



## 2017 VIRGINIA LAW ENFORCEMENT CHALLENGE APPLICATION

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

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

Agency (as it would appear on an award): Lynchburg Police Department  
 Agency Category: Municipal  
 Total Number of Sworn Personnel: 170 Total Number of Uniformed Officers on the Street: 91  
 Submitter(s) (main point of contact for application): PO III S.R. Saxon  
 Department: Lynchburg Police Department  
 Address: 905 Court Street City: Lynchburg State: VA Zip: 24504  
 Submitter Phone: 434-455-6047 Submitter Email: steve.saxon@lynchburgva.gov  
 Department Head: Chief R.M. Diaz Email: raul.diaz@lynchburgva.gov

### APPLICATION ATTACHMENTS PACKET

#### CHECKLIST

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

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

### SPECIAL AWARD CONSIDERATIONS

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

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

## SUBMISSION DISCLOSURE QUESTIONS

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

1. Total roadway crashes in 2014: 1683
2. Total roadway crashes in 2015: 1822
3. Total roadway crashes in 2016: 1794
4. Total fatal crashes in 2014: 3
5. Total fatal crashes in 2015: 2
6. Total fatal crashes in 2016: 2
7. Total injury crashes in 2014: 443
8. Total injury crashes in 2015: 438
9. Total injury crashes in 2016: 376

### IMPAIRED DRIVING

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

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

1. This agency has a written policy making impaired driving enforcement a priority: yes  no
2. Number of officers who received training in 2016 in impaired driving: 170
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:  
yes  no
4. Number of Impaired Driving Arrests in 2014: 288
5. Number of Impaired Driving Arrests in 2015: 250
6. Number of Impaired Driving Arrests in 2016: 292
7. Total number of fatal and injury crashes related to Impaired Driving in 2016: 17
8. Percentage of fatal and injury crashes related to Impaired Driving in 2016: 4 %
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.): 86
11. Output Statistics: How many DUI citations were issued in target areas?: 11
12. Output Statistics: How many DUI citations were issued during the target times?: 11
13. Output Statistics: How many contacts were made? (total): 13,294
14. Output Statistics: How many contacts in target areas?: 13,294

## OCCUPANT PROTECTION

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

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

1. This agency has a written policy making safety belt and child passenger safety enforcement a priority: yes  no
2. This agency has a written policy requiring officer safety belt use: yes  no
3. Does your state have a Primary Seat Belt Enforcement Law?: yes  no
4. Your state's average safety belt use percentage rate in 2016: 80.9
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016: 84.4
6. Your jurisdiction's safety belt use percentage rate at the end of 2016: 86.4
7. Number of officers who received training in 2016 in occupant protection: 170
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: 418
10. Number of Seat Belt Citations in 2015: 333
11. Number of Seat Belt Citations in 2016: 284
12. Number of Child Seat Citations in 2014: 193
13. Number of Child Seat Citations in 2015: 125
14. Number of Child Seat Citations in 2016: 103
15. Number of Special Enforcement Efforts in 2016 for Occupant Protection: 0
16. Output Statistics: How many citations were issued in target areas?: 0
17. Output Statistics: How many citations were issued during the target times?: 0
18. Output Statistics: How many contacts were made? (total): 0
19. Output Statistics: How many contacts were made in target areas?: 0

## SPEED AWARENESS

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

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

1. This agency has a written policy making speed enforcement a priority: yes  no
2. Number of officers who received speed-related training in 2016: 170
3. This agency participates in officer recognition programs for speed detection and apprehension: yes   
no
4. Number of Speeding Citations in 2014: 3290
5. Number of Speeding Citations in 2015: 3524
6. Number of Speeding Citations in 2016: 2419
7. Total number of 2016 fatal and injury crashes related to speed: 0
8. Percentage of 2016 fatal and injury crashes related to speed: 0
9. Number of Special Enforcement Efforts in 2016 for Speed: 35
10. Output Statistics: How many citations were issued in target areas?: 454
11. Output Statistics: How many citations were issued during the target times?: 454
12. Output Statistics: How many contacts were made? (total): 488
13. Output Statistics: How many contacts were made in target areas?: 488

## STATE/LOCAL ISSUE

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

1. This agency has a written policy making this issue a priority: yes  no
2. Number of officers who received training related to this issue in 2016: 98
3. This agency participates in officer recognition programs for this issue: yes  no
4. Number of citations issued involving this issue in 2014: 2977
5. Number of citations issued involving this issue in 2015: 3877
6. Number of citations issued involving this issue in 2016: 3072
7. Total number of 2016 fatal and injury crashes related to this issue: 0
8. Percentage of 2016 fatal and injury crashes related to this issue: 0
9. Number of Special Enforcement Efforts in 2016 for this issue: 97
10. Output Statistics: How many citations were issued in the target areas?: 461
11. Output Statistics: How many citations were issued during the target times?: 461
12. Output Statistics: How many contacts were made? (total): 2531
13. Output Statistics: How many contacts were made in target areas?: 378
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:  
97



# LYNCHBURG POLICE DEPARTMENT

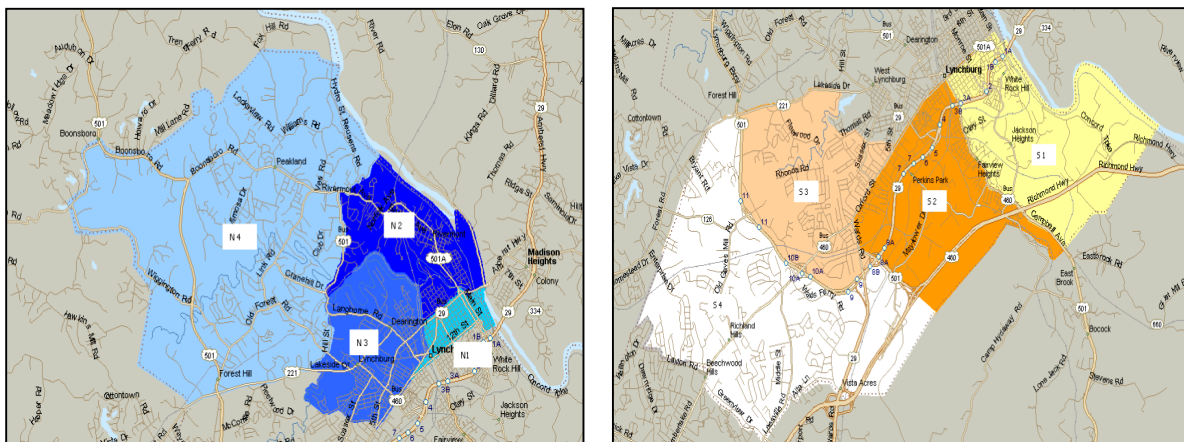


## IMPAIRED DRIVING SUPPLEMENT

### PROBLEM IDENTIFICATION:

The Lynchburg Police Department identified target areas from alcohol related accident data, locations of prior Impaired Driving arrests and department DUI arrest reports. The identified areas were primarily major roadways leading to and from establishments that serve alcohol in the city. Some of the main highways identified include Main St, Lakeside Dr, Wards Road, Fort Ave, and Timberlake Rd.

