



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)?:

IMPAIRED DRIVING

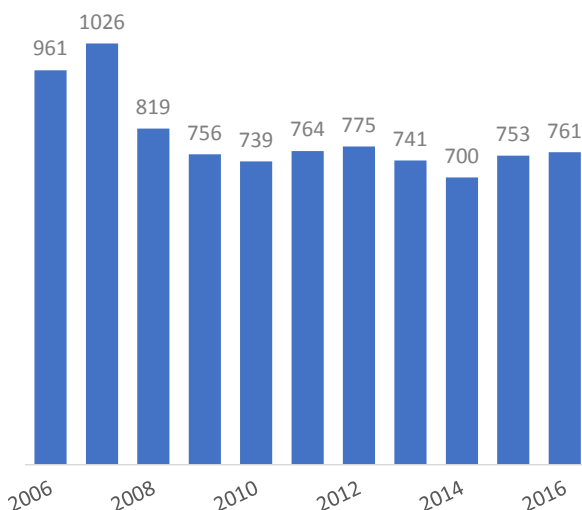


PROBLEM IDENTIFICATION

According to Virginia's Strategic Highway Safety Plan (VSHSP), alcohol impaired driving deaths represent about one-third of all motor vehicle traffic fatalities in the U.S. In Virginia, there were 262 alcohol-related crash fatalities in 2016 and more than 4,800 alcohol-related crash injuries¹. **Nearly one-third of all crash fatalities and one-sixth of severe injury crashes occurred as a result of alcohol impairment.**

The Henrico County Police Division (HPD) is committed to the goals outlined in VSHSP, specifically the goal **"Towards Zero Deaths."** In support of this goal, HPD strives to prevent collisions where impaired driving is a contributing factor. In fact, alcohol-related crashes in Henrico County resulting in injuries and fatalities **decreased from 210 in 2015 to 183 in 2016.**

VIRGINIA TRAFFIC FATALITIES 2006-2016



HPD is committed to preventing injuries and saving lives through the enforcement of our impaired driving laws, while educating the public about the importance of safe and sober driving.

Unfortunately, despite declining alcohol-related crash injuries and fatalities, Henrico was experiencing a slight rise in overall crash fatalities, as was the trend nationwide and throughout Virginia.

POLICY

HPD has developed a directive that empowers officers to aggressively conduct impaired-driving enforcement. The directive states: **"Officers shall actively pursue, arrest and assist in the prosecution of all persons who drive a motor vehicle while under the influence of alcohol and/or drugs."**

Our Command Staff's commitment and endorsement of written guidelines for impaired driving detection and apprehension are outlined in Directive LP-12. HPD trains all sworn personnel in the National Highway Traffic Safety Administration (NHTSA) recognized Standardized Field Sobriety Tests (SFST) during Basic Academy training and during periodic in-service classes. It states an officer shall administer these tests upon contact with a driver suspected to be impaired or under the influence of alcohol and/or drugs.

LP-12 consists of 11 pages of impaired driving enforcement procedures and information. Included in Directive LP-12 are details regarding:

- » *Breath and blood test procedures*
- » *Driving under the influence as it pertains to commercial motor vehicle drivers*
- » *Persons under 21 years of age*

HENRICO COUNTY POLICE DIVISION

IMPAIRED DRIVING



- » *Transporting a minor while under the influence*
- » *Alcohol-related license suspensions*
- » *Administrative impoundments of vehicles*
- » *Administrative suspension of driver's licenses*
- » *Violations of someone driving outside their ASAP restrictions from an alcohol and/or drug-related offense*
- » *Felony DUI procedures*

HPD recognizes not all impaired driving involves alcohol. In this same directive, guidelines and information on drug impairment are included. It describes how an officer should obtain a blood sample and the procedure for submitting the blood vials for analysis.

HPD also recognizes that some drivers are impaired while operating Commercial Motor Vehicles and specifically guides officers in the enforcement of these drivers. It details specific law code sections that pertain to CMV drivers and reminds officers they can call upon Henrico Motor Carrier Inspectors for further assistance.

Additionally, the division identifies establishments where suspected impaired drivers consumed alcoholic beverages. The arresting officer documents the names of these establishments in required reports. This data is collected to identify repeat businesses that may over-serve guests. Directive LP-12 also addresses businesses deemed public nuisances. This data helps the division identify target areas for enforcement. Public Nuisance establishments are also reported to our partner, the Virginia Alcohol Beverage Control Board, for further review. To aid in the prosecution of drivers impaired by al-

cohol and/or drugs, LP-12 mandates each officer provide the prosecutor's office with documents from the arrest. These documents assist with future prosecution of cases, as well as with arraignments and bond hearings the day after an arrest.

PLANNING

The HPD Traffic Enforcement Unit is responsible for analyzing arrest records and crash data. This analysis assists the division with identifying when and where to prioritize enforcement efforts. Goals are established by the Commander of the Traffic Enforcement Unit each fiscal year. These goals serve as the Unit's annual guide to ensure we are strategically and efficiently utilizing our resources. Using this analysis, the Commander determines the number of DUI saturation patrols and road checkpoints to be implemented each year. Traffic Enforcement supervisors are responsible for creating safety initiatives as well as participating in national and regional campaigns. Our traffic safety campaigns are prioritized in the following manner:

- » School zones
- » High crash locations and intersections
- » Problem areas identified by citizen complaints
- » Problem areas identified by high volume of violations
- » Problem areas identified through arrest records (Public Nuisances)

HPD actively pursues VSHSP's *Toward Zero Deaths* goal of reducing deaths and severe injuries by half by the year 2030 (an average decline of 3% annually). Review of Henrico crash statistics revealed a **9% decline in alcohol-related crashes and a 13% decline in alcohol-related crash fatalities and injuries** from 2015 to 2016. Crash statistics also re-

HENRICO COUNTY POLICE DIVISION

IMPAIRED DRIVING



vealed an increase in impaired driving arrests from 2015 to 2016. HPD DUI Enforcement Team, along with officers executing Operation HOPE (Henrico Officers Patrolling Effectively), focused on reducing impaired driving by conducting Saturation Patrols along with Sobriety Checkpoints. The decline in alcohol-related crashes, fatalities and injuries, in conjunction with an increase of impaired-driver arrests, demonstrates HPD’s commitment of achieving VSHSP’s *Toward Zero Deaths* goal.

TRAINING

HPD is committed to providing quality training to all employees. Training is regarded as one of the most important aspects of law enforcement. In 2016, **all 647 HPD officers received in-service training related to impaired-driving enforcement.** Additionally, 84 officers received advanced training in impaired-driving enforcement, for a total of 719 staff training hours.

TRAINING	OFFICERS TRAINED	STAFF HOURS
Intoximeter Recertification	52	208
Intoximeter Basic Certification	1	16
DUI/DUID In-Service	647	323
DUI/SFST Instructor School	3	96
DUI/SFST Instructor Recertification	11	44
DUID Training	2	16
DUI/DUID Roll-Call Training	15	15
TOTAL	731	719

The following training was conducted in 2016:

Breathalyzer Operator School Training

One officer was trained to perform Breathalyzer tests on individuals arrested for DUI through the Virginia Department of Forensic Science.

DUID Training for Officers

Two officers received a full day training session specific to arresting drug-impaired drivers.

SFST Instructor School

Three officers completed a 32-hour training certification course to become a SFST Instructors.

Breathalyzer Operator Recertification Training

Fifty-two officers received training for recertification for Breathalyzer operator licenses.

DUI/DUID In-Service Training

All 647 sworn officers received in-service training on the proper procedure for obtaining a suspects blood sample, based on U.S. Supreme Court decision in *Birchfield v. North Dakota*.

NHTSA DUI/SFST Training for Academies

Two HPD Basic Training Academies were held in 2016 where all new officers received SFST training.

DUI/SFST Instructor Recertification

Eleven DUI/SFST instructors received recertification training.

DUI Roll-Call Training

Fifteen officers received roll-call refresher training in DUI enforcement and procedures.

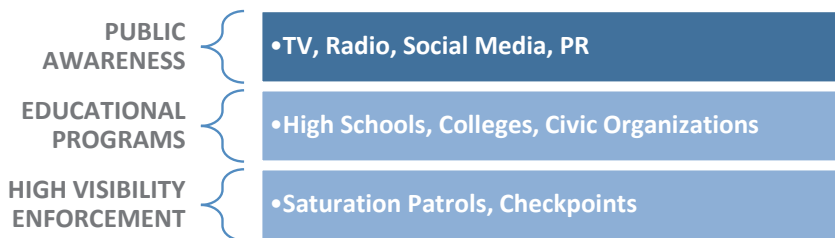
HENRICO COUNTY POLICE DIVISION

IMPAIRED DRIVING



PUBLIC INFORMATION & EDUCATION

HPD has adapted a three-tiered approach for informing and educating the public about impaired driving as outlined in the chart below.



Social Media

The HPD Public Information Office actively and transparently engages citizens through the use of social media outlets such as [Facebook](#), [Twitter](#), [Pinterest](#), and [YouTube](#). This year marked the sixth year HPD has enjoyed this relationship with its citizens online. These channels have proven the most efficient and timely means of distributing traffic safety information to the public. HPD promotes campaigns such as [Click it or Ticket](#) and [Checkpoint Strikeforce](#), holiday travel safety tips, as well as hazardous roadway and weather conditions. In 2016, HPD had more than 11,200 followers on both Facebook and Twitter.

Public Information Officer

HPD Public Information Officer, Lt. Chris Garrett, provides media with news releases containing information regarding sobriety checkpoints and saturation patrols, but does not disclose information regarding location. Local media often feature news stories on scene from checkpoints.

Local Government Access Television

Henrico County operates local public access cable channel HCTV-17. HPD regularly utilizes the station to broadcast slide shows and news stories that raise awareness of sobriety checkpoints, saturation patrols and holiday driving safety.

Underage Impaired Driving Awareness

Every middle and high school in the county is assigned an officer from HPD. These officers are involved in the Driver's Education Program and assist with instruction of some of these classes. Presentations are given to make students aware of the consequences of drinking and driving, driving distracted and not buckling up.



HPD USES SOCIAL MEDIA TO RAISE AWARENESS ABOUT CONSEQUENCES OF DRIVING IMPAIRED

HENRICO COUNTY POLICE DIVISION

IMPAIRED DRIVING



Members of the HPD Traffic Safety Unit participate in youth education about driving under the influence. In 2016, officers delivered presentations to multiple high schools and colleges in the area. Sergeant Rob Netherland gives an annual lecture at Collegiate High School pertaining to driving under the influence. Other topics include distracted driving, defensive driving, occupant protection and general traffic laws. There is an open question and answer session for the students to ask any traffic related questions. Sergeant Netherland hosts a lecture that same evening in which parents are invited. Many of the same topics are discussed, and parents leave with a thorough knowledge of traffic laws pertinent to young drivers and tools to keep their young drivers safe.

In 2016, Officer Craig Jones conducted an **under-age drinking and driving experience for several youth organizations**, including Police Explorers, JROTC and Youth Police Academy. A cone course is set up and the students drive through the course wearing DUI goggles. There are two pair of goggles that mimic impairment. The first mimics someone

with a blood alcohol concentration (BAC) between .07-.10; the other mimics someone with a BAC between .17-.20. Students drive golf carts through the cone course while wearing the goggles to experience what an impaired person may see and feel while operating a vehicle.

Mothers Against Drunk Driving Support

HPD has maintained a close working relationship with the local MADD organization for many years. Officers from the division, along with several other local police departments, organizations, victims, and survivors participated in the annual **Walk Like MADD and Dash 5k** fundraiser hosted by Henrico County. Victims walk in remembrance of family or friends who tragically lost their life in an impaired-driving incident. Survivors walk to celebrate their recovery. The Walk took place April 16, 2016 and welcomed more than 500 participants. **HPD was awarded the Top Law Enforcement Agency for donations made to the fundraiser.** Fundraising dollars support the Richmond and Virginia MADD chapters and help raise awareness.

HPD also participated in the MADD Candlelight Vigil at Lewis Ginter Botanical Gardens, MADD Awards Ceremony at Short Pump Hilton, and MADD Tie One On for Safety (Red Ribbon Campaign) kick-off at Richmond Ford West. Each of these Central Virginia MADD events were graciously hosted in Henrico County in 2016.

Drive Sober or Get Pulled Over and Checkpoint Strikeforce

An excellent way to raise public awareness of impaired driving is to notify drivers of upcoming sobriety checkpoints. HPD notifies local media outlets of scheduled checkpoints without disclosing



HPD AT MADD'S 2016 WALK LIKE MADD AND DASH 5K

HENRICO COUNTY POLICE DIVISION

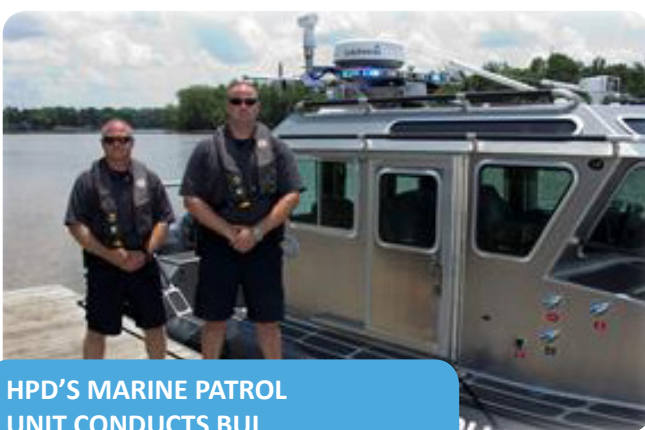
IMPAIRED DRIVING



location information. Drivers are subsequently warned HPD will be out in force to remove impaired drivers from our roadways. Local media often broadcasts footage from checkpoints during or after the operation is complete. HPD also participates in the *Checkpoint Strikeforce* and *Drive Sober or Get Pulled Over* campaigns each year. Many checkpoints are made possible through our collaborative relationship with Virginia Department of Motor Vehicles (DMV), which provides grant money to offset personnel costs.

Boating Under the Influence Awareness

Members of the Police Marine Patrol conducted numerous special enforcement operations that targeted boating safety laws and boating under the influence (BUI). Operations were conducted on **Memorial Day, Fourth of July and Labor Day holiday weekends in 2016**. Additionally, the Marine Patrol participated in joint enforcement operations with the U.S. Coast Guard and Virginia Conservation Police.



HPD'S MARINE PATROL UNIT CONDUCTS BUI ENFORCEMENT OPERATIONS.

ENFORCEMENT

HPD understands visible and effective traffic enforcement is crucial to saving lives and reducing traffic crashes. Enforcement activities are executed to maximize the safe flow of traffic and obtain compliance of laws from the public. HPD Chief of Police, Humberto I. Cardounel Jr., continues to identify impaired driving as a top priority in traffic safety. Chief Cardounel is committed to a proactive traffic safety program that utilizes education and enforcement to accomplish this task.

There are five ways to violate Virginia's DUI law:

- » *Operating a vehicle with a blood alcohol level at or above 0.08*
- » *Operating a vehicle while under the influence of alcohol*
- » *Operating a vehicle while under the influence of drugs*
- » *Operating a vehicle while under the influence of both alcohol and drugs*
- » *Operating a vehicle with a blood cocaine level of 0.02, a blood methamphetamine (meth) level of 0.10, a blood phencyclidine (PCP) level of 0.01, or a blood 3,4-methylenedioxy-methamphetamine (MDMA) level of 0.10*

Sobriety Checkpoints

HPD conducted 11 checkpoints during 2016. Many were conducted in conjunction with other law enforcement agencies, including Virginia State Police, Hanover County Sheriff's Office, Richmond City Police, Chesterfield County Police and New Kent County Sheriff's Office. These checkpoints removed many unsafe drivers from roadways and facilitated the apprehension of wanted subjects and the recovery of illegal drugs and weapons.

HENRICO COUNTY POLICE DIVISION

IMPAIRED DRIVING



Checkpoint locations are determined based on a list of criteria outlined in the HPD Directives Manual. The criteria include, but is not limited to, **high crash locations, impaired driving arrests and traffic arrests**. Local media are invited to many checkpoint operations, but again, the location is not disclosed to the public until the operation has ended. Doing so enables HPD to spread awareness not to drink and drive or to have a designated driver. Some checkpoints conducted in 2016 centered around holidays in which alcohol is known to be consumed more heavily, which included St. Patrick's Day, Thanksgiving and the Christmas season.

On December 9, 2016, HPD conducted a checkpoint on US Route 1 within Henrico County's jurisdiction. Under the direction of Sergeant Netherland, HPD set a goal to have every law enforcement agency in Virginia (in which U.S. Route 1 corridor was located) to conduct a checkpoint or saturation patrol within its jurisdiction on the same date. Along with HPD, the Hanover County

Sheriff's Office, Richmond City Police, Chesterfield County Police, and Virginia State Police participated. By starting small, the division's goal is to have a **border to border checkpoint/saturation patrol** every year on a designated date, selected randomly in advance, in which every agency participates.

Impaired Driving Enforcement Team (DUI Team)

Over the last eight years, HPD's Traffic Safety Unit has utilized a part-time Impaired Driving Enforcement Team to assist in combating the issue of impaired drivers. The team currently consists of 20 officers and 7 sergeants. The officers are from various units within the division, including Patrol Operations, Traffic Safety, Schools and Community Policing. The officers that make up the team have shown an extraordinary effort in detecting and arresting impaired drivers.

