD01.

All personnel will be notified when TIC closes and procedures return to normal.

The duties and responsibilities outlined in this memorandum may be expanded or modified as the situation requires. Questions regarding this memorandum may be sent to Major Thomas Ryan, Commander of the Operations Support Bureau or Captain Susan Culin, Commander of the Traffic Division.

TITLE: Motor Squad

SOP NUMBER:

EFFECTIVE DATE: 07-08-14

REPLACES/RESCINDS: 04-13-12

I. PURPOSE

The purpose of this SOP is to establish specific procedures pertaining to the Police Department's Motor Squad.

II. POLICY

The objective of the Motor Squad is to manage and enforce traffic related issues in support of members of the Department.

Mission Statement

Members of the Fairfax County Police Motor Squad will function according to the mission statement of the Traffic Division.

The mission of the Traffic Division is to:

- Reduce fatal, injury, and property damage crashes
- Change unsafe and illegal driver behavior
- Change all driver's expectations concerning traffic enforcement in Fairfax County

Officers on the Motor Squad will aggressively enforce:

- Distracted Driving
- Acts of Aggressive Driving
- Speeding
- Promote Occupant Protection
- Expedite the safe and orderly flow of traffic

III. SCOPE OF POLICY

This policy covers the members of the Motor Squad.

Selective Enforcement

Each of the eight police districts is assigned one motor officer on a semi-permanent basis as a liaison. This officer is responsible for keeping the lines of communications open with that station commander and or his or her designee. This motor officer will meet once a month and address any traffic enforcement concerns and will pass along to the area motors for enforcement when appropriate.

Traffic Incident Management

Mission

Expedite the safe and orderly flow of traffic throughout Fairfax County. The Motor Squad is tasked with responding to traffic related incidents in support of the patrol function. Generally, Motors will respond for long term events with the primary goal of freeing up the patrol officer to return to other duties.

Policy

Traffic incidents are broken down into the following categories:

1. **Minor** – minor traffic crashes; several signaled intersections dark or on flash.
2. **Medium** – entire traffic corridors or areas darkened by major power outages; serious traffic crashes tying up commuter routes.
3. **Major** – Major incidents or power outages requiring numerous resources for an extended period of time.

Minor traffic incidents will require patrol to respond, assess, and handle for the first forty-five minutes. Notification shall be made to the on-duty motor supervisor who will monitor the event and make ready any resources necessary and deploy if the incident lasts longer than thirty minutes.

Medium traffic incidents will also require patrol to respond, assess, notify their supervisor, and set up the necessary traffic control.

The on-duty motor supervisor will be notified, gather the appropriate equipment and personnel, and deploy them to the scene.

Major traffic incidents will again require patrol to respond, assess, notify their supervisor, and set up appropriate traffic control. The on-duty motor supervisor will be notified, gather the appropriate resources, and deploy to the scene.

Resources

The Motor Squad has four support vehicles which are capable of containing up to fourteen generators, 300 traffic cones, detour signage, portable radio batteries, and other relief supplies.

The Motor Squad has two traffic response vehicles; TRV-1 and TRV-2. Each TRV is outfitted with four generators, 100 cones, one chainsaw, portable radio battery charger, and detour signage.

Generators are used to power up darkened intersections due to power outages. Motor officers must be properly trained prior to installation of a generator to a traffic signal. When a generator is deployed, officers shall request that the respective dispatcher create a "Generator Event" in CAD. The information provided to the dispatcher shall include the generator number and intersection at which the generator is deployed.

Additionally, procedures for major traffic incidents are covered in the Northern Virginia Incident Management Team operational manual.

Motor Squad personnel must balance being responsive to major incidents, supportive to traffic support requests from patrol while simultaneously maintaining an aggressive approach to traffic enforcement. Once the Motor Squad deploys to the scene of any traffic incident they will attempt to relieve patrol. Likewise, when appropriate, the motor supervisor will take control of the traffic incident relieving the patrol supervisor.

Escorts

Background

The Fairfax County Police Motor Squad is responsible for expediting the safe and orderly flow of traffic throughout Fairfax County. Escorting vehicles is an important function of the Fairfax County Motor Squad where safety is of paramount importance.

Many types of escorts are conducted on a frequent basis to include, but not limited to the following: funeral processions, dignitary protection, oversized equipment transport, security-based needs, any escort approved by the Chief of Police or a member of the Fairfax County Board of Supervisors.

Funeral escorts are the primary type of escort conducted as a service to the citizens