## Annual Traffic Crash Report Calendar 2015



The main tool used by the Lynchburg Police Department is data collected in the quarterly and annual reports of prior accident locations in the city. This process has become known as Intelligence Led Policing within our department. The use of this data allows for officers to target known Impaired Driving arrest and alcohol related crash locations for the purpose of enforcement activity. The focused efforts of Intelligence Led Policing allow officers to concentrate on more precise locations rather than just random locations within the city. In addition the Lynchburg Police Department has utilized this data to apply for and receive

# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT

Virginia DMV grant funds to target Impaired Driving for the purpose of reducing alcohol-injury related crashes.

### **POLICY:**

The Lynchburg Police Department’s written policy (FO14 - 0815) contains DUI countermeasures and guidance. The purpose of this directive is to establish guidelines for countermeasures and enforcement action related to driving under the influence of alcohol and/or drugs. It shall be the policy of the Field Operations Bureau to aggressively pursue driving under the influence (DUI) enforcement activities. As part of the Lynchburg Police Department’s accreditation process through CALEA, we have developed a comprehensive and uniform set of written directives and policies which promote traffic safety. These policies and directives are regularly reviewed by department personnel through an electronic signature system (eSign). This system works with the agency database and allow employees to review and electronically sign and test if necessary, on any documents posted in the system. The system allows the department to track employees understanding and compliance with the prescribed policies.



<b><i>WRITTEN DIRECTIVE</i></b>	No. <b>FO14-0815</b>	Page: 1 of 8
Subject:	Effective Date:	03-15-14
<b>DUI COUNTERMEASURES</b>	Supersedes/ Amends:	<b>FO11-0815</b>
	Reference:	

### **PLANNING:**

For Impaired Driving enforcement efforts in 2016, the Lynchburg Police Department targeted Impaired Driving and alcohol related crash locations for saturation patrols and DUI checkpoints. The data collected looked at the top 5

# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT

locations where Impaired Driving arrest and alcohol related crash were made in 2015 (see Table 1). The department also collected additional data through IBR's and arrest records where individuals were consuming alcohol prior to being arrested for Impaired Driving and times when those arrest were effected. This additional data allowed the Lynchburg Police Department through Intelligence Led Policing to focus its efforts on known areas where Impaired Driving arrest had taken place in the past and thus pinpoint hot spots. One example of planning for enforcement efforts was to establish a Multi-Jurisdictional Partnerships, including Amherst County, Town of Amherst, Bedford County, Town of Bedford, Campbell County, and Virginia State Police. This partnership allowed the department to combine efforts regionally and increase manpower to combat Impaired Driving not only in the city, but also to the surround localities. These efforts were made possible by combining resources with the assistance of an acquired Virginia DMV grant for Impaired Driving.

### DATA GATHERED TO TARGET IMPAIRED DRIVING FOR 2015

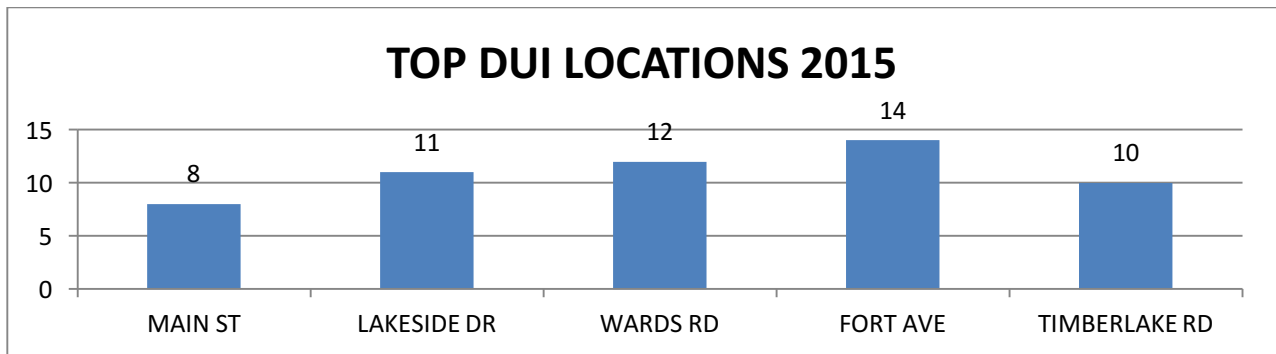


Table 1

### TRAINING:

Training for Impaired Driving was conducted through directive/policy review, in-service classes at the Central Virginia Criminal Justice Academy, Roll-Call training and other classes on Impaired Driving countermeasures (see Table 2).

# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT

The department has three DUI senior instructors who instructed SFST's throughout the state as well as to department personnel. The department also sends representatives to the annual Mid-Atlantic DUI Conference to stay informed and up to date on any new topics or objectives concerning Impaired Driving. The Lynchburg Police Department uses a computerize program (eSign) for reviewing department directives/policy on an annual bases.

**Your electronic signature for FO-0815-DUI Countermeasures-14 effective 3/15/2016 must be recorded by 4/1/2016. Please use the eSign program to review and sign this this notice.**

Above is a sample of what officers would see notifying them that they have directives or other materials to review.