The team conducts saturation patrols and assists with checkpoints throughout the county at least one night every week and on holidays. The sole purpose of the team is to interdict and arrest impaired drivers and make the roadways

safer for the motoring public. They typically work between 9 p.m. until 3 a.m., when the majority of impaired drivers occupy the county roadways. In 2016, the team conducted **61 saturation patrols consisting of more than 2,500 staff-hours**, and assisted with numerous DUI checkpoints conducted by HPD. The team **arrested 155 impaired drivers** in 2016 as a result of these patrols and checkpoints. The division as a whole made **1,012 impaired-driving arrests during 2016**.



HPD CONDUCTED 11 SOBRIETY CHECKPOINTS IN 2016

HENRICO COUNTY POLICE DIVISION

IMPAIRED DRIVING



Holiday Impaired Driving Enforcement: *Operation HOPE*

Each year, the HPD Traffic Safety Unit participates in Operation HOPE (Henrico Officers Patrolling Effectively). This traffic enforcement initiative takes place between the Thanksgiving and Christmas holidays as Henrico County sees a significant increase in traffic volume around the county's numerous shopping malls during this time of year.

Officers were assigned to areas in which traffic volume increases to provide high visibility patrol and enforcement and interdict impaired and aggressive drivers and remove them from the roadways. Officers also conducted speed and occupant protection enforcement during peak shopping hours on Saturdays and provided higher visibility to shoppers. **A total of two DUI arrests and 192 summonses were issued** by officers during the four day *Operation HOPE*.

OUTCOMES

HPD formally recognized three officers for their hard work and dedication in the area of impaired driving enforcement and apprehensions. **These officers were the top ranked officers for the number of DUI arrests in 2016.** All three officers received an award from MADD for their efforts to reduce impaired driving. Additionally, Officer Jones received the award for Top DUI Enforcement Officer from HPD.

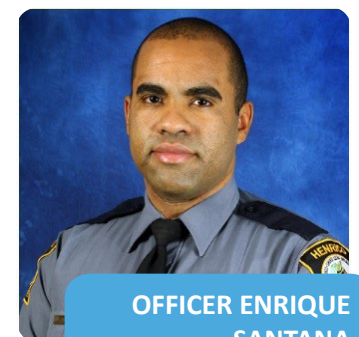
HPD's Traffic Safety Unit uses statistical data throughout the year educate the public about safe driving practices in an effort to reduce crash injuries and fatalities. The Criminal Records Unit tracks all motor vehicle crashes, summonses issued and types of arrests. This data is provided to officers and supervisors and includes information about crash locations so HPD may enhance its educational and enforcement efforts at these locations.



OFFICER CRAIG JONES
85 DUI ARRESTS



OFFICER JAMES GRAY
62 DUI ARRESTS



OFFICER ENRIQUE SANTANA
57 DUI ARRESTS

HENRICO COUNTY POLICE DIVISION

IMPAIRED DRIVING



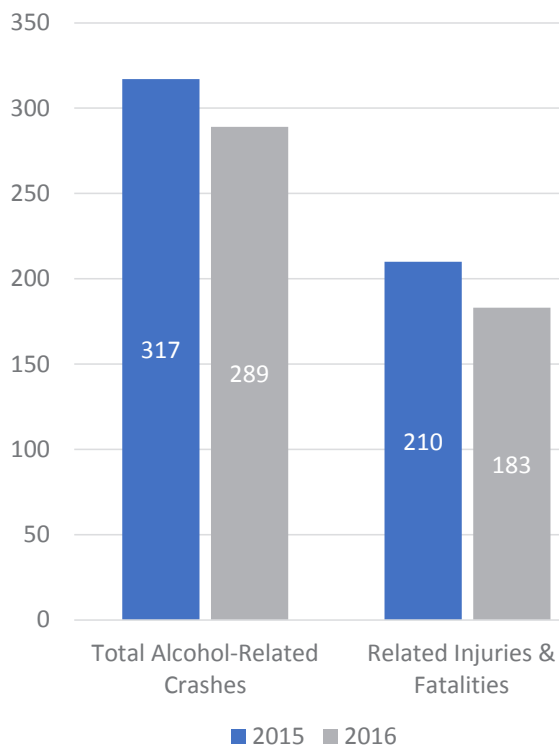
Officers and supervisors can also retrieve the majority of this information from their vehicles utilizing their mobile data computers (MDC). Supervisors from the Traffic Safety Unit, members of the Criminal Records Unit and officials from local and state traffic engineering departments meet quarterly

to analyze the collected data and to determine if roadway improvements or enforcement operations would reduce crashes or crash types.

TYPE OF INITIATIVE	DUI ARRESTS	DRUG ARRESTS
Saturation Patrols - 61	138	61
Road Checks - 12	17	23


HPD's 2016 impaired driving initiatives, which included saturation patrols and checkpoints, **resulted in 155 DUI arrests and another 84 drug-related arrests**. Arrests were made in the evening and nighttime hours when impaired driving is highest.

**ALCOHOL-RELATED CRASHES
HENRICO COUNTY 2015-2016**



Upon reviewing the efforts made by HPD in 2016 toward decreasing impaired driving and alcohol-related crashes, **several achievements were realized:**

- » Well trained officers arrested more impaired drivers in 2016 than in 2015.
- » Alcohol-related crashes in Henrico County dropped 9%: from 317 in 2015 to 289 in 2016.
- » Alcohol-related crash fatalities and injuries dropped 13%: from 210 in 2015 to 183 in 2016.

	TYPE OF DIRECTIVE GENERAL ORDER	NUMBER G-85-17
	SUBJECT TRAFFIC LAW ENFORCEMENT	EFFECTIVE DATE 03/02/17
	REFERENCE NHTSA "MANUAL OF MODEL POLICE TRAFFIC SERVICES," CALEA	RESCINDS G-85-11 REV.

PURPOSE

To define traffic enforcement alternatives. To encourage proper handling of the traffic violation from the point when the decision to stop the violator is made until the encounter is terminated.

POLICY

Traffic enforcement is an important tool that can be utilized to enforce traffic laws and gather information concerning criminal activity. Seatbelt and child restraint enforcement, speeding, and identifying impaired drivers are a top priority. Officers are encouraged to conduct various enforcement activities to address these issues. Enforcement action should be taken upon detection of a violation of law or a potentially hazardous act and shall be taken in a uniform and consistent manner. Any information from these enforcement activities can be utilized by *Special Operations*, Patrol, CASE, or any *Police* Division component to increase traffic safety and further the suppression of criminal activities.

I. ENFORCEMENT ACTIONS

- A. In dealing with a traffic violator, there are four enforcement alternatives for the officer to consider:
 - 1. Physical arrest is limited by law as to its application.
 - 2. Issuance of a summons shall be *the Police* Division's primary traffic enforcement action. While the use of officer discretion is a valid procedure to be used in determining the need to issue a summons, members of *the Police* Division shall cite those persons who commit violations deemed to be traffic crash causative in compliance with RP-06. Enforcement shall be at a level commensurate with crash-frequency and severity-reduction efforts.
 - 3. Verbal warning is a viable alternative if, in the officer's determinations, the violator's actions (to include the type of violation, its severity, and the violator's intent, not attitude), in conjunction with temporal and geographic circumstances, would be best corrected by not issuing a summons.
 - 4. Officers who discover vehicle operators believed to be a hazard to themselves or others, due to incompetence, physical/mental disability, disease, or other conditions that might prevent those operators from exercising reasonable and ordinary care in the operation of a motor vehicle, shall complete a MED3 Medical Review Request and place it in the appropriate box at PSB/*Villa Park*/FOS.


B. Application of the aforementioned alternatives can be considered for most classifications of

TRAFFIC LAW ENFORCEMENT G-85-17

violations. The following is a list of types of violations and acceptable enforcement actions:

1. **Driving under the influence – a major cause of traffic crashes and their severity and the *Police* Division's first traffic enforcement priority. The strict enforcement through physical arrest of *impaired* drivers is an absolute necessity which allows for no justifiable discretionary deviation if, through field testing and observation, the officer determines that the violator is indeed intoxicated.**
2. Speeding and other hazardous violations (e.g. reckless driving, following too closely, disregarding traffic signals, ***distracted driving***) – considered to be causative, these violations are often times the cause for selective enforcement activities. Such violations shall be subject to the ***Police*** Division's primary traffic enforcement action and only when all stipulations in section I.A.3 are met can an officer consider a verbal warning.
3. Equipment and other non-hazardous violations – depending upon the nature and severity of the violation, and its relationship to the causes of ***crashes***, the officer may elect to implement discretionary prerogatives in determining the appropriate enforcement action.
4. Public carrier/commercial vehicle violations – generally regulatory in nature, the laws governing public carriers and commercial vehicles are designed to instill confidence in the public for those who use the highways for commercial purposes. Violations of those laws are an infringement of public trust that is a matter the ***Police*** Division is obligated to uphold. Issuance of warnings should be limited to those occasions when the violator is unaware of the violation.
5. Multiple violations – encountering a motorist who has committed multiple violations provides the most opportune occasion for an officer to exercise alternatives to the primary enforcement action. While multiple summons issuances are often appropriate, the officer should give first consideration to the most serious/flagrant violation(s).
6. New traffic regulations – grace periods shall be given for violations of certain new regulations (listed below). Violations of all other new regulations shall be subject to the ***Police*** Division's primary enforcement action immediately upon enactment.
 - a. Turning/parking regulations – 7 day grace period
 - b. Reductions in speed limits – 30 day grace period
7. Off-road vehicles – these types of vehicles, including dirt bikes, mini-bikes, and all-terrain vehicles, present unique problems for law enforcement. Many violations of this type involve private property; however, each officer should be aware of State Code 46.2-915.1 and others that govern the use of these vehicles. Safety of the operator and the general public are paramount when dealing with these violations.

II. THE TRAFFIC STOP

	TYPE OF DIRECTIVE LINE PROCEDURES	NUMBER LP-12-17 REV.
	SUBJECT DRIVING UNDER THE INFLUENCE	EFFECTIVE DATE 03/29/17
	REFERENCE	RESCINDS LP-12-17

POLICY

The Police Division will actively engage in programs that promote highway safety and education. Officers shall actively pursue, arrest, and assist in the prosecution of all persons who drive a motor vehicle while under the influence of alcohol and/or drugs.

PROCEDURES

I. DRIVING UNDER THE INFLUENCE OF ALCOHOL

- A. There are four (4) instances when an officer will have the opportunity to contact a suspect driver and initiate part or all of the DUI processing procedure. These instances include:
 - 1. The officer stops a vehicle after observing a criminal or traffic violation;
 - 2. The officer stops a vehicle based upon reasonable and articulable suspicion that a driver is impaired or has committed a criminal violation;
 - 3. The officer responds to the scene of a crash and observes that an involved driver may be impaired by alcohol and/or drugs;
 - 4. Equipment, licensing, and sobriety checkpoints.

- B. Upon contacting a driver suspected of being impaired/under the influence of alcohol and/or drugs, the officer shall:
 - 1. Interview and observe the driver;
 - 2. Note any unusual odor, behavior, speech, etc;
 - 3. Ask if the driver takes any medications, including insulin, or if he or she has diabetes, disabilities or injuries.

- C. Administer Standardized Field Sobriety Tests (SFST)
 - 1. The SFST's are composed of the horizontal and vertical gaze nystagmus test, the walk and turn test, and the one leg stand test.
 - 2. SFST's shall be used unless physical disabilities or injuries require the officer to use alternative sobriety tests such as number counts, alphabet recitation, finger dexterity etc.

DRIVING UNDER THE INFLUENCE LP-12-17 REV.

2. Officers may place a charge of DUI while at a hospital or medical facility, at the scene of a vehicular crash, or at any location within three (3) hours of the occurrence of any motor vehicle crash (§19.2-81). The maintenance of the chain of evidence of alcohol contained in the suspect's blood should be a consideration when pursuing a DUI charge.
3. The officer shall obtain a sample of the suspect's blood as outlined in section III. It should be noted that a suspect may not necessarily be at a preferred medical facility, such as Parham Doctors' Hospital or Henrico Doctors' Hospital – Forest, unless the incident involves a crash and the suspect is transported to a different medical facility.
4. If the suspect unreasonably refuses to provide a blood sample, the officer shall in accordance with 18.2-268.3, read and execute the appropriate Declaration or Acknowledgement of Refusal form (DC-233) in the presence of a witness (i.e. nurse, technician, doctor), not a law enforcement officer. The witness should then print and sign their name on the space provided on the form.
5. The officer shall then issue a Virginia Uniform Summons to the suspect for the charge of Refusal to Permit the Taking of a Blood Sample (18.2-268.3) and attach (staple) the appropriate Declaration or Acknowledgement of Refusal form (DC-233) to the Court Copy of the Virginia Uniform Summons.
 - a. If the suspect refuses to sign the Virginia Uniform Summons, the officer shall respond to a magistrate and obtain a warrant for Refusal.
 - b. The arraignment date should be set in accordance with established arrest procedures in LP-02.
6. If the arrestee is going to be admitted to the medical facility and they are capable of signing a VUS, only then should the officer release them on the VUS for DUI.
 - a. Per the Commonwealth's Attorney's office, the admission to the hospital must be verified by the admitting physician.
 - b. However, if the person is not able to sign or refuses to sign the VUS, the officer shall obtain a warrant for the Driving Under the Influence charge and serve it as soon as practical.

V. DRIVING UNDER THE INFLUENCE OF DRUGS (DUID)

- A. Many factors may lead an officer to suspect that a driver is under the influence of drugs. These factors include impairment inconsistent with a preliminary breath test result, physical appearance, unusual behavior, drugs/paraphernalia found, driver statements, etc.
- B. If there is no evidence of alcohol consumption (i.e. smell of alcohol, beer cans, statements, PBT results), the officer may immediately proceed to Parham Doctors' Hospital and obtain the blood sample according to section III.

DRIVING UNDER THE INFLUENCE LP-12-17 REV.

- C. If there is evidence of alcohol and drug consumption, the officer shall administer a breath test. If the breath test indicates a blood alcohol content of less than .08 percent, the officer shall then proceed with obtaining a blood sample for the testing of drugs.
- D. When a blood test is taken pursuant to suspected drug influence:
 - 1. Forward the blood vials as provided by law in a container provided by or approved by the Division of Forensic Science.
 - 2. Respond to the magistrate to obtain a warrant.
- E. See section XIV for mailing and delivery procedures of blood vial kits.

VI. DRIVING UNDER THE INFLUENCE – COMMERCIAL MOTOR VEHICLE DRIVERS (§46.2-341.24)

- A. Officer's shall place a charge of § (22-2)46.2-341.24 when the driver's BAC is at a level of .04 to .07.
- B. Officers shall place a charge of § (22-2)18.2-266 when the driver's BAC is .08 or higher.
- C. If an officer is unsure if a driver qualifies as a commercial motor vehicle operator, they may refer to §46.2-100 or contact any Division Motor Carrier Inspector for verification.

VII. PERSONS UNDER AGE TWENTY-ONE (21) DRIVING AFTER ILLEGALLY CONSUMING ALCOHOL (§18.2-266.1)

- A. This statute applies to those persons under the age of twenty-one (21) operating any motor vehicle after illegally consuming alcohol. Any such person with a blood alcohol concentration of 0.02 percent or more, but less than 0.08 percent as indicated by a chemical test, will be charged under this statute. The same breath test and procedures apply as a DUI.
- B. Refusal of breath test procedures (§18.2-268.3) applies to illegal consumption of alcohol for persons under twenty-one (21) years of age.

VIII. TRANSPORTING A MINOR 17 YEARS OF AGE OR YOUNGER (§18.2-270)

When an officer arrests any person for a violation of §18.2-266 (DUI) and the arrested person was transporting a person 17 years of age or younger, or as authorized in §16.1-278.9 (Delinquent Children), the officer shall obtain a statement from the driver regarding his knowledge of the minor passenger. This information may be used to support an enhanced penalty against the arrested person. The officer should record this statement in his/her DUI Worksheet.

IX. VIOLATIONS OF ASAP RESTRICTIONS (§18.2-272)

DRIVING UNDER THE INFLUENCE LP-12-17 REV.

- A. Officers shall submit a RFLE within ten (10) days from the date of arrest for any blood vial kits to be submitted to the Division of Forensic Science.
- B. In instances of DUI/DUID cases, officers shall include with the submission of the blood vial kits a Request for Laboratory Examination and a photocopy of the DUI worksheet. All items are to be placed in one package when mailed or delivered to the State Lab. On the RFLE, make notification that the blood draw was by Implied Consent or by Search Warrant.
- C. Blood vial stamps are available from the Receptionist at the Public Safety Building during normal administrative working hours or Criminal Records Unit after normal administrative working hours.

XV. PUBLIC NUISANCES

- A. In an effort to identify commercial establishments located in Henrico County that serve alcohol to suspects who are later arrested for DUI, officers shall:
 - 1. Complete an ICR regarding any suspect who consumes alcohol at commercial establishment(s) in Henrico County and has submitted to a breath test;
 - 2. List the offense type as “Public Nuisance”;
 - 3. List the offense location(s) as the address of the commercial establishment where the suspect consumed the alcohol;
 - 4. Write in the narrative section of the ICR any information which would assist in the identification and prosecution of commercial establishment(s) as public nuisances, such as the suspect’s BAC and the number of drinks consumed at the establishment(s).
- B. Every January and July, the Commander, Community Policing will conduct an analysis of locations reported as public nuisances on an ICR and bring any repeat locations to the attention of the Virginia Department of Alcoholic Beverage Control for follow-up action.

XVI. INCIDENT CRIME REPORT/CASEBUILDER

- A. All DUI Arrests require an ICR be completed. The arrestee’s information, as well as vehicle information, shall be included on the ICR.
- B. A CaseBuilder Prosecutive Report shall be completed for all DUI/DUID Arrests (refer to LP-63). Officers shall be diligent to include all pertinent documents in their electronic case file.

XVII. DOCUMENTATION FOR COMMONWEALTH’S ATTORNEY

- A. To facilitate the processing of arrestees at arraignments and to reduce the need for officers to respond to motions for discovery, officers shall provide the magistrate with copies of the following documents:

DRIVING UNDER THE INFLUENCE LP-12-17 REV.

1. DUI Worksheet;
 2. Certificate of Analysis or Refusal; and
 3. Criminal Complaint Form.
- B. Pursuant to a prior agreement, the magistrate will attach the above documents to the Commonwealth's Attorney's copy of the arrest warrant(s).

XVIII. Body Worn Camera

- A. Once the camera is activated, leave camera on until the suspect has been turned over to the jail. This includes the observation time during the breath test. All statements and video evidence is to be captured for prosecution of the case.

By Order of:

Humberto I. Cardounel, Jr.
Chief of Police

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



PROBLEM IDENTIFICATION

As the Henrico County Police Division (HPD) strives for safety of the motoring public traveling the roadways of Henrico County, occupant protection as a primary goal of HPD. Specifically, HPD seeks to reduce the number of individuals killed or injured in motor vehicle crashes in Henrico County in conjunction with increasing the usage of seat belts and child safety seats.

According to the National Highway Traffic Administration, in 2015, **88 people, on average, were killed every day in the United States in motor vehicle crashes.** The Virginia Department of Motor Vehicles Highway Safety Office reported in 2015, 753 individuals were killed in motor vehicle crashes in Virginia; 64,509 were injured. Of those individuals killed in crashes, 310 were unrestrained. Of the 64,509 that were injured, 6,139 were unrestrained.

Virginia does not have a primary seatbelt law for occupants 18 years of age and older. A police officer must observe another violation to stop a motorist before a summons for a safety belt violation

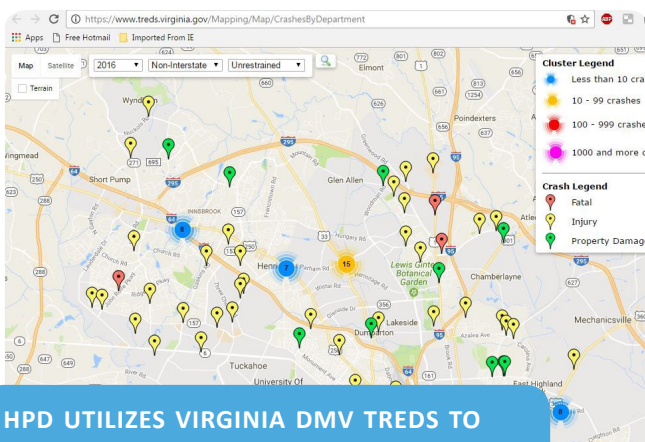
can be written. However, Virginia does have a primary enforcement seatbelt law for occupants under the age of 18 years old.

Adult Occupant Protection

Officers in the HPD Traffic Enforcement Unit utilized Virginia's Department of Motor Vehicles Traffic Records Electronic Data System (TREDS) to conduct problem identification and the development of resolutions for safety programs. In early 2016, officers from the Traffic Enforcement Unit researched seatbelt usage of drivers and passengers from crashes occurring in Henrico County from 2013 to 2015. There were a total of 405 drivers and 127 passengers reported to have been unbelted at the time they were occupants in reportable crashes. In 2015, the rate of unbelted fatalities in Henrico County was 35%. Although HPD would like to see 100% seatbelt usage, we believe if our message reaches at least one person and convinces him or her to buckle up, we consider that a success and potentially one more life that may be saved should a collision occur on the roadway.

Nighttime Seatbelt Usage

Officers from the Traffic Enforcement Unit also analyzed nighttime seatbelt usage. Officers found the time of day with the greatest number of unrestrained-related fatal crashes in 2015 was **between 6 p.m. and midnight (66%)**. The time of day with the greatest number of unrestrained-related serious injury crashes was **between midnight and 3 a.m. (29%)**. Based on this quantitative data, HPD engaged in several counter-measures (described throughout this chapter) to increase seatbelt usage, which included education, enforcement and community outreach.



HPD UTILIZES VIRGINIA DMV TREDS TO IDENTIFY PROBLEMS AND DEVELOP RESOLUTIONS.

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



Seatbelt Surveys

HPD conducts seatbelt surveys at high crash locations bi-annually, usually during *Click It or Ticket* campaigns in May and November. Officers are assigned high crash intersections where they observe 100 drivers and documents seatbelt usage. HPD conducts these surveys at the beginning and end of each mobilization to determine if there was an increase or decrease in seatbelt usage. In spring of 2016, **the first seatbelt survey showed 79% compliance; the second seatbelt survey showed 85% compliance.** The Commonwealth of Virginia seatbelt usage rate for 2016 was 79%.

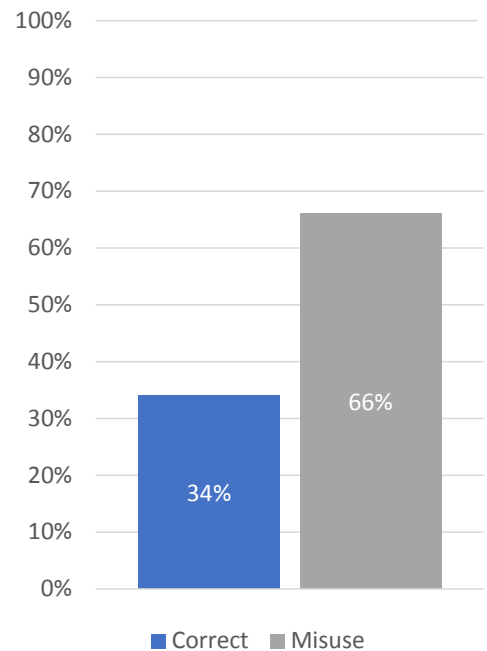
Child Passenger Safety

NHTSA has estimated that child passenger safety seats reduce the risk of fatal injury in passenger cars by 71% for infants (younger than 1 year old) and by 54% for toddlers (1-4 years old). For infants and toddlers in light trucks, the corresponding reductions are 58% and 59%, respectively.

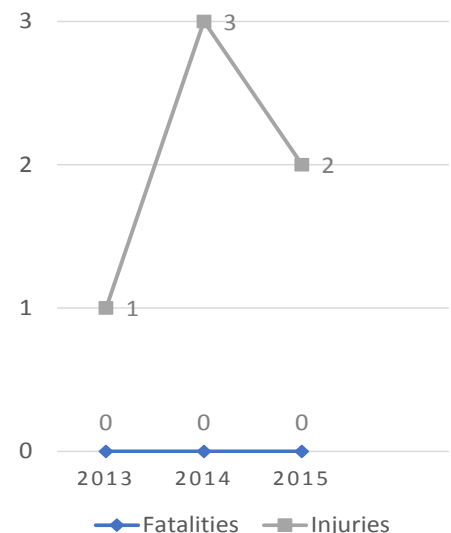
Additionally, according to the Virginia Department of Health (VDH), during FY2015, VDH Safety Seat Check Stations reported 86% of safety seats checked were found with at least one misuse. **In Henrico County, the misuse rate was 66% .**

HPD Traffic Enforcement Unit also analyzed unrestrained fatalities and/or injuries in children aged 8 and under from 2013 through 2015. Fortunately, Henrico County saw no loss of life due to an unrestrained child aged 8 or under, however there were 6 children injured due to being unrestrained in crashes. Research shows during the same time frame, 5 children died and 243 children were injured in Virginia throughout due to being unrestrained in crashes. HPD realizes while our jurisdiction's figures are fairly low, the potential for children to be injured is high; the devastation of such an incident even higher.

CHILD SAFETY SEAT MISUSE RATE HENRICO COUNTY FY2015



UNRESTRAINED FATALITIES AND INJURIES AGES 8 AND UNDER HENRICO COUNTY 2013-2015



HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



POLICY

HPD Chief of Police, Humberto I. Cardounel, Jr. has implemented several policies that cover different aspects of occupant protection—from usage to enforcement. The first policy states that all officers operating a police vehicle, whether they are on or off-duty, as well as all occupants riding in police vehicles shall wear seat belts. Further, HPD considers occupant protection enforcement a top priority for the agency. In HPD Directive G-85 TRAFFIC LAW ENFORCEMENT POLICY, Chief Cardounel directs officers to enforce seatbelt and child restraint violations when observed while on patrol.

HPD also believes the safety of persons in police custody is paramount. Therefore, Chief Cardounel has provided guidance through policy outlined in HPD Directive G-57-13, all persons in HPD custody shall be seat-belted when being transported in police vehicles.

As stated at the beginning of this chapter, HPD holds the belief that the enforcement of laws concerning occupant protection is a top priority. HPD Directive G-85 TRAFFIC LAW ENFORCEMENT POLICY outlines for officers the importance of enforcing occupant-protection laws.

The directive lists types of violations and acceptable enforcement actions, outlining the considerations and procedures affiliated with traffic stops, executing the stop, discussing officer-violator relations, procedures when using grant money for traffic specials and circumstantial reporting procedures. Each policy is attached.

PLANNING

HPD's Traffic Enforcement Unit is a specialized police unit that consists of officers specially trained in many aspects of traffic safety, including occupant protection. Every year, the unit (as well as all other HPD sections and units) develops annual goals, which they submit to the Chief to be included in the Division's overall goals and objectives for the fiscal year ahead. To measure this unit's success, the Chief outlined specific goals, including:

- » Increase child safety seat inspections and installations by 10% over previous year
- » Increase public awareness through use of variable message boards

Throughout 2016, HPD supported the VSHSP in the following ways:

- » Educated the public on importance of using safety belts
- » Conducted high-visibility safety belt enforcement campaigns (i.e. *Click It or Ticket*)
- » Improved child occupant protection through education, outreach, and enforcement

Child Passenger Safety

In 2016, at the direction of the Chief, HPD partnered with Virginia Department of Health (VDH) by way of signed Memorandum of Understanding. This memorandum stated HPD would be a Safety Seat Check Station where parents and caregivers receive free hands-on help from a certified Child Passenger Safety Technician to learn how to install safety seats by visiting the station or safety seat check event. HPD believes when we work together, law enforcement and public health communities are a strong force that can affect real change. HPD also established a [Traffic Safety Hotline](#) where parents or caregivers can set-up an appointment with a certified HPD Child Passenger Safety Technician to have child safety seat installations checked.

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



In May 2016, HPD's Traffic Enforcement Unit initiated a collaborative partnership with the Henrico County social services coordinator for Essex Village Apartments and the Low-Income Safety Seat Distribution and Education Program, sponsored by the VDH Injury and Violence Prevention Program. VDH's Low Income Safety Seat Program provides child safety seats to families who cannot afford them and ensures the seats are used correctly. Certified HPD Child Passenger Safety Seat Technicians provided education to program participants, ensured proper fit of each child and installed seats into participants vehicles.

Young Adults

In 2016, HPD's Traffic Enforcement Unit continued its own Henrico's Occupant Protection Education (HOPE) Initiative in partnership with the Children's Hospital of Richmond at VCU. Our target audience was Henrico County Public Schools high-school students. HPD provided lessons on the importance of occupant protection and safe driving practices. The goals of HOPE support the VSHSP in three areas

- » Decrease unrestrained passenger vehicle occupant fatalities.
- » Decrease drivers ages 20 or younger involved in fatal crashes.
- » Increase statewide observed seat belt use of front seat occupants in passenger vehicles.

In 2016, HPD also initiated a partnership with county high schools and created written agreements of mandatory seatbelt usage between the students, parents, and schools. Officers worked with the schools to have the mandatory seatbelt usage tied into the students parking permit. Therefore, if stu-

dents are observed in violation of the agreement, disciplinary actions that can be taken by school staff that **could ultimately lead to the suspension or loss of parking privileges.**

Operations

Every month, members of the Traffic Enforcement Unit meet to discuss details of the following month's operations, programs and initiatives. Detailed plans are then created for each using the division's Operations Plan Form HCPD-383, which includes

- » Summary of event or incident
- » Objectives
- » Threats and hazards
- » Comments and notes
- » Briefing
- » Resources needed or used
- » Personnel assignments

Using this form helps ensure a well-planned, effective operation for each event, initiative or operation, thereby positioning the unit to achieve its annual goals.

In 2016, HPD planned and conducted 56 seat belt operations that included occupant protection campaigns such as *Click it or Ticket*, child safety seat check events and operations aimed at teen drivers. Of the 56 operations, 41 focused on enforcement; 8 focused on child safety seat checks. HPD takes occupant protection seriously, **as evidenced by its average of one seat belt operation per week throughout the year.**

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



Nighttime Seatbelt Usage

During 2016, HPD focused heavily on enforcement of occupant laws during nighttime hours. Through grants awarded by Virginia's DMV to the division, officers could execute enforcement efforts in top crash locations from each of the division's three patrol stations. The majority of enforcement efforts were conducted between the hours of 6 p.m. and 3 a.m. HPD was able to provide intervention by way of [79 occupant protection enforcement operations](#) during the target time of 6 p.m. to 3 a.m. as outlined in the Problem Identification section of this chapter.

To further support solutions outlined in the VSHSP, the HPD Public Information Office (PIO) incorporates Occupant Protection into its annual marketing plan and goals. Each month, as part of the Division's annual marketing plan, the PIO promotes occupant protection awareness and HPD programs, as well as other traffic safety information and campaigns.

TRAINING

During 2016, officers from the Traffic Enforcement Unit trained recruit police officers in occupant protection and unsafe child passenger seat detection and enforcement. Instructors emphasized occupant protection to recruits during Traffic Crash Investigation, Motor Vehicle Laws and Emergency Vehicle Operators Training (EVOT) training. In addition to the basic police academy, sworn HPD officers receive continued training related to topics of occupant protection.

Child Passenger Safety Enforcement Training

During the division's 2016 Basic Training Police Academies, 51 recruit officers were instructed on

identification and application of Virginia Traffic Codes related to child passenger occupant protection. Training included identifying child safety seat misuse which allowed our officers to properly enforce Virginia child passenger restraint laws.

Crash Investigation Training

In 2016, HPD recruit officers each received 48 hours of in-depth training on how to investigate a traffic collision. Recruits were taught ways to examine post-crash vehicles and other physical evidence to determine if occupants were or were not wearing seat belts at the time of the crash.

In April and September of 2016, the HPD Traffic Crash Investigation cadre facilitated further instruction to the police academy recruit classes by attending off-site training at the Insurance Institute for Highway Safety (IIHS) to observe a live crash test. Additionally, at IIHS recruit officers were educated on safety features installed in vehicles and the importance of restraint systems.

Upon successful completion of the academy and field training, officers are provided the opportunity to further their collision investigation skills by attending [Virginia DMV](#) courses [Fundamentals of Traffic Crash Investigation](#) and [Advanced Traffic Crash Investigation](#). With this additional training, officers increase their understanding of how to examine physical evidence to determine the use/non-use of restraints during a collision. In 2016, HPD hosted both courses at our facility and 45 HPD officers received this specialized training.

HPD also provided the opportunity for two officers to attend the [WREX 2016](#) (World Reconstruction Exposition) seminar in Orlando, Fl. May 2-6, 2016.

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



The officers attending the conference received updated training in the utilization of a **Crash Data Retrieval (CDR)** instrument. CDR is commercially available and provides access to critical vehicle crash data from the largest selection of car manufacturers. Examples of Crash Data parameters include: vehicle speed, crash severity (delta-V), seat belt circuit status and airbag deployment data. This data can be accessed post-crash to determine if occupants had been using their seat belts at the time of a crash.

Child Passenger Safety Technicians

HPD currently has three certified Child Passenger Safety Seat Technicians. Each technician must attend a strenuous four-day, 32-hour course administered by **Safe Kids Worldwide** through NHTSA. Due to ever-changing trends and technology in child passenger safety seats, technicians are required to re-certify every two years. One HPD officer received continuing education in 2016 with the help of Safe Kids Virginia.

EVOT

(Emergency Vehicle Operators Training)

During the division's 2016 Basic Training Police Academies, recruit officers each completed 80 hours of instruction on the operation of emergency vehicles. The importance of wearing seat belts is emphasized throughout the entire instruction period. Additionally, one complete block of instruction is dedicated to the safety features of the vehicles, and the importance of wearing safety belts.

PUBLIC INFORMATION & EDUCATION

HPD emphasized occupant protection throughout 2016. The division continued its involvement with *Click It or Ticket* to get the message out to citizens using the media, signs, variable message boards and static displays. Additionally, The Division developed partnerships with Virginia Department of Health, Safe Kids Virginia and Children's Hospital of Richmond at VCU to send a united message of occupant protection.

Social Media

HPD's Public Information Office uses several social media sites to communicate the importance of properly using seat belts and car seats, including **Facebook, Twitter, Pinterest** and **YouTube**. In its sixth year of utilizing social media, the office regularly disseminates information about the importance of occupant protection.



HPD USES SOCIAL MEDIA TO RAISE AWARENESS ABOUT SEAT BELT SAFETY

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



Child Passenger Safety

The CPS Program enables HPD to provide an invaluable service to the motoring public, as trained personnel demonstrate the proper installation of child safety seats to parents and guardians, ensuring the appropriate safety seat is used based on a child's height, weight and age. The program affords officers the opportunity to instill in children the importance of wearing seat belts while educating adults on the importance of usage. HPD enjoyed working with colleagues from VDH as well as Children's Hospital of Richmond at VCU to host child passenger safety seat inspection events throughout Henrico County. During 2016, HPD officers assisted the public with the inspection, installation, and education of **57 child passenger safety seats**.