### Impaired Driving Training for Department Personnel

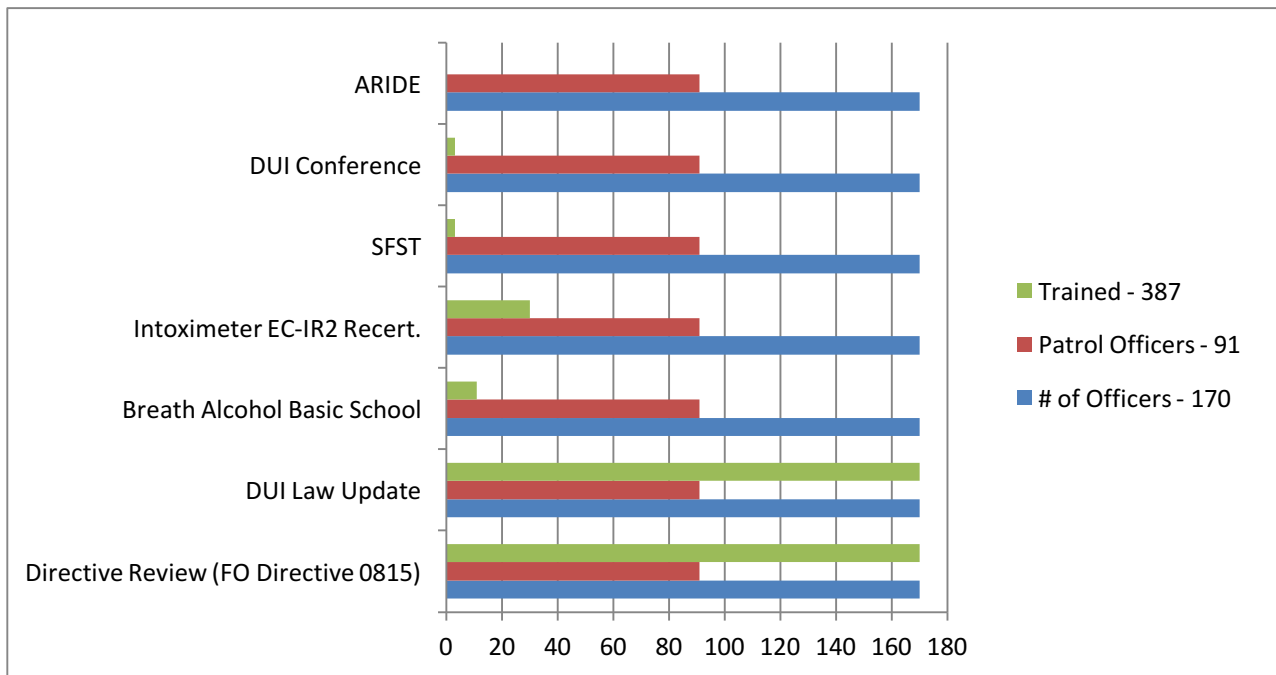


Table 2

# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT

The above graph shows the officers trained in areas related to Impaired Driving for 2016. This graph also includes Field Operations (FO) directives and Police Department (PD) directives that have been reviewed by officers.

### **PUBLIC INFORMATION AND EDUCATION:**

The Lynchburg Police Department utilized interviews with local media to include television and newspapers. The department distributed Anti-DUI posters to local businesses for public awareness. LPD partnered with the Blue Ridge Transportation Safety Board and Central Virginia Transportation Safety Board to educate the public through campaigns such as, "Drive Smart or Get Pulled Over" and "MADD". In addition the department also participated in Highway Safety Campaigns that were targeted during New Year's, Super bowl, and St. Patrick's Day.



Local media was utilized to help educate and inform the public about Impaired Driving. The below photo is from a local television station where LPD conducts monthly "Safety Zone" interviews to educate the public.

# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT



Officer Howard being interviewed for Safety Zone



Sample of a poster that was placed in local Businesses to promote DUI awareness.

### **ENFORCEMENT:**

In 2016 there were 292 arrests made for Impaired Driving in the City of Lynchburg. The department conducted 9 Multi-Jurisdictional Impaired Driving checkpoints and 77 saturation patrols to support the department's effort in



# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT

Impaired Driving enforcement. Pictured below is a Lynchburg Police Officer speaking with a driver during an Impaired Driving Checkpoint.



Lynchburg Police Department DUI checkpoint

The below graph represents the success our department has had in conducting enforcement activities for Impaired Drivers during 2016 (see Table 3). These additional totals were made possible with the help of a Multi-Jurisdictional Partnership and a VA DMV grant for Impaired Driving that Lynchburg Police Department was awarded.

### Impaired Driving - Selective Enforcement 2016

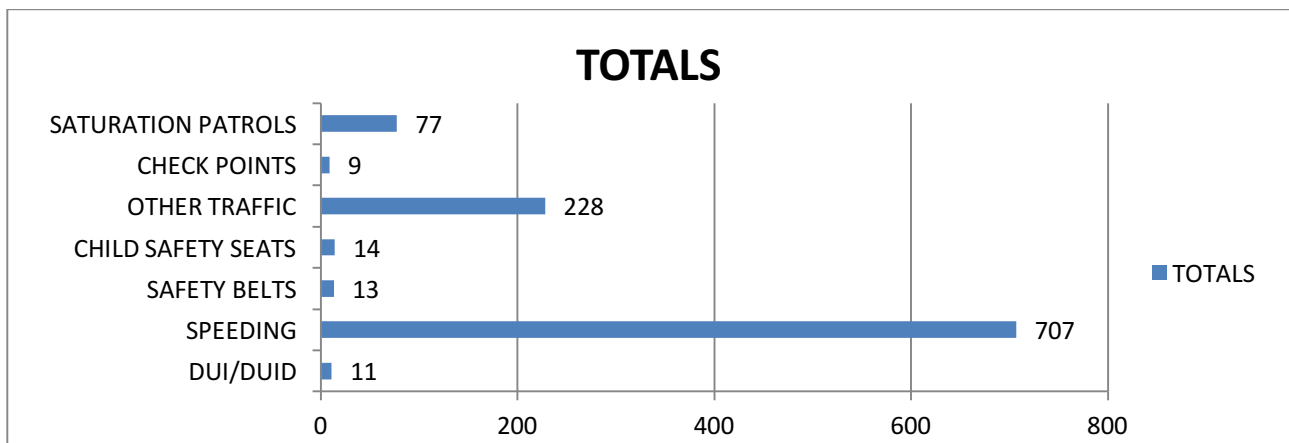


Table 3

# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT

### ASSESS OUTCOMES:

In 2014 there were 17 alcohol related injury accidents. In 2015 the number dropped to 15 and then in 2016 there was a slight increase to 17. In 2014 we had 0 fatal-alcohol related accidents. In 2015 Lynchburg had 1 fatality relating to alcohol and in 2016 that number fell to 0 (see Table 4).