In May 2016, **34 car seats** (convertible and booster) were **distributed to low income citizens** of Henrico County, in collaboration with PK Management, LLC at Essex Village Apartments, Henrico County Social Services Department, and VDH's Low Income Safety Seat Program. This partnership demonstrates to the citizens of Henrico County that HPD has a vested interest in building positive relationships with them and its youngest citizens. HPD is eager to expanding these numbers in 2017.

Citizen's Academy

The 45th HPD Citizens Police Academy graduated 16 in the spring of 2016 and the 46th HPD Citizens Police Academy graduated 9 in fall 2016. The 32nd HPD Senior Police Academy graduated 12 in the spring of 2016 and the 33rd HPD Senior Police Academy graduated 17 in fall 2016. During the academy, students are taught from a Traffic Safety Unit officer in a block of instruction that includes seatbelt usage and child occupant protection.

Click It or Ticket

The Henrico Police participated in the statewide *Click It or Ticket* campaign May 23-June 4 and November 21-December 4. The campaign involved the cooperative efforts of three traffic safety departments within the Commonwealth of Virginia: Henrico County Police Division, Virginia Department of Transportation and Virginia Department of Motor Vehicles. During each campaign, a statewide media blitz encouraged drivers to buckle up.

The Police Division also conveys the importance of occupant protection to its citizens by television broadcast and variable message boards. Utilizing Henrico County's public access cable channel, HCTV-17, HPD broadcasts public safety information and campaigns. HPD also utilizes variable message boards, reminding citizens to wear seat belts. They are set up in areas data indicates seat belts are not widely utilized, and typically flash "Click It or Ticket" and "Buckle Up" as vehicles pass.

ENFORCEMENT

HPD identifies occupant protection violations as a top priority in traffic safety and utilizes checkpoints, group enforcement efforts, directed patrol along with regular patrol to curb occupant protection violations. In 2016, Henrico County Police issued **1,678 seatbelt summonses** along with **464 child safety seat summonses**.

All regular-duty hours of uniformed officers are spent identifying seatbelt and child safety seat violations. In addition, HPD spent **515.75 hours in 2016 utilizing grant funded overtime to enforce occupant protection laws**. During enforcement operations, HPD issued 113 summonses for seatbelt violations. Furthermore, in strategic target

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



areas, 11 summonses were issued for child safety seat violations. A total of **999 traffic summonses were written during grant-funded occupant protection operations** in 2016.

License and Equipment Road Checks

HPD believes the use of License and Equipment Road Checks and Sobriety Road Checks is a viable way to promote the message of occupant protection. In 2016, HPD conducted 10 License and Equipment Road Checks and 1 Sobriety Road Check. As a result, officers issued **32 summonses for seatbelt violations** and **22 summonses for child safety seat violations**. Of the 11 road checks conducted during 2016, 9 were operational during our identified target hours between 6 p.m. and 3 a.m.

Operation Back to School

Operation *Back to School* is an enforcement effort designed to remind drivers that school is back in session and the importance of obeying school bus and school zone signage and safety. During the 2016 *Back to School* campaign, officers issued **12 seatbelt citations** and **8 child restraint citations** September 6 through September 8.

SPF-100

VSHSP shows unrestrained occupant deaths and serious injuries start to increase when the weather gets warmer. HPD's initiative, SPF-100 (Safety Prevents Fatalities-100%), is a summer-long initiative that places an emphasis on speeding, impaired driving and occupant protection. During this initiative in 2016, officers issued **519 summonses for seatbelt violations** and **141 summonses for child safety seat violations**.

Click It or Ticket Campaign

In addition to the public awareness campaigns reminding motorists to buckle up, HPD participates in the *Click It or Ticket* campaign, a "zero tolerance" effort to enforce state occupant protection laws. Drivers and passengers can expect to receive a ticket, not a warning, if an officer observes a seat belt violation during a *Click It or Ticket* campaign. In the two *Click It or Ticket* campaigns in 2016, a total of **275 seat belt citations** and **54 child restraint citations** were issued in Henrico County.

Route 60 Blitz

During the spring *Click It or Ticket* campaign, HPD Traffic Enforcement Unit participates in the statewide initiative *Route 60 Blitz*. This annual initiative involves law enforcement agencies across the Commonwealth in which US Route 60 passes. *Route 60 Blitz* is conducted on the Friday of Memorial Day weekend, 5-7 p.m., and focuses on all traffic violations. On May 27, 2016, HPD issued **eight seatbelt violations** during *Route 60 Blitz*.



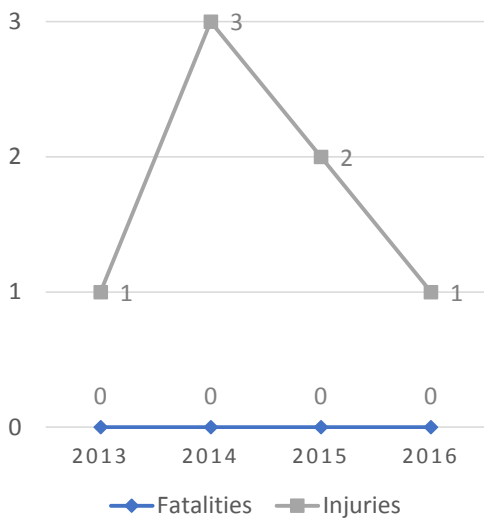
HPD CONDUCTING LICENSE AND EQUIPMENT ROAD CHECKS DURING TARGET HOURS FEB. 6, 2016

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



UNRESTRAINED FATALITIES AND INJURIES AGES 8 AND YOUNGER HENRICO COUNTY 2013-2016

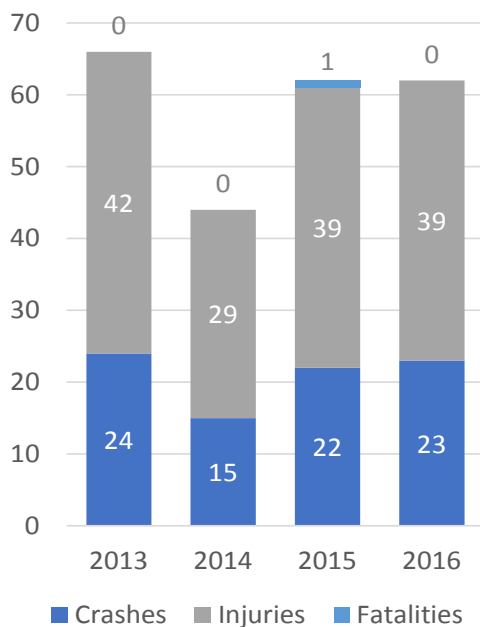


OUTCOMES

HPD always conducts enforcement operations in locations where issues are identified. The division utilizes **Intelligence Lead Policing (ILP)**, which incorporates not only community policing and problem solving to reduce crime and crashes, but also interprets and analyzes intelligence data for future operations. All sections of HPD are utilized to accomplish these operations, including Traffic Safety, Patrol Bureau, Investigative Units and Community Policing.

Officers in the HPD Traffic Safety Unit continually analyze and interpret data collected from Virginia's DMV TREDs to determine the effectiveness of HPD's safety programs in an effort to make Henrico County's roadways among the safest in the nation.

UNRESTRAINED TEEN DRIVER CRASHES HENRICO COUNTY 2013-2016



Unrestrained Child Passengers

HPD has been successful in communicating to parents and caregivers the importance of properly restraining children while being transported in vehicles. **As shown in the chart to the left**, Henrico County continues the trend of zero crash fatalities in children aged 8 and under due to not being properly restrained, **while reducing the number of children injured.**

Young Adults

Based on empirical data, HPD officers continue to organize and develop coordinated, innovative approaches to improve traffic safety. Data shows that over a four-year period, **crashes involving unrestrained teen drivers (ages 15-19) has decreased, as shown in the chart to the left.** HPD continues to partner with area high schools to convey the importance of safety to our county's youngest drivers.

HENRICO COUNTY POLICE DIVISION

OCCUPANT PROTECTION



Child Passenger Safety Seat Checks

Because of the division's diligence, education, and outreach efforts to increase child safety seat usage in Henrico County, HPD's Special Enforcement Unit Seat Check Station has seen a **39% increase from 2015 to 2016 in the number of parents and caregivers bringing seats to be checked by one of our certified Child Safety Seat Technician's.**

Low-Income Safety Seat Distribution

The partnership with PK Management, LLC at Essex Village Apartments, Henrico County Social Services Department and the Virginia Department of Health continues to flourish. HPD is proud of the impact this program has had in the community. Since beginning the partnership in May 2016, **34 car seats (convertible and booster) were distributed to Henrico County citizens with low income.** We are eager to expand this number in 2017.

Internal Awards Program

To recognize employees for outstanding performance, HPD established an internal awards program in which **officers are recognized for extraordinary efforts in occupant restraint enforcement and education.** HPD recognized the top two officers in the Division with the highest number of Occupant Protection summonses issued in 2016. They are pictured at the right.

Officer of the Year Recognition

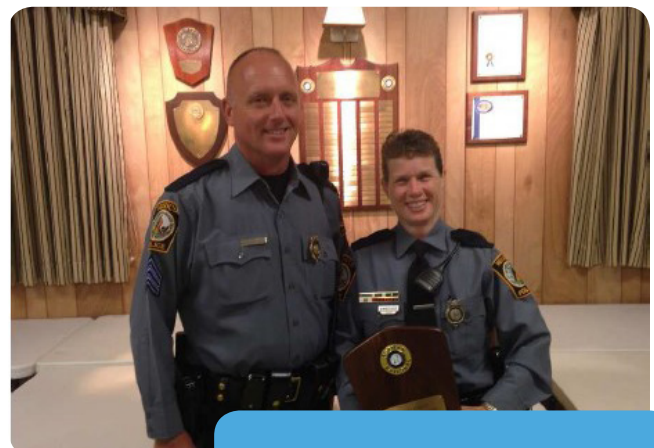
Officer Karen Kimbrough was recognized by the Virginia Ruritan Club as its 2016 Officer of the Year. Officer Kimbrough was recognized for her contributions to the safety of the community through her devotion to law enforcement and compassion as a Child Passenger Safety Seat Technician.




OFFICER
C. B. READ



OFFICER T. J.
O'KEEFE



OFFICER KAREN KIMBROUGH
2016 OFFICER OF THE YEAR

	TYPE OF DIRECTIVE GENERAL ORDER	NUMBER G-85-17
	SUBJECT TRAFFIC LAW ENFORCEMENT	EFFECTIVE DATE 03/02/17
	REFERENCE NHTSA "MANUAL OF MODEL POLICE TRAFFIC SERVICES," CALEA	RESCINDS G-85-11 REV.

PURPOSE


To define traffic enforcement alternatives. To encourage proper handling of the traffic violation from the point when the decision to stop the violator is made until the encounter is terminated.

POLICY

Traffic enforcement is an important tool that can be utilized to enforce traffic laws and gather information concerning criminal activity. **Seatbelt and child restraint enforcement, speeding, and identifying impaired drivers are a top priority.** Officers are encouraged to conduct various enforcement activities to address these issues. Enforcement action should be taken upon detection of a violation of law or a potentially hazardous act and shall be taken in a uniform and consistent manner. Any information from these enforcement activities can be utilized by *Special Operations*, Patrol, CASE, or any *Police* Division component to increase traffic safety and further the suppression of criminal activities.

I. ENFORCEMENT ACTIONS

- A. In dealing with a traffic violator, there are four enforcement alternatives for the officer to consider:
1. Physical arrest is limited by law as to its application.
 2. Issuance of a summons shall be *the Police* Division's primary traffic enforcement action. While the use of officer discretion is a valid procedure to be used in determining the need to issue a summons, members of *the Police* Division shall cite those persons who commit violations deemed to be traffic crash causative in compliance with RP-06. Enforcement shall be at a level commensurate with crash-frequency and severity-reduction efforts.
 3. Verbal warning is a viable alternative if, in the officer's determinations, the violator's actions (to include the type of violation, its severity, and the violator's intent, not attitude), in conjunction with temporal and geographic circumstances, would be best corrected by not issuing a summons.
 4. Officers who discover vehicle operators believed to be a hazard to themselves or others, due to incompetence, physical/mental disability, disease, or other conditions that might prevent those operators from exercising reasonable and ordinary care in the operation of a motor vehicle, shall complete a MED3 Medical Review Request and place it in the appropriate box at PSB/*Villa Park*/FOS.
- B. Application of the aforementioned alternatives can be considered for most classifications of

	TYPE OF DIRECTIVE GENERAL ORDER	NUMBER G-57-13
	SUBJECT TRANSPORTATION OF PERSONS IN CUSTODY	EFFECTIVE DATE 03/22/13
	REFERENCE G-15, G-28, G-81, RP-46, CALEA	RESCINDS G-57-12

PURPOSE

To establish guidelines to be followed when members of the Division transport persons taken into custody and to ensure the safety of those persons and the transporting officer.

PROCEDURE

I. SEARCH OF ARRESTED PERSONS

It shall be the responsibility of the arresting officer to perform a search of any arrested person and their belongings. Whenever a person in custody is relinquished to the custody of another Division member, that member shall also search the person in custody and their belongings.

II. TRANSPORT VEHICLES

- A. Any vehicle used for, or having the potential to be used for, the transportation of persons in custody shall, prior to beginning a shift, be inspected by its operator to:
 - 1. Ensure it is in safe operating condition and contains all assigned equipment (refer to G-15);
 - 2. Remove any insecure materials that could be utilized as a weapon or other source of interference to the operator, or which could be a safety hazard to any occupants;
 - 3. Identify and remove contraband.
- B. Prior to the actual transportation of a person in custody, the vehicle shall be inspected by the operator to remove insecure materials, potential or actual weapons, and/or contraband from any area accessible to the person in custody.
- C. Immediately following the transport, a similar inspection shall be performed to locate and properly process any illegal items left by the person in custody.
- D. Vehicles assigned to the Organized Crime Section should not be used for the transportation of persons in custody, unless circumstances deem it necessary.

III. POSITIONING OF PERSONS IN CUSTODY IN THE TRANSPORT VEHICLE

A. Division Vehicles

- 1. When one officer is transporting one person in custody, the person in custody shall be handcuffed and secured with a seatbelt in the right front seat.

TRANSPORTATION OF PERSONS IN CUSTODY G-57-13

2. When two officers are transporting one person in custody, the person in custody shall be handcuffed and secured with a seatbelt in the right front seat and one of the officers shall be placed in the right rear seat.

An exception to this is if the wagon is unavailable and it is necessary to maintain a control hold on the wrist of a combative person in custody, the officer maintaining the hold should sit in the left rear seat with the person in custody in the right rear seat. The control hold must be maintained during the entire transport.

3. When two officers are transporting two persons in custody in the same vehicle, one person in custody shall be handcuffed and secured with a seatbelt in the right front seat and the second person in custody shall be handcuffed and secured with a seatbelt in the right rear seat. One of the officers shall be placed in the left rear seat.


4. Under no circumstances shall the "person in custody to officer" ratio in a patrol vehicle exceed one to one.

B. Patrol Wagons

1. Patrol wagons provide two separate and secure compartments for transporting persons in custody.
 - a. Males and females shall not be transported in the same compartment.
 - b. Whenever possible, only one person in custody per compartment should be transported; however, the patrol wagon may be utilized to capacity as needed.
 - c. No person in custody shall be allowed to ride in the driver's compartment.
2. The person in custody shall be handcuffed and assisted into the transport compartment. The person in custody should be seat belted whenever practical. If belting the person in custody is not possible due to violent behavior, extra precautions should be taken by the driver of the patrol wagon to ensure the safety of the person in custody.
3. Due to the secure construction of the patrol wagon, the ability of the transporting officer to maintain visual contact of persons in custody is somewhat reduced. It is imperative that transporting officers pay particular attention to the application of restraint devices, the physical search of the person in custody and his belongings, and the overall welfare and condition of persons in custody.
4. When the wagon is assigned for a normal shift and is not being utilized for custodial transport, it will be available for back-up and primary calls that do not detract from its primary responsibilities.

IV. CONTROL OF PERSONS IN CUSTODY DURING TRANSPORTATION

A. Visual Contact

	TYPE OF DIRECTIVE GENERAL ORDER	NUMBER G-15-17
	SUBJECT POLICE VEHICLES	EFFECTIVE DATE 01/06/17
	REFERENCE G-04A, RP-12A, RP-25, CALEA	RESCINDS G-15-16 REV.

PURPOSE

To establish procedures for the use of police vehicles and the issuance of Division vehicles to individual Division members, as well as the inspection, security, and repair of all Division vehicles. To promote increased vehicle life and to reduce the costs associated with maintenance and repair.

POLICY

The issuance of an assigned or take-home vehicle is a privilege that is granted to police officers within the Police Division. There are no guarantees or rights to an assigned or take-home vehicle and the issuance of such is not a benefit or entitlement. The Chief of Police, at his sole discretion, may suspend or revoke this privilege whenever he deems it appropriate. Furthermore, the continuation of any program to provide assigned or take-home vehicles is based on the availability of funding as provided by the Henrico County Board of Supervisors. The Board of Supervisors historically has supported the current program; however, modifications or changes could result if for any reason funding was reduced or no longer available.

ELIGIBILITY CRITERIA

I. TAKE-HOME VEHICLE PROGRAM

- A. Only those full-time sworn and certified Division Police Officers who reside in Henrico County and who have successfully completed their field training will be eligible for the issuance of a take-home vehicle. There shall be no deviation concerning the eligibility criteria established for issuance of a take-home vehicle except as noted in section I. E.
- B. The issuance of take-home vehicles will be governed by funding appropriations, allocations, and vehicle availability. The Police Division will seek to give vehicle issuance priority to those officers who reside in Henrico County and are eligible to be issued a take-home vehicle.
- C. Motorcycle officers who reside in Henrico County and who have an adequate, secure structure on their premises may be issued both a take-home motorcycle and a take-home vehicle. Those motorcycle officers who cannot garage the take-home motorcycle at their residence must store their motorcycle at a secure, interior, County-owned storage facility which has been approved by the Major, Administrative Services.

II. ASSIGNED VEHICLE PROGRAM

Any Division member that is not eligible to participate in the take-home vehicle program may seek approval for issuance of an assigned vehicle under this program. The assignment of vehicles under this program will be secondary to the take-home vehicle program and will be based on years of service.

POLICE VEHICLES G-15-17

listed as the primary detective for on-call / call-back for weekend or overnight response.

5. Each January, the Major, Investigative Bureau, will compile an annual report to the Chief of Police with a copy sent to the Commander, Fleet. This report will highlight the number of members with take-home vehicles assigned under this program, their assignment, and any changes in personnel assignments which impacted their eligibility to participate in this program.

F. Use of Seat Belts in Division Vehicles

1. All persons riding in Police Division vehicles shall wear their seatbelt at all times while the vehicle is in motion, unless there is an articulable satisfactory reason for not wearing the seatbelt (i.e. arriving on a hot call or officer safety situation).
2. Failure to wear the seat belt may result in removal from the take-home or assigned vehicle program.
3. Division members removed from the program for failing to wear a seat belt will be required to reapply by written request to the Chief of Police.


II. ATTENDING TRAINING OR CONFERENCES AND EXTENDED LEAVE

A. Injury Leave

1. Members on injury leave shall not operate a take-home/assigned vehicle.
2. Members who are on injury leave (to include extended workers' compensation and extended sick leave) for more than four days or who are performing authorized light duty shall relinquish use of their take-home/assigned vehicle until they return to a normal duty status.
3. Vehicles shall be returned to Fleet within seven calendar days and all personal items and equipment removed from the vehicle.
4. For the purpose of this directive, members attending court while on injury leave shall not utilize their take-home/assigned vehicle for transportation to and from court, the Commonwealth's Attorney's Office, or any other judicial appearance.

B. Extended Leave and Training/Conferences

1. Members who will be away from the County on annual leave, or while attending training or conferences longer than four consecutive days, and whose take-home/assigned vehicle will be left unattended (either at their residence or other location) shall park their police vehicle at the appropriate district headquarters for safekeeping or may loan their vehicle to another sworn Division Police Officer/Division member as outlined in section III.H.
2. Members activated by the United States Armed Forces or by order of the Chief of Police (or his designee) shall relinquish use of their take-home/assigned vehicle until

	TYPE OF DIRECTIVE POLICY	NUMBER 200 (2015)
	SUBJECT POLICY	EFFECTIVE DATE 04/10/15
	REFERENCE CALEA	RESCINDS 200 (2012)

200.00 POLICY

Policy is a written statement of the principles under which the County of Henrico Police Division operates. It establishes guidelines that enable the Division to reach its goals and objectives.

200.10 DISCRETION

Inherent to the establishment of policy are the boundaries within which acceptable performance is found. The range of alternatives between the upper and lower boundaries is known as discretion. It is when discretionary limits are exceeded that the Division is in danger of falling into disfavor.

To reduce the occurrence of misdirected discretion, applicable statements of policy in this directive are reinforced by rules, regulations, directives, Standard Operating Procedures (SOPs), policies, or orders of this Division. Further, the actions of the Division's personnel are subject to the specifics of federal, state, and local laws. It is solely the individual's understanding and application of this combination of factors that determines the limits of his discretionary authority. Those members who elect to extend their discretionary authority beyond the described parameters will be held accountable for their actions.

200.20 ALTERNATIVES TO ARREST

Even though the use of discretion is usually an individual decision, there are certain circumstances for which specific enforcement alternatives are preferred and encouraged. Each directive containing a preferred alternative to arrest will also cite the authority to initiate the alternative.

210.00 ADMINISTRATION – GENERAL PROVISIONS

The Chief of the Police Division shall be the chief executive officer and he shall have the authority and responsibility for the management, direction, and control of the operations and administration of the Division. This authority and responsibility are vested in the Chief of Police through the County Manager form of government approved by a referendum vote on September 19, 1933. Statutory authority for such status is provided through Code of Virginia 15.2-612, 15.2-614, 15.2-632, 15.2-635, and 15.2-637.

211.00 COMMAND RESPONSIBILITY

The County Manager, as Director of Public Safety, prescribes general policies, plans, and objectives for the Police Division and advises procedures when extraordinary situations arise, but the Chief of Police has complete internal control over police activities and police personnel and he shall exercise wide discretion in the administration of the Division.

POLICY 200 (2015)

282.10

USE OF SEAT BELTS

The unpredictability of the driving situations faced by an officer requires that all precautionary measures be utilized. All persons riding in police vehicles shall utilize their seat belt.

282.20

EMERGENCY RESPONSE WITH POLICE VEHICLES

Officers engaged in emergency response (emergency lights and siren) shall operate their police vehicle with due regard for their safety and the safety of others. Officers shall adhere to the traffic law exemptions in accordance with Section §46.2-920 of the Virginia State Code. Officers cannot provide assistance if they do not arrive on the scene safely.

282.30

EMERGENCY RESPONSE – APPROACHING SCHOOL BUS

Any police officer, when operating a police vehicle in an emergency response mode (including pursuit), who approaches a school bus in any direction and that school bus is stopped or about to stop for the purpose of picking up or discharging students, shall bring the vehicle to a complete stop prior to reaching the school bus. The officer shall not proceed until such time as the school bus driver has signaled the police officer that it is safe to proceed and the officer has checked to ensure that no students are about to cross or are in a position that would endanger their lives should the emergency vehicle proceed.

290.00

POLICE FACILITIES

The appearance of police facilities leaves an impression on the public as great as that of the appearance of the officer. The members of this Division will maintain clean and orderly facilities.

290.10

SECURITY

Police facilities will be secured in a manner to prevent the free flow of unauthorized persons throughout the building. The degree of security should be elevated during other than normal working hours to assure optimum safety for police operations and personnel.

By Order of:

Douglas A. Middleton
Chief of Police

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



PROBLEM IDENTIFICATION

Speeding is a basic risk factor when it comes to motor vehicle crashes. The Henrico County Police Division (HPD) recognizes most drivers do not consider speeding an immediate risk to themselves or others on the roadway. However, we know the following to be true:

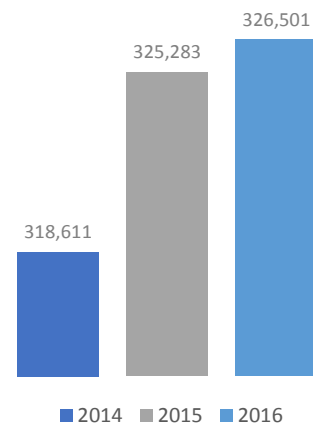
- » Higher driving speeds result in higher collision speeds which leads to more severe injuries.
- » Higher driving speeds provide less time to process information and to act accordingly.¹

As outlined in the charts to the right, **Henrico County's speed-related crashes decreased in 2016 from 2015**, despite a growth in population and an increase in roadway miles. The percentage of speed-related crashes to total crashes has also decreased by 1% each year since 2015. In addition, the population of Henrico has increased from 318,611 in 2014 to 326,501 in 2016—more than a 10% increase. Henrico County's roadway miles have also increased from 3,461 in 2014 to 3,508 in 2016, which equates to more drivers on our roadways.

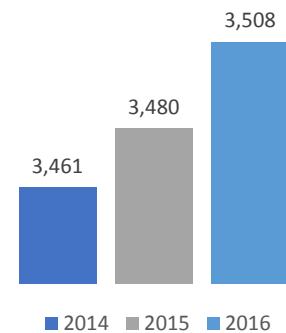
The Insurance Institute for Highway Safety (IIHS) reports in 2015 speeding occurs in 27 percent of the nation's fatal crashes. In 2016, **Henrico County's percentage of speed-related crashes was 10%**. While our average percentage is comparatively low to the national average, HPD still considers speeding a priority for enforcement efforts.

Henrico County is divided into three patrol districts: West, Central and South. High crash location data is collected and analyzed quarterly from all three districts. Subsequent enforcement operations are planned and implemented throughout the year in those high crash location areas. **The most populous area is in Henrico County is within the West district, and generates the majority of our traffic complaints (71% in 2016)**. As a result, HPD conducted the majority of its 2016 speed enforcement operations in the West district.

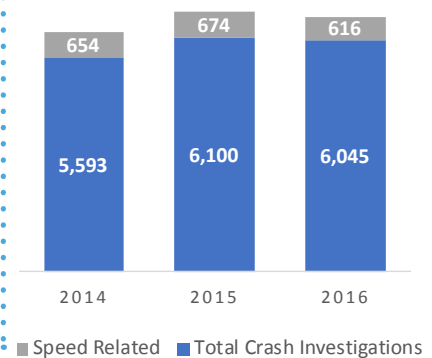
POPULATION GROWTH
HENRICO COUNTY 2014-2016



MILES OF ROADWAYS
HENRICO COUNTY 2014-2016



SPEED-RELATED CRASHES
VS TOTAL CRASHES
HENRICO COUNTY 2014-2016



1 SWOV- Institute for Road Safety Research

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



HPD identified its Speed Awareness problem using the following methods:

Citizen Complaints

The HPD Traffic Enforcement Unit receives many complaints throughout the year from its citizens regarding speeding issues in the county. There are a variety of ways citizens report complaints:

- » HPD Traffic Safety web page
- » Call HPD Traffic Enforcement Safety Officer
- » Call HPD non-emergency number
- » Call 911 if the situation is life threatening and/or occurring in their presence
- » Post on HPD Facebook and Twitter pages

Complaints received by the Safety Officer are evaluated, entered into a database and assigned to officers for enforcement actions. HPD received 117 complaints in 2016, dedicated 508 labor hours to enforcement that resulted in **793 citations**. The breakdown of the 117 complaints by district is shown in the [chart at right](#).

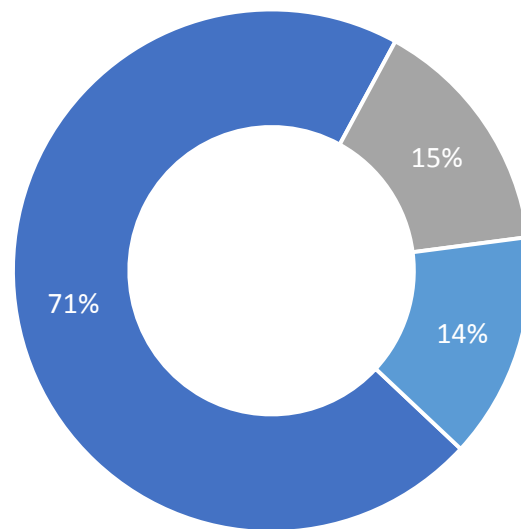
StealthStat Data

The StealthStat device identifies problems by collecting traffic crash data such as peak times of speeding and the average speed of vehicles. This device is attached to a utility pole, tree or positioned in a decoy vehicle where it collects data from passing vehicles. Drivers remain unaware they are being monitored, resulting in accurate data. The data received from StealthStat assists HPD in determining the validity of the traffic complaints it receives. Once validated, officers determine what times and locations speed enforcement should be conducted.

SMART Trailer

The Traffic Enforcement Unit also identifies speeding problems using data gathered from the Speed Monitoring Awareness Radar (SMART) Trailer. The Smart Trailer captures and compiles traffic speed data in areas where it is placed. The trailer is highly visible so drivers are made aware of their speed as they pass. The data helps the Traffic Enforcement Unit plan future enforcement efforts.

CITIZEN TRAFFIC COMPLAINTS
BY PATROL DISTRICT
HENRICO COUNTY 2016



■ West ■ South ■ Central

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



POLICY

HPD has written directives and policy as they pertain to speed enforcement. These are communicated through the Division's Directives, which outline Traffic Enforcement, RADAR/LIDAR enforcement, and the calibrations of these instruments in addition to other operating policies.

POLICY 273.00 Traffic Functions

Traffic law enforcement is an important aspect of the Division's mission. It is a responsibility shared by all enforcement personnel, particularly the uniformed officer. Enforcement activities shall be performed at a level that will maximize the safe flow of traffic and voluntary compliance with all traffic laws.

LP-22 (Line Procedure)

The Police Division considers speed enforcement a priority and will actively engage in RADAR and LIDAR speed enforcement throughout the County of Henrico, specifically focusing on high, or potentially high, accident locations where speed is a factor, in areas where speed limit violations are prevalent and in response to citizen complaints involving excessive speed.

PLANNING

HPD uses a planning model that mirrors the VSHSP. This plan guides us in areas that have been identified through traffic complaints, StealthStat and SMART Trailer, and quarterly reports of high crash locations. HPD uses the "Four E's" just as the VSHSP utilizes to develop and plan enforcement.

ENGINEERING

Layout of the roadway, problems that are present and traffic volume.

ENFORCEMENT

What enforcement action is necessary to relieve the problem; what time(s) of day?

EDUCATION

How do we get the message to our citizens about the problem?

EMERGENCY RESPONSE

What is our response to the problem?
What is the resolution? Result of efforts?

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



Using this process, HPD addressed speed complaints received from the West district that were consistently problematic in the following ways:

- » Looked first at the engineering of the road way with the assistance from the county's Traffic Engineering Division to determine what, if any, problems existed.
- » Deployed SMART Trailers and StealthStats to determine when enforcement should be conducted and the resources needed.
- » Disseminated messages to motoring public via HPD Facebook and Twitter pages.

We found that, although there was not necessarily a problem with the engineering of the roadways, we were able to determine the times of day enforcement was needed and implemented it accordingly. We received a number of "likes" and "re-tweets, indicating our messages were reaching citizens. Complaints were eventually resolved with consistent enforcement.



HPD SMART TRAILER RECORDING SPEED DATA

The HPD Traffic Enforcement Unit sets annual goals based on statistics from the previous year. The Unit analyzes the data to determine high crash locations and areas where speeding is prevalent. The data provides time and day of the most occurrences so enforcement actions can be planned accordingly.

Every month, members of the Traffic Enforcement Unit meet to discuss details of the following month's operations, programs and initiatives. Detailed plans are then created for each using the division's Operations Plan Form HCPD-383, which includes

- » Summary of event or incident
- » Objectives
- » Threats and hazards
- » Comments and notes
- » Briefing
- » Resources needed or used
- » Personnel assignments

Using this form helps ensure a well-planned, effective operation for each event, initiative or operation, thereby positioning the unit to achieve its annual goals.

In 2016, 71% of speed complaints received by the Traffic Enforcement Unit were from the West district. In response, **HPD would first utilize its two SMART Trailers or its two StealthStat devices.**

SMART Trailers were deployed along roadways where complaints were most common or roadways in which speeding was identified to be an ongoing problem. These highly visible trailers made drivers aware of their speed as they passed. SMART Trailers are also capable of capturing and compiling data on average traffic speeds, which assisted the Unit in planning future enforcement operations.

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



ONE OF HPD'S STEALTHSTATS

StealthStats were deployed to collect peak times of speeding and the average speed of vehicles. These devices can be attached to a utility pole, tree or positioned in a decoy vehicle where it collects data from passing vehicles. Drivers remain unaware they are being monitored, resulting in accurate data. The data received from StealthStat assists the Unit in determining the validity of the traffic complaints

received and helps determine what times and locations speed enforcement should be conducted.

TRAINING

In 2016, HPD officers received training and recertification in areas related to speeding and speed enforcement. In 2016, there was a **total of 3,382 staff-training and recertification hours** in the area of speed enforcement, and a total of 988 HPD officers received speed training. This number (988) exceeds our compliment, demonstrating that ALL HPD officers received speed-related training in 2016, many in multiple training areas. HPD emphasized in-service training in 2016, specifically for vehicle pursuits and the dangers that lie within.

HPD also hosted two basic RADAR schools during 2016 and certified 39 new RADAR operators. **The division currently has a compliment of 379 RADAR/LIDAR operators.**

PUBLIC INFORMATION & EDUCATION

In 2016, HPD used news releases and social media to raise public awareness of speeding and the dangers that it presents. Throughout 2016, the HPD Public Information Office used its social media channels, which included **Facebook, Twitter, and YouTube**, to educate and inform citizens on traffic safety and speeding. Most posts were made during holidays, back to school season, social events and inclement weather.

Henrico County operates local station HCTV-17, a public access cable channel. The station is used to inform citizens of upcoming RADAR/LIDAR enforcement sites where HPD will be addressing complaints. In September of 2016, the station reminded the public of school openings so drivers can be cognizant of their speed around school bus stops and in school zones.

HPD **School Resource Officers**, as well as members in the Traffic Enforcement Unit, address groups of students in county high schools throughout the year to emphasize safe driving behaviors, talk to parents and pass out safety brochures for those students about to receive driver licenses. Brochures contain information regarding the dangers of speeding and its enforcement in the county. It also includes the dangers of alcohol and driving under the influence, the importance of buckling up and teen traffic laws. HPD Sergeant Netherland reaches out to various private high schools in the county as well to relay the message about teen driving behavior.