### DUI – Injury Crash Comparison

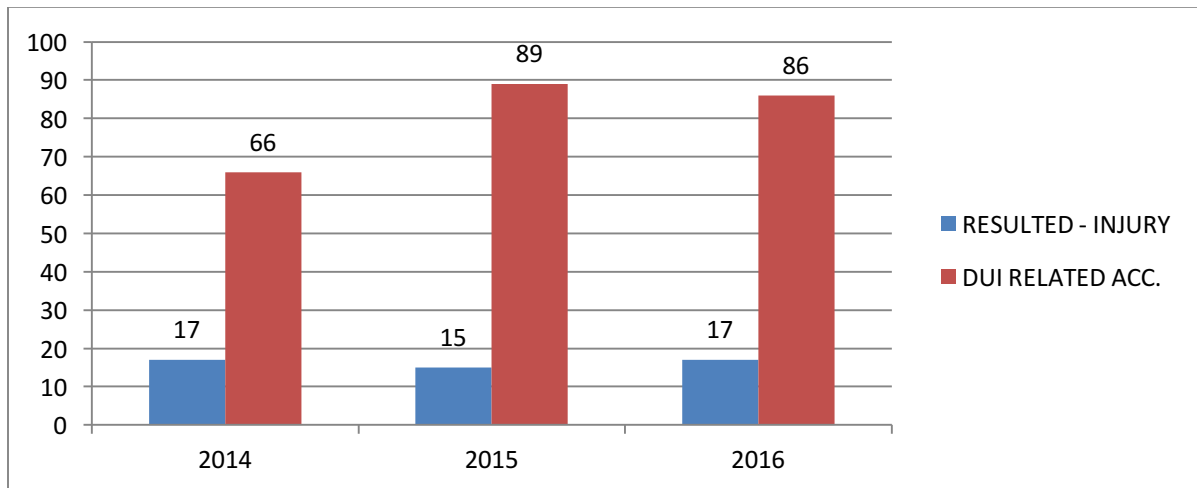


Table 4

In comparison, the state had a total of 7,482 Impaired Driving accidents that resulted in 4,855 injuries and 262 fatalities. At the regional level (Roanoke – which includes the City of Lynchburg) had 872 Impaired Driving accidents that resulted in 568 injuries and 43 fatalities. Therefore, the City of Lynchburg only contributed to 1% of the total Impaired Driving accidents that occurred in the state and only 9% of the total Impaired Driving accidents at the regional level (Roanoke). When you compare injury and fatalities accidents, Lynchburg only contributed less than 1% to the total injury accidents and 0% to fatalities at the state level and 3% injury accidents and 0% to the regional level (Roanoke).



# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT

The Lynchburg Police Department continues to make strides in keeping our efforts focused on reducing the number of alcohol related accidents through Intelligence Led Policing. Since 2014, Impaired Driving injury accidents have been reduced from 26% to 21% of the total accidents reported in the city. The city has stayed consistent with about a 4% - 5% average in Impaired Driving accidents of the total accidents reported since 2014.

### DUI – Injury – Non Injury Comparison

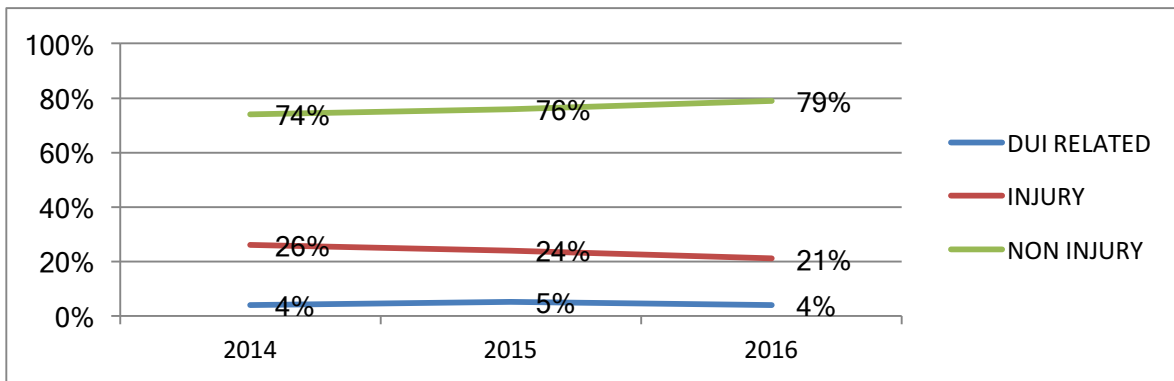


Table 5

The Lynchburg Police Department has changed approaches in an effort to focus enforcement through Intelligence Led Policing. The use of data that is associated with Impaired Driving arrest, Crash locations, and TRENDS has led to the success of the Lynchburg Police Department's Impaired Driving crackdown. Impaired Driving arrest improved to 292 in 2016 as compared to 250 in 2015. This is a 17% increase in the number of Impaired Driving arrest over the last year (see Table 6).

The results of the Impaired Driving Reduction Program is apparent that Intelligence Led Policing is having a positive effect on reducing all aspects of Impaired Driving in the City of Lynchburg. Continued success will rely on the department maintaining these efforts in the coming years.

# LYNCHBURG POLICE DEPARTMENT



## IMPAIRED DRIVING SUPPLEMENT

Lynchburg Police Department DUI Arrest FY 2014 - 2016

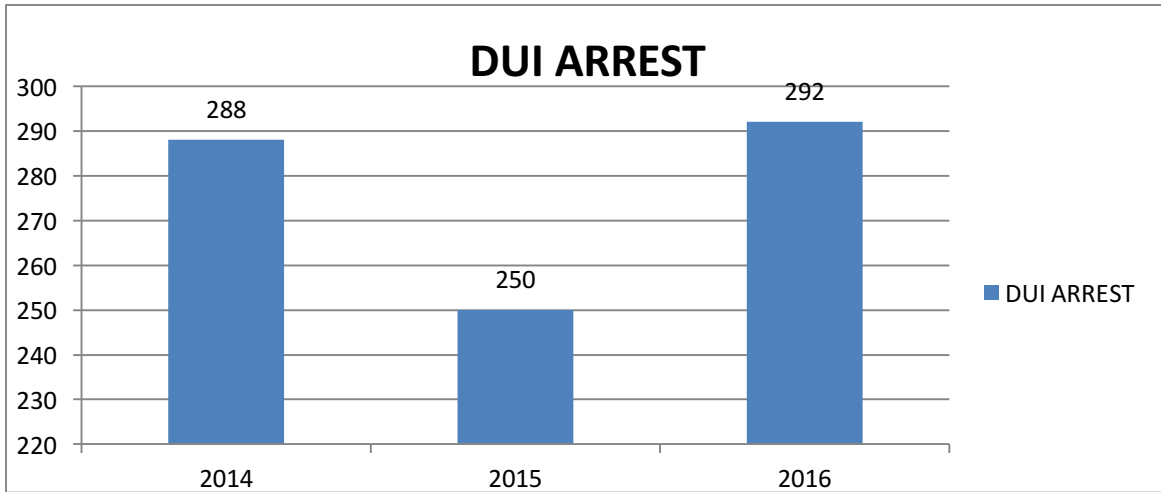
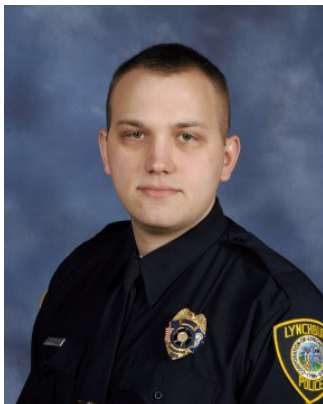


Table 6

### RECOGNITION:

The Lynchburg Police Department takes pride in recognizing its officers for their efforts toward Impaired Driving and Traffic Safety. This is done by recognizing officers who have led the department in making Impaired Driving arrests, issuing summonses for speeding; seatbelt; child restraint violations, and other awards relating to Traffic Safety.



Lynchburg Police Department recognized Police Officer R.N. Ball for the most Impaired Driving arrest in 2016.



## IMPAIRED DRIVING SECTION - POLICY



<b>WRITTEN DIRECTIVE</b>	No. <b>FO14-0815</b>	Page: 1 of 8
Subject: <b>DUI COUNTERMEASURES</b>	Effective Date:	<b>03-15-14</b>
	Supersedes/ Amends:	<b>FO11-0815</b>
	Reference:	

### I. Purpose

The purpose of this directive is to establish guidelines for countermeasures and enforcement action related to driving under the influence of alcohol and/or drugs.

### II. Policy

It shall be the policy of the Field Operations Bureau to aggressively pursue driving under the influence (DUI) enforcement activities.

### III. Procedure

#### A. GENERAL

1. On duty officers, regardless of assignment, will be responsible for taking appropriate action should they observe a suspected DUI during the course of their daily activities.
2. All officers, through recruit and roll call training, will be familiar with:
  - a. Applicable statutes related to operating motor vehicles (including mopeds) while under the influence of intoxicants and drugs, to include: Sections 18.2-266 through 18.2-269 and 46.2-341.24 through 46.2-341.26.2 of the Code of Virginia.
  - b. Recognition of drivers impaired by intoxicants or drugs,
  - c. DUI investigation at accident scenes,
  - d. Use of standard field sobriety tests,
  - e. Use of the Preliminary Breath Test (PBT), and



- f. Legal and procedural changes involved in DUI detection, arrest and processing.
3. DUI arrests and related procedures will be documented by the means of:
    - a) Incident report
    - b) *DUI Checklist* (optional) with the original submitted electronically and a copy delivered to the Magistrate.
    - c) *Criminal Complaint* (State form which is required in cases of breath test results of .08% or more, persons under the age of 21 arrested for DUI with breath test results of .02% or more, or refusal) with the original submitted to the Magistrate and a copy submitted with the other paperwork. The Criminal Complaint will document at a minimum:
      - 1) A brief explanation of when and where the first contact was made with the suspect driver and vehicle (establishing venue)
      - 2) A brief explanation of what facts led the officer to stop the vehicle or contact the suspect driver (establishing probable cause to stop)
      - 3) Observations that led to administering the field sobriety tests
      - 4) The results of field sobriety tests administered
      - 5) Result of Preliminary Breath Test if offered and taken
      - 6) In a case where the Preliminary Breath Test was not offered, the reasons why it was not offered
      - 7) Results of the Intoxilyzer test or the facts that led to obtaining a warrant or summons for refusal
      - 8) If a Criminal Complaint form is not required, all of the information listed above will be documented within the incident report.
    - d) *Acknowledgment/Declaration of Refusal-Breath/Blood Test* (State form)
    - e) *Administrative License Suspension* (State form, if applicable)

## B. SELECTIVE ENFORCEMENT

1. The Metro Division Captain will be responsible for coordinating DUI selective enforcement activities, and will:



- a. Administer grant-funded DUI enforcement programs, and
  - b. Ensure that participating officers from other bureaus are trained in applicable Field Operations Bureau directives.
2. Computer-generated data will be analyzed and used to identify target areas for DUI selective enforcement activities.
  3. Selective enforcement data will be derived from sources outlined in directive FO-0809: *Selective Enforcement*.
  4. DUI selective enforcement patrol will be conducted according to procedures outlined in directive FO-0801: *Traffic Patrol Techniques*
  5. Traffic stops will be initiated according to procedures outlined in directive PD-2018: *Stopping and Approaching Traffic Violators*.
  6. DUI selective enforcement checkpoints will be conducted and documented according to procedures outline in PD-0802: *Traffic Direction and Control*.

## C. FIELD SOBRIETY TESTS

1. Field sobriety tests will be offered to any person suspected of DUI.
  - a. Tests will be of a type that will assist in determining a driver's level of impairment and are recognized by the Lynchburg Court system.
    - 1) It is recommended that officers use the Standard Field Sobriety Tests, to include:
      - a) The Horizontal Gaze Nystagmus
      - b) The One Leg Stand test, and
      - c) The Walk and Turn test.
    - 2) Officers may also use additional tests identified as:
      - a) The Alphabet test (reciting a specified portion of the alphabet),
      - b) The Finger to Nose
      - c) The Finger Dexterity test.



- 3) Officers may, based on a suspect's physical limitations or other circumstances, have to make use of other tests to aid in their determination of a driver's level of intoxication.
  - b. Tests will be administered in the safest location available to the investigating Officer.
2. Use of the PBT:
  - a. The officer is required to offer a preliminary breath test to the vehicle operator prior to arresting the operator for DUI (Code of Virginia 18.2-267).
  - b. The officer will advise the vehicle operator of the Advice of Rights to a Preliminary Test (Code of Virginia 18.2-267).
  - c. The PBT test will be administered according to instructions printed on the PBT.
  - d. In determining if sufficient probable cause exists to arrest for DUI, the officer should consider the results of the preliminary breath test (if administered) in combination with all other field sobriety tests administered. The officer should keep in mind that the results of the preliminary breath test are usually not admissible in court.
  - e. Should the violator refuse to perform field sobriety tests, or fail to submit to a preliminary breath test, the officer will determine if sufficient probable cause exists for a DUI arrest based on his observations to that point.

## 61.1.11

### D. ARREST OF VEHICLE OPERATOR

1. Upon placing the vehicle operator under arrest for DUI, the officer will advise the operator of:
  - a. The Virginia Implied Consent Law (Code of Virginia 18.2-268.2), if applicable, and
  - b. The Miranda warnings (prior to asking any incriminating questions).
2. Upon arrest for DUI, the arrestee will be transported to the Magistrate's Office unless medical treatment is necessary at the hospital.
  - a. Transport of the arrestee will be in accordance with procedures outlined in PD-2004: *Prisoner Transport*.