Over the past few years, HPD has developed a speed reduction program with the assistance of Henrico County Department of Public Works

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



called the *Traffic Calming Program*. This program is designed primarily for roads in Henrico County neighborhoods. The *Traffic Calming Program* facilitates citizens' complaint(s) about vehicles speeding through neighborhoods. When the complaint is received, we direct our citizens to our Traffic Calming Solutions web page. From there, the program has two phases. If it is determined through enforcement efforts that the complaint is legitimate and problematic, then HPD and our Department of Public Works will work together to determine the best plan for speeding problems in the neighborhood. What typically results is the installation of speed humps, making physical changes in the roadway and/or increasing fines in the area for speeding vehicles. This changes driver behavior and creates safer neighborhood streets.

Throughout 2016, HPD also assisted several businesses in promoting safe driving habits for its employees by setting up displays at the business. HPD officers would interact with employees by showing videos and providing handouts. This was well received by the community.

ENFORCEMENT

HPD conducts many operations throughout the year to deal with the issue of speeding. The division conducts many of these operations during periods when traffic volume is high and speeding is more prevalent. **The VSHSP identifies the months of May through August as the deadliest months for speed-related crashes.**

Click It or Ticket

HPD participates in the *Click It Or Ticket* campaigns each May and November. A zero tolerance approach is taken during these campaigns for oc-

cupant protection and speeding violations. Since Virginia does not have a primary seatbelt law, with the exception of minors, officers must observe another violation in order to issue a seatbelt summons. During the 2016 campaigns, **HPD issued 1,273 speed summonses and 632 target area summonses.**

Operation Spring Fever

Each spring, Henrico County Public Schools, along with neighboring jurisdictions, have a week-long holiday called Spring Break, creating more traffic on our roadways. For the sixth consecutive year, HPD has conducted "*Operation Spring Fever*," an operation that focuses on speeding, aggressive driving and occupant protection violations. **HPD issued a total of 1,167 speeding summons; of those, 178 were issued in target areas.**

SPF-100

VSHSP reports the months of May through August as the deadliest months for speed-related crashes. HPD's initiative, SPF-100 (Safety Prevents Fatalities-100%), is a summer-long initiative that places an emphasis on speeding, impaired driving and occupant protection. During this initiative in 2016, **officers issued 4,099 speed summonses; 743 of which were issued in our target areas.**

HPD also conducts enforcement operations during holidays and holiday seasons, addressing speeding as well as impaired driving and occupant protection. Through our Public Information Office, social media is used to deliver messages to our citizens to raise awareness and compliance of safe driving practices. HPD focuses on Super Bowl weekend, St. Patrick's Day, Memorial Day, Fourth of July, Labor Day, Halloween and on travel days leading up to

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



Thanksgiving and Christmas. The Traffic Enforcement Unit implements “holiday traffic patrols” each Friday and Saturday evening from Thanksgiving through New Year’s Eve. HPD’s website and social media channels are utilized to raise awareness of the dangers and consequences of speeding. In 2016, the division’s holiday traffic patrols resulted in a **total of 1,274 speed summons issued; 514 of which were in target areas.**

Operation Back to School

Henrico County has nine high schools, two technical schools, twelve middle schools, and 46 elementary schools. *Operation Back to School* is an enforcement effort designed to remind drivers that schools are back in session and the importance of obeying school bus and school zone signage, safety and speed limits. HPD has conducted *Operation Back to School* since 2003 implementing highly concentrated school zone speed enforcement.

One week prior to schools reopening, the HPD Traffic Enforcement Unit and PIO conduct a public information and educational campaign via social media and channel HCTV-17, reminding drivers schools will be opening and to be cognizant

of speeds within school zones. The Unit also uses variable message boards in targeted school zones to inform drivers of the upcoming school year and to watch driving speeds. HPD issued a total of **155 speeding summonses during 2016’s Operation Back to School.** HPD stays committed throughout the school year to speed enforcement in our school zones. In 2016, HPD issued a total of 1,127 speeding summonses within our school zones.

In 2016, HPD conducted multiple speed enforcement operations in its targeted West district. One of these operations took place on the Willey Bridge, having been identified as a high speed location for vehicles entering the county. A box truck was parked along the side of the roadway and two officers were inside utilizing a LIDAR to check vehicle speeds as they came across the bridge. Violators were then called out to officers parked on the shoulder of the road ahead of the truck. The posted speed limit on the bridge is 45 MPH and vehicles cited in this operation were traveling 60 MPH or more; the fastest speed being 69 MPH. The operation was conducted for three hours during the morning commute. **A total of 39 speed violations were cited during this operation.**

OPERATION	TIME FRAME	SPEED SUMMONS	TARGET AREA SUMMONS
Click it or Ticket	May and November	1,273	632
Spring Fever	April	1,167	178
SPF-100	Memorial Day-Labor Day	4,099	743
Holidays	Year Round	1,274	514
School Zones	September-June	1,127	155
TOTALS		8,940	2,222

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



HPD OFFICERS RUNNING LIDAR FROM BOX TRUCK

HPD's **SMART Trailer and StealthStat** were **deployed 14 times** throughout 2016. This equipment helped tremendously with our speed enforcement efforts, allowing us to narrow down times and locations in which speeding was prevalent, thereby streamlining our operations. The division's variable message boards were deployed 15 times during 2016 urging motorists to slow down and pay attention.

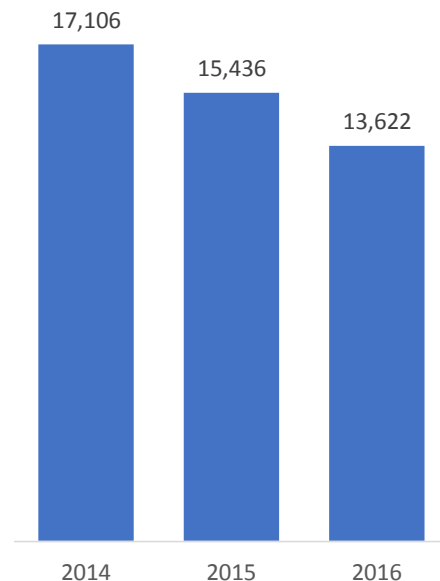
OUTCOMES

HPD mirrored VSHSP by expanding its enforcement efforts during the months of May through August, identified as the deadliest months for speed related crashes. Over the last three years HPD has consistently maintained a low percentage of speed related crashes. Our division attribute s this low percentage to our year-round speed related enforcement and educational efforts.

Henrico County saw a decrease in speeding summons over this past three years. HPD attributes this decrease to an increase in driver awareness of speeding and compliance to follow posted speed

limits as a result of the division's enforcement efforts. In addition to enforcement, HPD has enhanced citizen awareness through our consistent public information, social media posts and education efforts, which may have influenced this decline. Over the past three years, **the number of speeding summonses has decreased as outlined in the chart below.**

TOTAL SPEEDING SUMMONSES ISSUED BY HPD 2014-2016



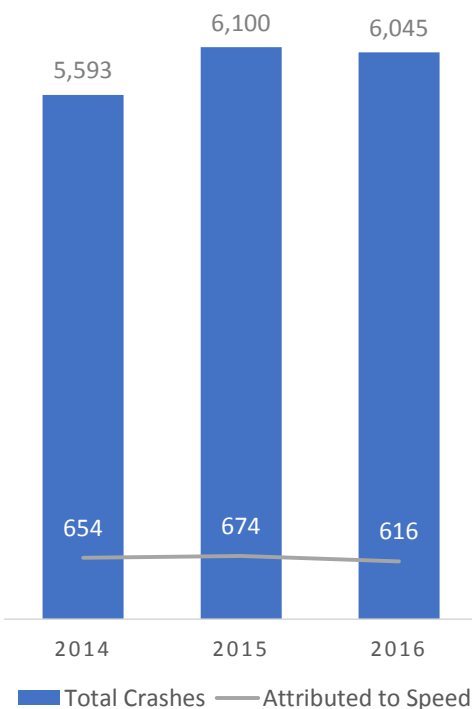
Per the number of complaints from our West district, the area was identified as a top priority, which was subsequently targeted with enforcement efforts throughout the year. HPD issued 13,622 summons in 2016; 2,222 of which were issued in our target area during enforcement operations. In total, **HPD issued 65% of all speed summons in its target area**, the West district, in 2016.

HENRICO COUNTY POLICE DIVISION

SPEED AWARENESS



TOTAL CRASHES VS CRASHES ATTRIBUTED TO SPEED HENRICO COUNTY 2014-2016



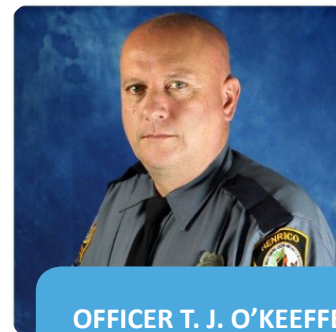
All 2016 speed awareness efforts, including raising awareness through social media and television; as well as speed-related enforcement operations, has helped HPD reduce speeding and keep our speed-related crashes very low—10%—illustrated in chart below.

HPD's adherence to the VSHSP, and the increase in speed-related operations during the months of May through August, has **resulted in a significant decrease in speed-related crashes and fatalities**. Henrico County only incurred one speed-related fatality during this time period in 2016.


Finally, to further illustrate its commitment to speed enforcement, Henrico Police annually recognizes top performing officers for their efforts in the area of speed enforcement. The efforts of these officers further prevent injury and fatal crashes, as well as slowing down drivers in general. The officers below were the top-ranking officers for speed enforcement summonses.



OFFICER W. H. ROLLINS
1,553 SUMMONSES



OFFICER T. J. O'KEEFFE
1,425 SUMMONSES

	TYPE OF DIRECTIVE GENERAL ORDER	NUMBER G-85-17
	SUBJECT TRAFFIC LAW ENFORCEMENT	EFFECTIVE DATE 03/02/17
	REFERENCE NHTSA "MANUAL OF MODEL POLICE TRAFFIC SERVICES," CALEA	RESCINDS G-85-11 REV.

PURPOSE

To define traffic enforcement alternatives. To encourage proper handling of the traffic violation from the point when the decision to stop the violator is made until the encounter is terminated.

POLICY

Traffic enforcement is an important tool that can be utilized to enforce traffic laws and gather information concerning criminal activity. Seatbelt and child restraint enforcement, speeding, and identifying impaired drivers are a top priority. Officers are encouraged to conduct various enforcement activities to address these issues. Enforcement action should be taken upon detection of a violation of law or a potentially hazardous act and shall be taken in a uniform and consistent manner. Any information from these enforcement activities can be utilized by *Special Operations*, Patrol, CASE, or any *Police* Division component to increase traffic safety and further the suppression of criminal activities.

I. ENFORCEMENT ACTIONS


- A. In dealing with a traffic violator, there are four enforcement alternatives for the officer to consider:
1. Physical arrest is limited by law as to its application.
 2. Issuance of a summons shall be *the Police* Division's primary traffic enforcement action. While the use of officer discretion is a valid procedure to be used in determining the need to issue a summons, members of *the Police* Division shall cite those persons who commit violations deemed to be traffic crash causative in compliance with RP-06. Enforcement shall be at a level commensurate with crash-frequency and severity-reduction efforts.
 3. Verbal warning is a viable alternative if, in the officer's determinations, the violator's actions (to include the type of violation, its severity, and the violator's intent, not attitude), in conjunction with temporal and geographic circumstances, would be best corrected by not issuing a summons.
 4. Officers who discover vehicle operators believed to be a hazard to themselves or others, due to incompetence, physical/mental disability, disease, or other conditions that might prevent those operators from exercising reasonable and ordinary care in the operation of a motor vehicle, shall complete a MED3 Medical Review Request and place it in the appropriate box at PSB/*Villa Park*/FOS.
- B. Application of the aforementioned alternatives can be considered for most classifications of

TRAFFIC LAW ENFORCEMENT G-85-17

violations. The following is a list of types of violations and acceptable enforcement actions:

1. Driving under the influence – a major cause of traffic crashes and their severity and **the Police** Division's first traffic enforcement priority. The strict enforcement through physical arrest of **impaired** drivers is an absolute necessity which allows for no justifiable discretionary deviation if, through field testing and observation, the officer determines that the violator is indeed intoxicated.
2. Speeding and other hazardous violations (e.g. reckless driving, following too closely, disregarding traffic signals, **distracted driving**) – considered to be causative, these violations are often times the cause for selective enforcement activities. Such violations shall be subject to the **Police** Division's primary traffic enforcement action and only when all stipulations in section I.A.3 are met can an officer consider a verbal warning.
3. Equipment and other non-hazardous violations – depending upon the nature and severity of the violation, and its relationship to the causes of **crashes**, the officer may elect to implement discretionary prerogatives in determining the appropriate enforcement action.
4. Public carrier/commercial vehicle violations – generally regulatory in nature, the laws governing public carriers and commercial vehicles are designed to instill confidence in the public for those who use the highways for commercial purposes. Violations of those laws are an infringement of public trust that is a matter the **Police** Division is obligated to uphold. Issuance of warnings should be limited to those occasions when the violator is unaware of the violation.
5. Multiple violations – encountering a motorist who has committed multiple violations provides the most opportune occasion for an officer to exercise alternatives to the primary enforcement action. While multiple summons issuances are often appropriate, the officer should give first consideration to the most serious/flagrant violation(s).
6. New traffic regulations – grace periods shall be given for violations of certain new regulations (listed below). Violations of all other new regulations shall be subject to the **Police** Division's primary enforcement action immediately upon enactment.
 - a. Turning/parking regulations – 7 day grace period
 - b. Reductions in speed limits – 30 day grace period
7. Off-road vehicles – these types of vehicles, including dirt bikes, mini-bikes, and all-terrain vehicles, present unique problems for law enforcement. Many violations of this type involve private property; however, each officer should be aware of State Code 46.2-915.1 and others that govern the use of these vehicles. Safety of the operator and the general public are paramount when dealing with these violations.

II. THE TRAFFIC STOP

	TYPE OF DIRECTIVE LINE PROCEDURE	NUMBER LP-22-11 REV.
	SUBJECT RADAR AND LIDAR SPEED ENFORCEMENT	EFFECTIVE DATE 11/16/11
	REFERENCE CODE OF VIRGINIA, CALEA	RESCINDS LP-22-11

PURPOSE

To establish procedures for the use of radar and lidar speed measuring devices.

POLICY

The *Police Division considers speed enforcement a priority and will actively engage in radar and lidar speed enforcement throughout the County of Henrico, specifically focusing on* high, or potentially high, accident locations where speed is a factor, in areas where speed limit violations are prevalent, and in response to citizen complaints involving excessive speed. The below enforcement measures shall ensure that the Division's highway safety goal of providing safe and expeditious movement of vehicular and pedestrian traffic is met. Single officer radar and lidar operations are excluded from location restriction.

DEFINITIONS

Radar – an acronym for Radio Detection and Ranging.

Lidar – an acronym for Light Detection and Ranging (more commonly known as Laser).

PROCEDURES

I. EQUIPMENT SPECIFICATIONS/LICENSING

- A. In accordance with §46.2-882 of the Code of Virginia, all equipment and devices used to measure the speed of motor vehicles that is purchased after July 1, 1986, shall meet or exceed the standards for such equipment as established by the Division of Purchases and Supply of the Virginia Department of General Services.

II. OPERATIONAL PROCEDURES

A. General – Radar

- 1. It shall be the operator's responsibility to select safe locations to conduct radar operations.
- 2. Officers should refrain from using stationary radar to check vehicle speeds on steep downgrades.
- 3. All selected speed enforcement locations shall be properly posted with a speed limit sign if the legal limit is lower than the maximum normally permissible under law.

RADAR AND LIDAR SPEED ENFORCEMENT LP-22-11 REV.

4. A 0.3 miles tolerance shall be allowed from the point where a speed reduction sign is located.
 5. Antenna
 - a. The radar antenna must be positioned so that the antenna are parallel to the length of the patrol vehicle and parallel to the ground and so that it's beam is unobstructed;
 - b. At the discretion of the operator, the radar antenna may be mounted inside or outside the patrol vehicle. It is important that the antenna be mounted securely and that the operator has easy access to it for testing. The antenna must not be pointed at the counting unit.
 6. The antenna must be properly aimed in the following manner:
 - a. Stationary Mode - as close to the direction of travel of the target vehicles as possible and parallel to the ground;
 - b. Moving Mode - straight ahead and parallel to the ground.
 7. These rules apply to radar sets with more than one antenna.
 8. The radar unit shall be connected directly to the battery by a shielded wire.
 9. The radar counting unit should be placed so that it is easy to read and secure.
- B. General – Lidar
1. It shall be the operator's responsibility to select safe locations to conduct lidar operations.
 2. Officers should refrain from using the lidar to check vehicle speeds on steep downgrades.
 3. All selected speed enforcement locations shall be properly posted with a speed limit sign if the legal limit is lower than the maximum normally permissible under law.
 4. A 0.3 miles tolerance shall be allowed from the point where a speed reduction sign is located.
 5. Lidar units must be pointed toward the target vehicle. Point of aim will include, but not be limited to, headlights, taillights, license plates, or bumpers.
 6. The lidar unit shall be connected directly to the battery by a shielded wire or by the handheld battery supplied with each unit.
 7. Lidar units will not be mounted to the vehicle during speed detection operations, but is required to be hand-held.

C. Testing the Calibration on Radar and Lidar Units

The radar or lidar unit must be checked for accuracy at a minimum of two times by the operator. This check for accuracy shall be conducted at the beginning of the officer's assigned shift and again at the end of the officer's assigned shift.