- b. Removal of the violator's vehicle from the scene, if necessary, will be effected according to procedures outlined in PD-0801: *Towing of Vehicles*.
  - c. Officers will ensure that DMV and Criminal History records are obtained to determine any previous convictions for DUI or Refusal of Breath or Blood Test. The officer will provide this information to the Magistrate and confirm that the proper charge is placed to seek enhanced penalties of those with previous convictions.
3. If the arrestee refuses to consent to a breath or blood test after having been advised by the officer of the Implied Consent Law:
- a. No test will be made available to the arrestee, even should he/she later request one,
  - b. The officer will complete an *Acknowledgement/Declaration of Refusal-Breath/Blood Test* (State form), marking that the suspect has refused to permit the taking of a breath or blood sample, and submit the form to the Magistrate,
  - c. The officer will obtain a warrant or summons charging the arrestee with refusal to take a breath or blood test, and
  - d. The officer will serve the arrestee a *Notice of Administrative Suspension of Driver's License* (State form) in accordance with Code of Virginia 46.2-391.2, ensuring the proper suspension period is noted based on the offense charged (i.e. first offense, second offense, or third or subsequent offense).
4. If the arrestee is transported to the hospital and requires admission, the officer may obtain a summons for DUI and, if appropriate, refusal in lieu of obtaining an arrest warrant(s).

## E. TESTING TO DETERMINE BLOOD ALCOHOL CONTENT (BAC)

1. Breath analysis (Code of Virginia 18.2-268.2)
  - a. Breath analysis will be performed:
    - 1) At the Blue Ridge Regional Jail or another available location equipped to perform a breath test,
    - 2) Utilizing equipment and procedures in accordance with regulations published by the Division of Forensic Science, and



- 3) By an officer holding a valid license to perform such analysis, as issued by the Division of Forensic Science.
  - b. The arresting officer will accompany the arrestee while the breath analysis is performed.
  - c. On completion of the breath analysis, the officer performing the analysis will allow the arrestee to view the result.
  - d. The officer performing the breath analysis will also complete a *Certificate of Breath Alcohol Analysis* (State form).
  - e. Should the result be .08 or greater, the arresting officer will serve the arrestee with a *Notice of Administrative Suspension of Driver's License* (State form) in accordance with Code of Virginia 46.2-391.2.
  - f. The officer will submit an *Acknowledgement/Declaration of Refusal-Breath/Blood Test* (State form) to the Magistrate once the test is completed. The officer will mark that the suspect has not refused to permit the taking of a breath and/or blood sample.
  - g. Should an arrestee be vomiting or bleeding from the mouth, breath analysis will not be made available to him. The arrestee will be required to submit to a blood test.
2. Blood analysis (Code of Virginia 18.2-268.5)
  - a. Blood samples for analysis of alcohol content will be drawn by those persons designated by order of the Lynchburg Circuit Court, typically:
    - 1) At the Lynchburg General Hospital or other approved medical facility, and
    - 2) By a physician, registered nurse, licensed practical nurse, phlebotomist, or graduate laboratory technician.
  - b. Arrestee transport, restraint, and monitoring at the medical facility will be affected according to procedures outlined in PD-2004: *Prisoner Transport*.
  - c. The officer will obtain and supply the medical personnel with two blood sample vials provided by the Division of Forensic Science for the taking of the blood sample.
  - d. The arresting officer will accompany the arrestee during the withdrawal of the blood sample, and will:





- 1) Witness the withdrawal of the blood sample,
- 2) Ensure that no alcohol-based agent was used to cleanse the withdrawal site (Code of Virginia 18.2-268,d),
- 3) Witness the transfer of the blood sample into the two sample vials provided by the Division of Forensic Science for that purpose,
- 4) Witness that the person drawing the blood sample:
  - a) Properly fills out the vial labels, and
  - b) Properly seals the vials.
- e. The officer will take custody of the sealed vials and will initial the seals.
- f. The officer will complete a *Request for Laboratory Examination* (state form) to accompany the Division of Forensic Science sample.
  - 1) In the space provided for *Brief Statement of Fact and Examinations Requested*, the officer will indicate:
    - a) Any observations or information leading him to believe that the vehicle operator was under the influence of drugs, and/or
    - b) Any specific drug(s) he has reason to suspect, and/or
    - c) The results of a preliminary breath test and/or Intoxilyzer results.
  - g. Both vials and all attachments will be entered into our evidence system on a property/evidence voucher. The Property and Evidence Coordinator will be responsible for mailing the vials certified mail to the Division of Forensic Science the following business day.
  - h. The officer will submit an *Acknowledgement/Declaration of Refusal-Breath/Blood Test* (State form) to the Magistrate once the test is completed. The officer will mark that the suspect has not refused to permit the taking of a breath and/or blood sample.

## F. TESTING TO VERIFY USE OF OTHER DRUGS

1. Officers should request drug testing in cases where:
  - a. A vehicle operator's level of observed impairment is not consistent with the results of an evidentiary breath test (.07% BAC or less), and



- b. There is reason to suspect use of other drugs by the vehicle operator (drug possession, chemical odors or other indications).
  2. In cases where the officer determines that drug testing is necessary, he will:
    - a. Advise the arrestee that:
      - 1) The arrestee may still be required to submit to a breath analysis test in accordance with the provisions of the Implied Consent Law, but
      - 2) Since the officer has reason to suspect use of other drugs by the arrestee, should the arrestee's breath analysis result come back less than .08% BAC:
        - a) The officer will utilize the breath test result as further probable cause that the arrestee is under the influence of drugs other than alcohol, and
        - b) The arrestee will be required to submit to a blood test to determine the drug content of his blood.
    - b. Oversee the drawing of blood samples in accordance with procedures in III, E, 2 above.
3. Officers will utilize drug test results as corroborative evidence to establish vehicle operation impairment. However, such results alone will not be sufficient to establish presumption of impairment by drugs other than alcohol.

# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

### PROBLEM IDENTIFICATION:

The Lynchburg Police Department identified target areas, developed from injury accident data. The targeted areas were roadways with high traffic volume and previous accident locations where occupants were unrestrained. Additional data was used from seat belt surveys which were completed in the first quarter of 2016. The process of this type of data analysis is known at Lynchburg Police Department as Intelligence Led Policing. The focused efforts of Intelligence Led Policing allow officers to concentrate on more precise locations rather than just random locations within the city.