1. GOLDEN EAGLE, H.A.W.K., HR-12, and KR10-SP, PRO-1000 DS & Raptor, and *Talon* Radar Units.
 - a. Internal Circuit Test;
 - b. Lamp Test;
 - c. Doppler Audio Test;
 - d. Tuning Forks Test.
 - 1) 35 mph tuning fork in stationary mode;
 - 2) 65 mph tuning fork in stationary mode;
 - 3) Both tuning forks in the moving mode.
 - e. Moving Mode Test
 - 1) Compare a calibrated speedometer with the radar unit's PATROL reading at the posted speed limit in the area where the radar will be operated.
 - 2) Verify the radar unit's PATROL reading to your speedometer speed at the time of the violation in the moving mode.
 - 3) When operating a GOLDEN EAGLE or H.A.W.K. radar unit in the same direction mode, a target speed discrimination test must be conducted to ensure that the target speed is correct.
2. FALCON, *Stalker*, and *Decatur* Radar Units
 - a. Internal Circuit Test;
 - b. Lamp Test;
 - c. Doppler Audio Test;
 - d. Tuning Fork Test (50 mph tuning fork);
 - e. ***Moving Mode Test – compare a calibrated speedometer with the radar unit's PATROL reading at the posted speed limit in the area where the radar will be operated.***
3. PRO LASER III (LIDAR) Unit
 - a. Turn unit on for internal testing (self-verifying).
 - b. Distance Test – at a location where two known distances have been pre-measured, the officer will activate the lidar and compare the distance in the Range Mode display to the actual pre-determined distance.
 - 1) If the accuracy of the lidar is within one foot of the predetermined distance, the distance test will be considered accurate.
 - 2) If the accuracy of the lidar is outside the foot of the

RADAR AND LIDAR SPEED ENFORCEMENT LP-22-11 REV.

predetermined distance, the distance test will be considered inaccurate and the lidar unit should be turned in for repair.

- c. Site Alignment Test – The operator will check the proper alignment of the sighting device by utilizing a fixed object with no other obstacles in the background. When the lidar beam is swept across this fixed object, the lidar will register a distance reading. This sweeping of the lidar should be performed both horizontally and vertically.
- d. Differential Distance Test
 - 1) Placing the unit in the Differential Test Mode;
 - 2) Shoot a known distance and press “enter”;
 - 3) Shoot a second known distance and press “enter”;
 - 4) The lidar will display the difference on the right side of the screen, and the distance will be multiplied by two on the left side of the screen;
 - 5) If the unit measurement is within one foot, the test will be considered to be accurate;
 - 6) If the unit measurement is more than one foot, the unit should be taken out of service and turned in for repair.

D. Group Radar/Lidar Assignments

- 1. For group radar and lidar operations, the units will be checked in the same manner as stated above in section II.C by one of the participating members before and after each operation at a specific location.
 - a. Speed checks shall be made with a currently (within preceding six months) calibrated, accurate Division vehicle. The same vehicle shall be used for both pre-operation and post-operation tests.
 - b. At any time that the radar operator changes, the set must be rechecked for accuracy.
 - c. When conducting a group speed enforcement operation, all summonses shall be grouped together and collectively sent to the clerk of the appropriate court.

E. Moving Mode Operation for Radar and Lidar Units

- 1. When placed in the moving mode, radar may be used to monitor vehicles:
 - a. Approaching on a two-lane highway;
 - b. Approaching in either lane of a three-lane highway;
 - c. Approaching in either lane of a four-lane undivided highway; or
 - d. Approaching in either lane of divided highways, if conditions permit.

RADAR AND LIDAR SPEED ENFORCEMENT LP-22-11 REV.

III. PROPER CARE AND UPKEEP

- A. Care must be exercised in handling and transporting radar and lidar devices.
- B. It is the responsibility of each radar and lidar operator to ensure that the unit is kept clean and dry.
 - 1. If problems are experienced with a radar unit, it should be removed from service immediately and returned to the County Radio Maintenance Shop.
 - 2. If problems are experienced with a lidar unit, it should be removed from service immediately and returned to the Special Enforcement Unit so arrangements can be made with Kustom Signals, Inc., for any necessary repairs.

IV. PROGRAMMED MAINTENANCE

- A. The frequency of the radar shall be recalibrated at least once every six months.
- B. The scheduling of tests shall be the responsibility of the County Radio Maintenance Shop.
- C. Lidar devices shall be recalibrated at least once every six months by Kustom Signals, Inc. or a Kustom approved dealer certified to calibrate the lidar units.

V. MAINTENANCE AND CALIBRATION RECORDS

- A. Maintenance and repair records for radar and lidar units shall be maintained by the County Radio Maintenance Shop.
- B. Notarized records pertaining to the findings of calibration tests of radar and lidar units shall be maintained by the Criminal Records Unit.

VI. OPERATOR TRAINING AND CERTIFICATION

- A. Only those members who have received the training prescribed for the specific radar or lidar unit being utilized may operate that equipment.
- B. All radar operators shall be certified by the Division's Training Unit and follow Virginia Department of Criminal Justice Services rules and regulations.
 - 1. Initial certification for radar operators shall consist of successfully completing a minimum sixteen hour course meeting Virginia Department of Criminal Justice Services (DCJS) standards.
 - 2. Certified radar operators shall be re-certified every three years after their initial certification by successfully completing a minimum four hour course that meets DCJS standards.
 - 3. Certified lidar operators shall receive at a minimum of twelve hours of training and instruction that meets Virginia DCJS standards.

RADAR AND LIDAR SPEED ENFORCEMENT LP-22-11 REV.


4. If an operator's certification has expired, he may recertify at the existing level within twelve months of said expiration by attending a recertification course of a minimum of four hours that meets DCJS standards.
5. If an operator's certification has expired, he shall not operate radar and/or lidar for purposes of speed enforcement.
6. If an operator's certification has been expired for longer than twelve months, that operator shall be required to attend a full certification course.

VII. TECHNICAL OR EXPERT TESTIMONY

- A. Should the need for technical or expert testimony in court arise, a written request shall be forwarded to the Commander, Special Enforcement Unit.
- B. Requests should indicate:
 1. Date of the offense;
 2. Court date;
 3. Serial number of the counting unit, antenna, and tuning forks; and
 4. All details surrounding the case.

By Order of:

Douglas A. Middleton
Chief of Police

	TYPE OF DIRECTIVE POLICY	NUMBER 200 (2015)
	SUBJECT POLICY	EFFECTIVE DATE 04/10/15
	REFERENCE CALEA	RESCINDS 200 (2012)

200.00 POLICY

Policy is a written statement of the principles under which the County of Henrico Police Division operates. It establishes guidelines that enable the Division to reach its goals and objectives.

200.10 DISCRETION

Inherent to the establishment of policy are the boundaries within which acceptable performance is found. The range of alternatives between the upper and lower boundaries is known as discretion. It is when discretionary limits are exceeded that the Division is in danger of falling into disfavor.

To reduce the occurrence of misdirected discretion, applicable statements of policy in this directive are reinforced by rules, regulations, directives, Standard Operating Procedures (SOPs), policies, or orders of this Division. Further, the actions of the Division's personnel are subject to the specifics of federal, state, and local laws. It is solely the individual's understanding and application of this combination of factors that determines the limits of his discretionary authority. Those members who elect to extend their discretionary authority beyond the described parameters will be held accountable for their actions.

200.20 ALTERNATIVES TO ARREST

Even though the use of discretion is usually an individual decision, there are certain circumstances for which specific enforcement alternatives are preferred and encouraged. Each directive containing a preferred alternative to arrest will also cite the authority to initiate the alternative.

210.00 ADMINISTRATION – GENERAL PROVISIONS

The Chief of the Police Division shall be the chief executive officer and he shall have the authority and responsibility for the management, direction, and control of the operations and administration of the Division. This authority and responsibility are vested in the Chief of Police through the County Manager form of government approved by a referendum vote on September 19, 1933. Statutory authority for such status is provided through Code of Virginia 15.2-612, 15.2-614, 15.2-632, 15.2-635, and 15.2-637.

211.00 COMMAND RESPONSIBILITY

The County Manager, as Director of Public Safety, prescribes general policies, plans, and objectives for the Police Division and advises procedures when extraordinary situations arise, but the Chief of Police has complete internal control over police activities and police personnel and he shall exercise wide discretion in the administration of the Division.

POLICY 200 (2015)

Members of the Police Division shall adhere to any and all constitutional requirements in the conduct of criminal investigations that apply to the use of coercion or the involuntary nature of confessions and admissions, delays in arraignment, informing a defendant of his rights, deprivation of counsel, and/or prejudicial pretrial publicity.

271.00

PATROL AREA RESPONSIBILITIES

Patrol officers will utilize all valuable patrol strategies and tactics to prevent crime in their assigned area. Specific focus areas, hot spots, and current crime trends are included in crime data that is distributed to all patrol officers. This information will be utilized to direct patrols within the officers' assigned area.

Communication and information gathering are essential components in an officer's daily activities. Officers will develop and maintain informational sources or contacts through their interactions with citizens during their regular patrol, traffic stops, and calls for service. The information gained through these interactions may then be used to assist in developing actionable intelligence utilizing TEMPO.

Officers are often required to leave their assigned station in the performance of their duties. Officers shall notify their Field Supervisor or Communications when leaving their assigned station.

272.40

HOSTAGE SITUATIONS

Hostage situations will be handled by negotiations, if possible, with every reasonable effort made to maintain the life of the hostage(s). The overriding principle that should be recognized is that the life of any person involved in a hostage situation is very important. No appeasement measures will be taken which will allow the situation to move from the contained areas.

272.90

SEX OFFENSE CALLS

If available, an officer of the same sex as the victim should be assigned to *sex offense* investigations during the initial interview. Officers should refer victims of the crime to the available community counseling services.

273.00

TRAFFIC FUNCTIONS

Traffic law enforcement is an important aspect of the Division's mission. It is a responsibility shared by all enforcement personnel, particularly the uniformed officer. Enforcement activities shall be performed at a level that will maximize the safe flow of traffic and voluntary compliance with all traffic laws.

273.15

OFF-DUTY ENFORCEMENT

An off-duty officer operating a privately-owned motor vehicle will not engage in traffic enforcement unless the violation endangers life, limb, and property.



PROBLEM IDENTIFICATION

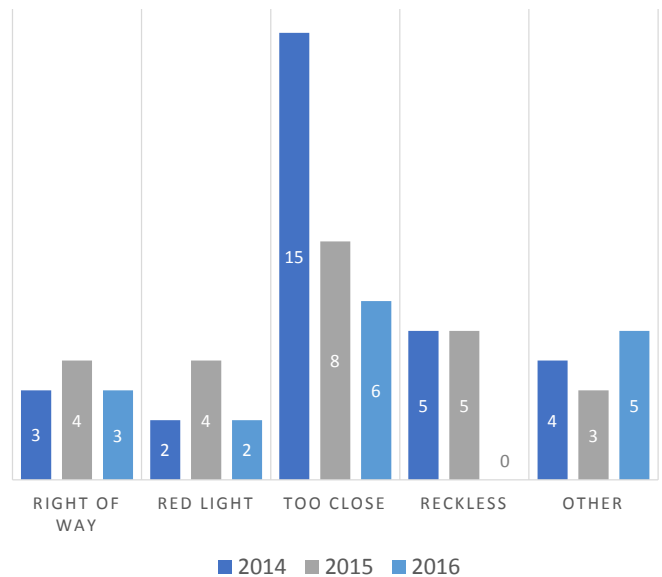
Over the past three years, there are **two intersections** in Henrico County that have routinely been in Henrico County Police Division's (HPD) **top five of crash locations** for their respective stations. Both intersections are large and surrounded by commercial development. There is one road in common with both intersections, and it is a major thoroughfare through our county. Both intersections are heavily traveled as the surrounding areas are largely residential with numerous businesses as well. The intersections are Woodman Road at East Parham Road and Three Chopt Road at North Parham Road.

Woodman Road at East Parham Road is within the boundaries of our Central Police Station. Per the study conducted with the Henrico County Traffic Engineering Department, there are approximately 43,000 vehicles that travel through this intersection daily.¹

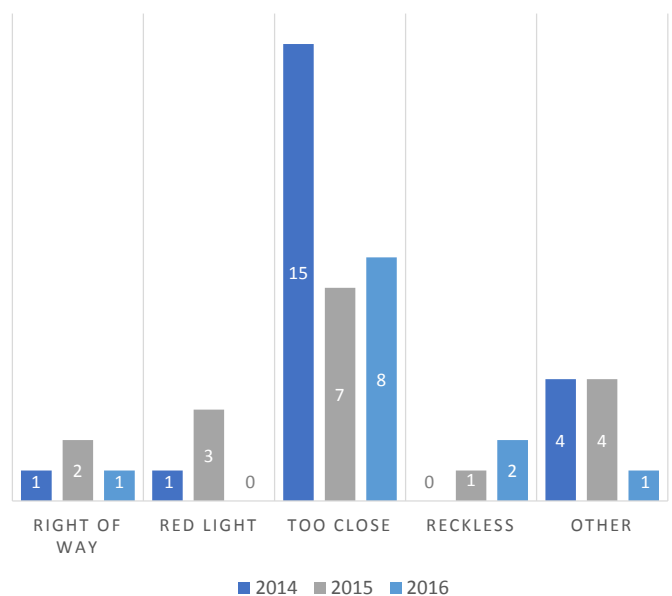
Three Chopt Road at North Parham Road is within the boundaries of our West Police Station. The same study mentioned above also showed that approximately 47,000 vehicles travel through this intersection daily.²

Over the span of a few years, the police department answered an increasing number of crash calls for service at both intersections, putting them at the top of the crash location list for each station. Reports were pulled for each crash and the causative factors were reviewed. There was a noticeable trend of the type of collision occurring.

THREE CHOPT ROAD / PARHAM ROAD
CRASH CAUSATION 2014-2016



WOODMAN ROAD / PARHAM ROAD
CRASH CAUSATION 2014-2016



1 2016, Henrico County Traffic Engineering

2 2016, Henrico County Traffic Engineering

HENRICO COUNTY POLICE DIVISION

LOCAL ISSUE



The three main factors of crashes are human, environmental, and mechanical. However, after reviewing where and how the crashes occurred, of particular interest to us was the fact that both intersections had one thing in common. **Both intersections had a merge lane with a yield sign and the intersection was controlled by a traffic signal.** This made us look more closely at both the human factor and environmental factor (i.e. engineering of the intersection). By using the components of VSHSP's "Three Es" (Education, Enforcement, Engineering), it was determined we could fix the problem using enforcement while evaluating the engineering factor.

The HPD Police Records Unit produces quarterly and yearly reports listing the top crash locations along the number of crashes at these locations. The unit also provides the types of violations observed as well as identifies the times of day when most crashes occur. Armed with these statistics, we were able to begin our enforcement campaign for this project. The data supported police involvement, to an extent; not for red light violators, but for high visibility enforcement.

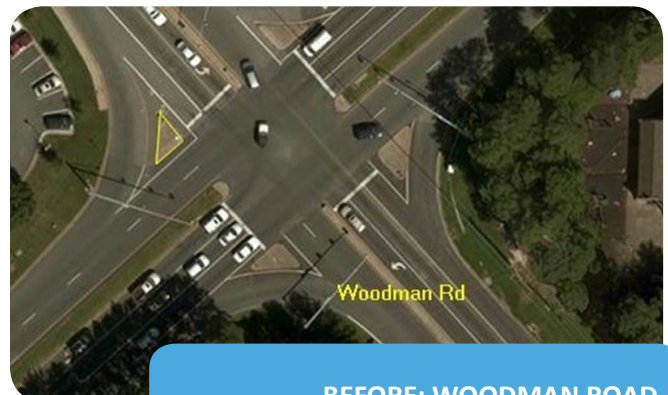
Traffic Crash Data

Three Chopt Road at Parham Road crashes were primarily occurring on the northeast quadrant of the intersection. The crashes were rear-end type collisions and were occurring in the merge lane. Due to the angle of the merge lane, drivers had to turn around more in their seats, looking back and to the left for oncoming traffic. If a car was stopped in the merge lane, because the driver of the moving vehicle was looking back, they would rear end the car that had stopped. In the photograph of the intersection below, a yellow triangle indicates where the merge lane was located.

Woodman Road at Parham Road crashes were primarily occurring on the intersection's northwest corner. Much like the other intersection, crashes were rear-end collisions occurring in the turn/merge lane. Despite this merge lane having a less severe angle for drivers to look for oncoming traffic, most collisions occurred when a vehicle had come to a stop in the merge lane while the driver of the moving vehicle was looking back. In the photograph of the intersection below, a yellow triangle indicates where the merge lane was located.



BEFORE: THREE CHOPT ROAD AND PARHAM ROAD



BEFORE: WOODMAN ROAD AND PARHAM ROAD

HENRICO COUNTY POLICE DIVISION

LOCAL ISSUE



Every quarter, a meeting is held with our partners in traffic enforcement. The committee consists of engineers from the Henrico County Department of Public Works Traffic Engineering Division, Virginia Department of Transportation, HPD Records Unit and HPD. Meeting topics are centered around upcoming or completed projects, but also include current crash statistics for all the roadways within Henrico County. It is at these meetings where different ideas were reviewed to determine the best possible approach to solving the problem outlined in this section. Once the data was reviewed and a preliminary plan discussed, each department returned with a plan for its portion of the project and a comprehensive plan was made.