At the beginning of 2016 we had a seat belt usage rate of 85.5%, which is 5% above that of the state average of 80.9% (2015) (see Table 1). The LPD continues to make occupant restraint a top priority. Continued efforts in this area will allow our department to exceed state averages and boost compliance within our region. The Lynchburg Police Department utilized the department's Annual Traffic Crash Report to analyze and help identify injury crash target areas as well as Virginia DMV – Highway Safety data.

**Seat Belt Use Averages**

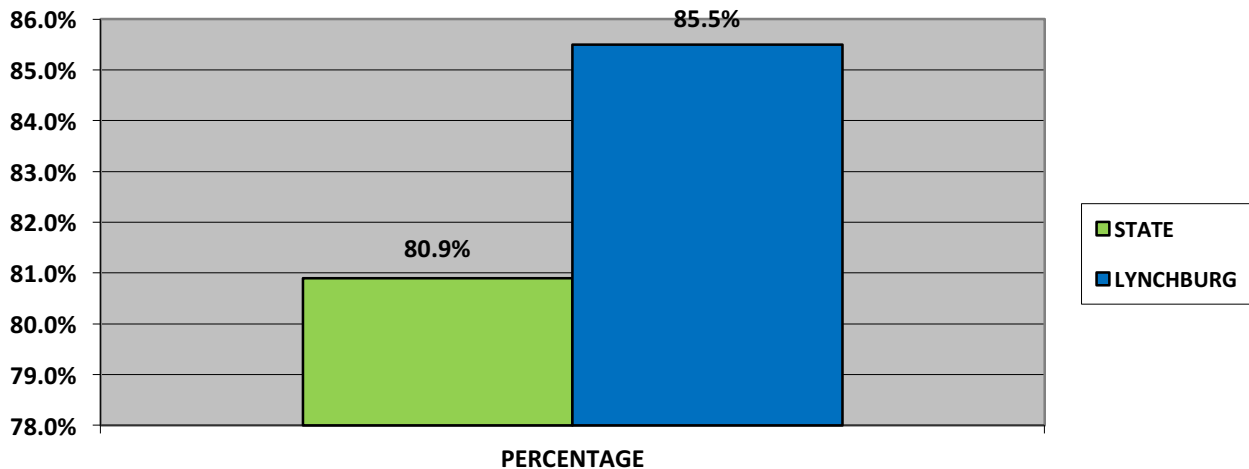


Table 1

# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

**POLICY:**

The Lynchburg Police Department has the following written policies that cover occupant protection issues: (PD16-2003) Operation of Police Vehicles; includes the use of seat belts for officers and the transporting of small children. (FO15-0803) Traffic Enforcement; includes seat belt and child restraint violations. The purpose of these directives is to establish guidelines for enforcement action relating to occupant protection, traffic violations and crash reduction. As part of the Lynchburg Police Department’s accreditation process through CALEA, we have developed a comprehensive and uniform set of written directives and policies which promote traffic safety and cover methods to reduce vehicle accidents. The Lynchburg Police Department uses a computerized program (eSign) for reviewing department directives. These policies and directives are regularly reviewed by department’s personnel on a routine bases. The eSign system works with the agency’s databases and allows employees to review and electronically sign and test if necessary, on any documents posted in the system. The system allows the department to track employees understanding and compliance with the prescribed policies.



<b>WRITTEN DIRECTIVE</b>	No.	PD16-2003	Page:	2 of 13
	Subject:	Effective Date: 09-26-16		
	OPERATION OF POLICE VEHICLES	Supersedes/Amends: PD13-2003		
		Reference: 41.1.3,41.2.1,41.3.3		

<b>WRITTEN DIRECTIVE</b>	No.	FO15-0803	Page:	1 of 8
	Subject:	Effective Date: 10-12-15		
	TRAFFIC ENFORCEMENT	Supersedes/Amends: FO11-0803		
		Reference:		

# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

### PLANNING:

In order to optimize the department's occupant protection enforcement, traffic data was obtained from the department's injury accident statistics, Virginia DMV – Highway Safety data, and seat belt surveys (see Table 2 and Table 3). The acquired data allowed the Lynchburg Police Department through Intelligence Led Policing to focus its efforts on known areas where unrestrained occupant accidents have taken place in the past and thus pinpoint hot spots. The department also formed alliances with organizations which partner with the public for education in occupant safety. These organizations include the Blue Ridge Transportation Safety Board, Central Virginia Transportation Safety Board, and Safe Kids of Central Virginia to educate the public through safety campaigns. The combined efforts of this partnership allowed the city to benefit on multiple fronts to educate and enforce occupant protection and safety.



Photo of Blue Ridge Transportation Safety Board members at the National D-day Memorial in Bedford, Virginia.