POLICY

G-85-17 (Traffic Law Enforcement) is our policy governing how we handle traffic-related incidents. The following is our governing statement regarding Traffic Law Enforcement:

Traffic enforcement is an important tool that can be utilized to enforce traffic laws and gather information concerning criminal activity. Seatbelt and child restraint enforcement, speeding, and identifying impaired drivers are a top priority. Officers are encouraged to conduct various enforcement activities to address these issues. Enforcement action should be taken upon detection of a violation of law or a potentially hazardous act and shall be taken in a uniform and consistent manner. Any information from these enforcement activities can be utilized by Homeland Security, Patrol, CASE, or any Division component to increase traffic safety and further the suppression of criminal activities.

LP-22-11 (RADAR And LIDAR Speed Enforcement) also states (in summary) the Division's Traffic Functions Policy to include areas around high crash locations.

PLANNING

Planning for both projects began in calendar year 2015; implementation in 2016. Data used from both intersections was collected in calendar year 2014 and sooner.

Upon review of this data, HPD and the Traffic Engineering Division worked together to reduce the number of crashes at these intersections. HPD commenced with a high visibility campaign, consisting of saturation type patrols in the area. The goal was to curtail violations being committed through a noticeable presence of law enforcement by the public. Patrols took place during times at which data indicated most crashes were occurring, **detailed in the corresponding charts**, thereby officers could be more specific to the problem and not waste resources.

The **Traffic Engineering Division literally went to the drawing board** to figure out how they could reduce crashes at these intersections. It was determined that removing the merge lanes and installing dedicated right turn lanes was the best solution. Doing so would directly associate the new right turn lane with the intersection's traffic signal. Drivers would then have to come to a stop before turning right while the signal was red or wait for the signal to turn green. It also eliminated yield signs and the confusion of having both a yield sign and a traffic signal at the same location.

HENRICO COUNTY POLICE DIVISION

LOCAL ISSUE



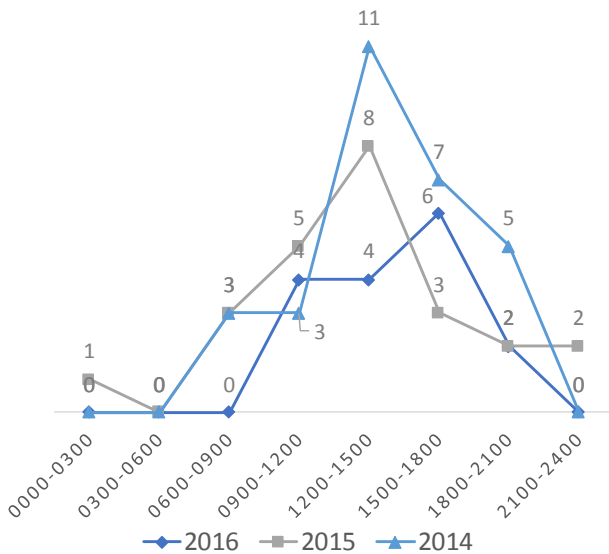
The bid process for the Traffic Engineering Division is quite lengthy due to the procedures involved in construction projects. Without going into unnecessary detail, the process takes several months before work can begin. It is during this time that HPD performed its high visibility patrol campaign. **By doing so, there was never a period of time throughout the implementation of the plan that left these intersections vulnerable.**

Another goal of this plan was to **support the VSHSP**, which focuses on reducing crashes, injuries and fatalities on all roadways in the Commonwealth of Virginia. Based on research cited in VSHSP, **40% of all crashes and 20% of all fatal crashes in the nation occur at intersections.** Additionally, according to the VSHSP, good geometric design, traffic control and safe driving behavior will result in a safe and efficient intersection.

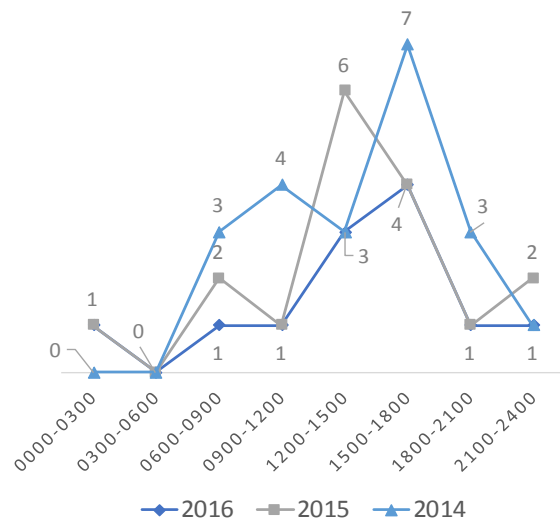
The VSHSP also reports that **most intersection related deaths and injuries occur when a vehicle collides with another during a turning or merging maneuver**, with one-fifth of intersection deaths involving rear-end collisions. By working in conjunction with the VaDOT, supporting the VSHSP and partnering with the Henrico County Department of Public Works Traffic Engineering Division, HPD could support the goals of state and federal government agencies.

Solutions to the problem outlined in this chapter were to institute analysis of the data, and, using multidisciplinary teams, review operations and safety at each intersection. The plan also achieved a goal for the Traffic Engineering Department by helping them deploy law enforcement resources at a high crash location during high-risk times crashes were occurring.

**THREE CHOPT ROAD / PARHAM ROAD
CRASH BY TIME OF DAY 2014-2016**



**WOODMAN ROAD / PARHAM ROAD
CRASH BY TIME OF DAY 2014-2016**



HENRICO COUNTY POLICE DIVISION

LOCAL ISSUE



TRAINING

Minimal training was needed to implement this plan as the skills necessary are within the scope of an officer's day-to-day responsibilities and ongoing training. However, it was imperative the Traffic Enforcement Unit work with the Patrol Bureau of the two police stations—West Station and Central Station—to make them aware of the project and long-term plan.

The primary vehicle for informing and training the two platoons was, what we refer to as, Roll Call Training. This type of training utilizes more of an informative atmosphere and the time-frame is very short. The different platoons were given assignments, mainly on weekends, to patrol during high-crash time periods. The traffic unit provided traffic enforcement during other peak times of the week. By dividing patrol efforts, **both units had buy-in and could assist the issue**. Even though we found traffic signal violations were not the main cause of crashes, Red Light Enforcement Operations were still encouraged to make a heavy presence.

In our locality, any time law enforcement conducts group enforcement operations, our courts have set standards we must follow. Our Traffic Enforcement Unit, which is very proficient with these types of operations, were tasked with coming up with a template for patrol officers to follow when conducting enforcement operations. Traffic Safety created tracking forms and guidelines to use when doing Red Light Enforcement Operations as well as Saturation Patrols. These guidelines were posted on our division's intranet website for all officers to download and follow the examples given. By doing so, there was consistency throughout the entire division when cases were heard in court. These

guidelines eventually became standard practice within all division units and went very smoothly for court purposes.

PUBLIC INFORMATION & EDUCATION

Our first goal was to immediately change driving behaviors at these intersections. Rather than educating the public about merge lanes (which were going to be removed), the most straightforward approach was to focus on traffic-signal safety.

The HPD's Public Information Office took to social media to get the message out about the dangers of failing to obey traffic signals. Public Safety Announcements (PSA's) were produced to showcase the impact and damage crashes can have mentally, physically and financially. The campaign *Stop on Red or Stop on Blue* was created to make the public aware that if they failed to stop at a traffic signal, they would be stopped by police and be ticketed for the violation. Both the *Stop on Red or Stop on Blue* campaign and PSA's were promoted on the division's Facebook and Twitter pages as well as its website and through strategic media relations.

HPD's second goal was to inform the public of the construction projects that were planned for these heavily-trafficked intersections. Informal, public meetings were planned as stipulated by Henrico County code. The purpose of the meetings were for citizens to ask questions or voice concerns. Signs were also placed at each intersection with a phone number for citizens to call with their questions and concerns.

HENRICO COUNTY POLICE DIVISION

LOCAL ISSUE



ENFORCEMENT

These intersections became a primary focus for the division's Traffic Enforcement Unit. Because both intersections needed to be targeted through enforcement, engineering and education, our objective was not just to write tickets, but also to educate the public as part of our enforcement efforts. This was accomplished through our public education strategies outlined in the previous section.

2016	WOODMAN / PARHAM	THREE CHOPT / PARHAM
GRANT HOURS	14 officers; 21 man-hours	8 officers; 12 man-hours
GRANT TICKETS	32	43
NON-GRANT HOURS	4 officers; 8 man-hours	5 officers; 10 man-hours
NON-GRANT TICKETS	4	8

HPD's second enforcement objective was to utilize officers who already worked the areas each intersection was located and devote as much time as possible to enforcement. If an officer spotted a red-light violation, they would address it, but would also do enforcement for all other violations. By having the officer with his emergency lights on in the areas of the intersections, it gave the impression police were patrolling those areas more often and looking for various violations.

The data in the table above represents tickets written for violations that occurred within 1,000 feet of the intersection. These tickets included all violations—from Failing to Obey a Traffic Signal to Equipment Violations. Again, the purpose was to convey an increase in police activity to get the motoring public to obey traffic laws. The table also represents HPD's documented grant hours and non-grant hours during this time period.

The targeted enforcement time frames coincided with local morning and evening rush hour traffic. Additional enforcement was added for lunch time traffic due to the volume of vehicles driving through these intersections all day long. The grant hours listed above were all run during these targeted time frames.



AFTER: THREE CHOPT ROAD AND PARHAM ROAD



AFTER: WOODMAN ROAD AND PARHAM ROAD

OUTCOMES

In 2016, significant engineering changes were made to both intersections. The merge lanes were eliminated from both intersections and a dedicated right-turn lane was added, making it necessary to come to a complete stop when turning on red. Removing the merge lanes eliminated the need for yield signs at both intersections. This made it more clear on how to maneuver through the intersection and eliminated confusion of having a yield sign at a traffic signal. New traffic signal timing sequences were created and a longer 'all red' sequence allowed for vehicles to clear the intersections. This greatly improved the flow of traffic at each intersection and reduced the injury severity index which equates to less angle collisions.

Re-engineering the designs of both intersections greatly reduced the number of collisions and provided the long-term solution envisioned during planning.

The charts seen here speak volumes for the reduction of collisions at these intersections. The enforcement efforts made by the officers were of great help, as were the public information and media relations efforts, but were a short-term solution.

HENRICO COUNTY POLICE DIVISION

LOCAL ISSUE



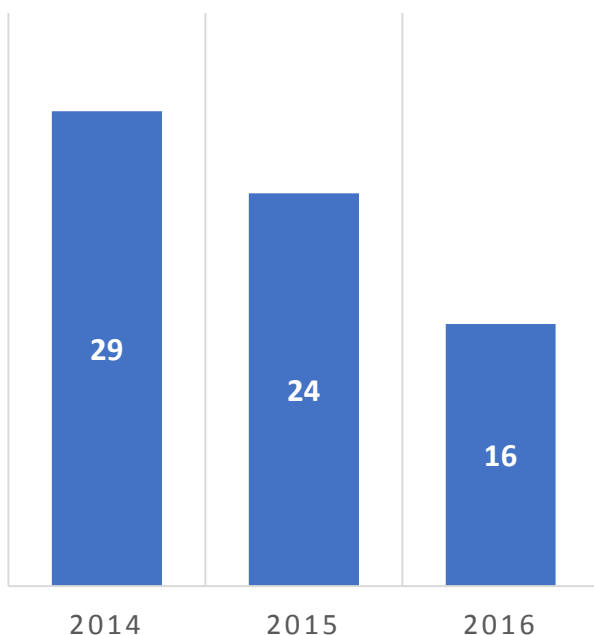
By working through the “Three E’s” (Enforcement, Education and Engineering), we significantly reduced the amount of time officers were spending investigating crashes at these intersections. Officers are now able to spend the time saved on other priority intersections or incidents.

Many stakeholders gained from these intersection improvements. Not only were calls for emergency and/or law enforcement services reduced at each intersection, the improvements aided citizens by allowing for better traffic flow and safer roadways. These improvements also met the goal of the VSHSP as well as Henrico County Depart-

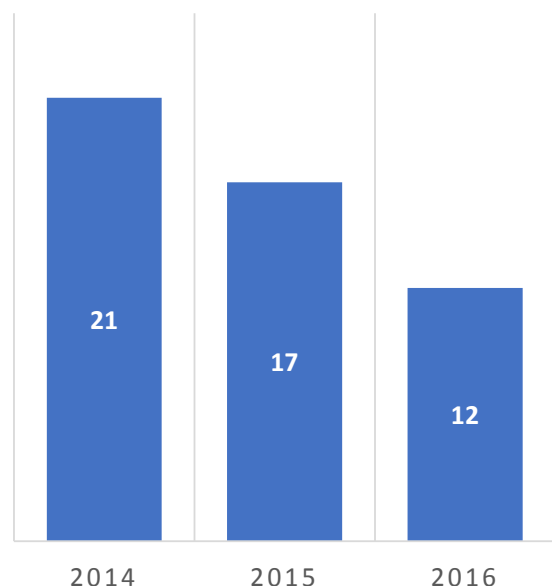
ment of Public Works Traffic Engineering Division for designing better roadways and reducing confusion at intersections. No one individual officer was recognized for their efforts as traffic enforcement recognition is completed annually for all three of the other categories.


Through all of these efforts by all stakeholders, the philosophy and implementation of Traffic Incident Management has worked. By not responding to more calls for service, this keeps all public safety workers off of the roadway and out of harm’s way. The improved engineering of the intersections has created a more efficient and safer flow of traffic for citizens.

**THREE CHOPT ROAD / PARHAM ROAD
TOTAL CRASHES AT INTERSECTION 2014-2016**



**WOODMAN ROAD / PARHAM ROAD
TOTAL CRASHES AT INTERSECTION 2014-2016**



	TYPE OF DIRECTIVE GENERAL ORDER	NUMBER G-85-17
	SUBJECT TRAFFIC LAW ENFORCEMENT	EFFECTIVE DATE 03/02/17
	REFERENCE NHTSA "MANUAL OF MODEL POLICE TRAFFIC SERVICES," CALEA	RESCINDS G-85-11 REV.

PURPOSE


To define traffic enforcement alternatives. To encourage proper handling of the traffic violation from the point when the decision to stop the violator is made until the encounter is terminated.

POLICY

Traffic enforcement is an important tool that can be utilized to enforce traffic laws and gather information concerning criminal activity. Seatbelt and child restraint enforcement, speeding, and identifying impaired drivers are a top priority. Officers are encouraged to conduct various enforcement activities to address these issues. Enforcement action should be taken upon detection of a violation of law or a potentially hazardous act and shall be taken in a uniform and consistent manner. Any information from these enforcement activities can be utilized by *Special Operations*, Patrol, CASE, or any *Police* Division component to increase traffic safety and further the suppression of criminal activities.

I. ENFORCEMENT ACTIONS

- A. In dealing with a traffic violator, there are four enforcement alternatives for the officer to consider:
1. Physical arrest is limited by law as to its application.
 2. Issuance of a summons shall be *the Police* Division's primary traffic enforcement action. While the use of officer discretion is a valid procedure to be used in determining the need to issue a summons, members of *the Police* Division shall cite those persons who commit violations deemed to be traffic crash causative in compliance with RP-06. Enforcement shall be at a level commensurate with crash-frequency and severity-reduction efforts.
 3. Verbal warning is a viable alternative if, in the officer's determinations, the violator's actions (to include the type of violation, its severity, and the violator's intent, not attitude), in conjunction with temporal and geographic circumstances, would be best corrected by not issuing a summons.
 4. Officers who discover vehicle operators believed to be a hazard to themselves or others, due to incompetence, physical/mental disability, disease, or other conditions that might prevent those operators from exercising reasonable and ordinary care in the operation of a motor vehicle, shall complete a MED3 Medical Review Request and place it in the appropriate box at PSB/*Villa Park*/FOS.
- B. Application of the aforementioned alternatives can be considered for most classifications of

	TYPE OF DIRECTIVE LINE PROCEDURE	NUMBER LP-22-11 REV.
	SUBJECT RADAR AND LIDAR SPEED ENFORCEMENT	EFFECTIVE DATE 11/16/11
	REFERENCE CODE OF VIRGINIA, CALEA	RESCINDS LP-22-11

PURPOSE

To establish procedures for the use of radar and lidar speed measuring devices.

POLICY

The **Police Division considers speed enforcement a priority and will actively engage in radar and lidar speed enforcement throughout the County of Henrico, specifically focusing on** high, or potentially high, accident locations where speed is a factor, in areas where speed limit violations are prevalent, and in response to citizen complaints involving excessive speed. The below enforcement measures shall ensure that the Division's highway safety goal of providing safe and expeditious movement of vehicular and pedestrian traffic is met. Single officer radar and lidar operations are excluded from location restriction.

DEFINITIONS

Radar – an acronym for Radio Detection and Ranging.

Lidar – an acronym for Light Detection and Ranging (more commonly known as Laser).

PROCEDURES

I. EQUIPMENT SPECIFICATIONS/LICENSING

- A. In accordance with §46.2-882 of the Code of Virginia, all equipment and devices used to measure the speed of motor vehicles that is purchased after July 1, 1986, shall meet or exceed the standards for such equipment as established by the Division of Purchases and Supply of the Virginia Department of General Services.

II. OPERATIONAL PROCEDURES

A. General – Radar

- 1. It shall be the operator's responsibility to select safe locations to conduct radar operations.
- 2. Officers should refrain from using stationary radar to check vehicle speeds on steep downgrades.
- 3. All selected speed enforcement locations shall be properly posted with a speed limit sign if the legal limit is lower than the maximum normally permissible under law.