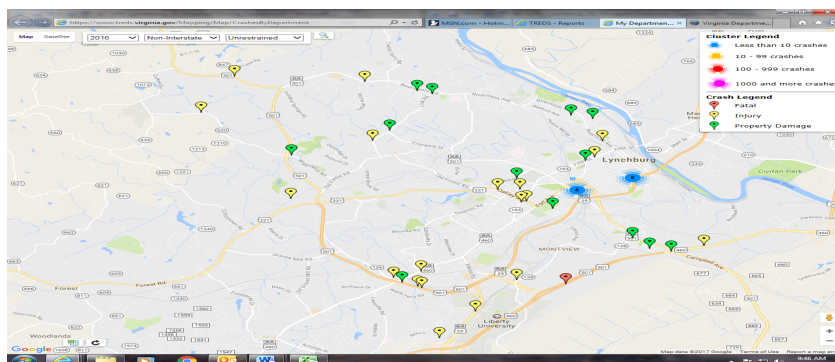


Table 2

# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

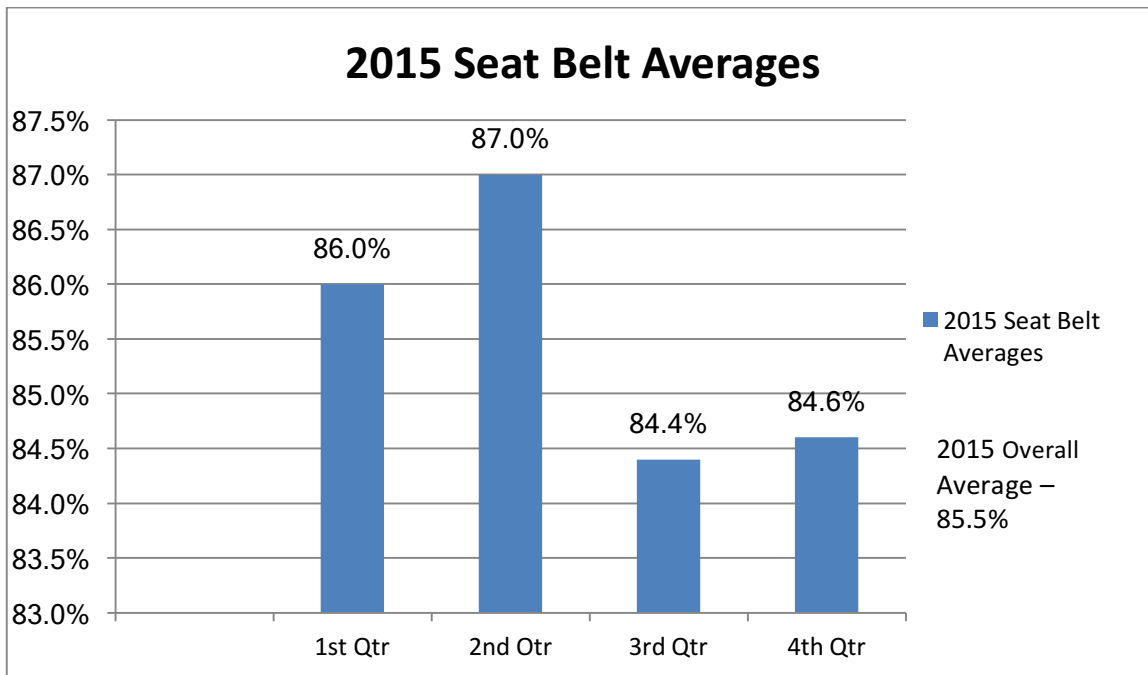


Table 3

### **TRAINING:**

Training was conducted through directive review, In-service classes, Roll-Call Training and other classes on occupant safety. Below is a sample of what officers would see to notify them that they have directives or other materials to review. These policies and directives are regularly reviewed by department personnel through an electronic signature system (eSign). This system works with the agency database and allows employees to review, test and electronically sign, on any documents posted in the system. Employees access the program at computer terminals throughout the department.

Your electronic signature for PD16-2003 – Operation of Police Vehicles effective 9/26/2016 must be recorded by 10/15/2016.

Please use the eSign program to review and sign this notice.

# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

Your electronic signature for FO15-0803 -Traffic Enforcement effective 10/12/2015 must be recorded by 11/30/2015. Please use the eSign program to review and sign this notice.

### Officer Training Statistics in Occupant Protection

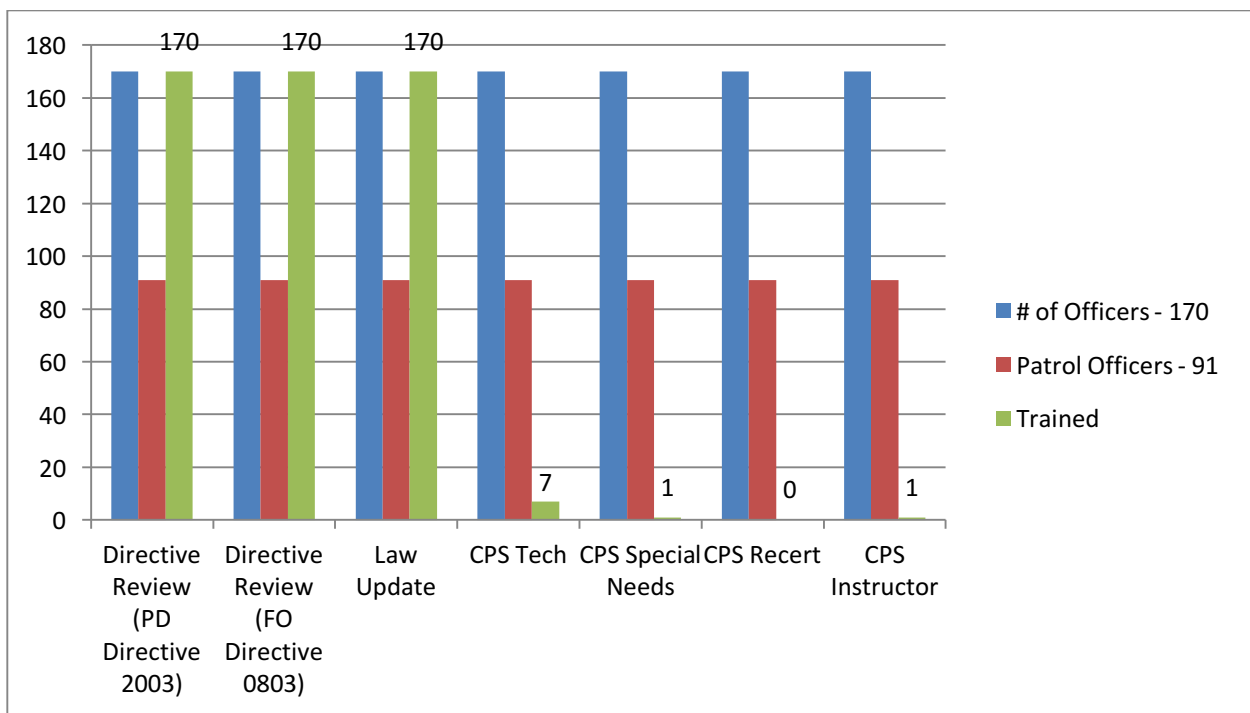


Table 4

The Lynchburg Police Department makes it a top priority to train its officers in areas related to Occupant Protection (see Table 4). The department has a dedicated officer from the Traffic Safety Unit who coordinates all training relating to Occupant Protection – Child Seats. This officer is certified through Safe Kids Worldwide and the National Child Passenger Safety Board as an instructor for the basic Child Seat Installation class. The department has also partnered with the Lynchburg Fire Department to further Occupant Protection – Child Seats.



# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

### PUBLIC INFORMATION AND EDUCATION:

The Department utilized interviews with local media to include television and newspapers. The department continued to partner with the Blue Ridge Transportation Safety Board, Central Virginia Transportation Safety Board, and Safe Kids of Central Virginia to educate the public through safety campaigns such as “Click it or Ticket” and “Safety Day”.



Banners and Signs Promoting – “Click It or Ticket”

The LPD installed 25 child seats and took part in 10 child seat check stations. The below flyer is an example of the many “Safety Day” events the department participates in for the community. The event included a child seat fitting station and demonstrations from first responders, providing valuable information on occupant safety and other traffic safety issues. In addition LPD assisted other businesses like Chick-fil-A, Burlington Coat Factory, Sams Club, and



# LYNCHBURG POLICE DEPARTMENT

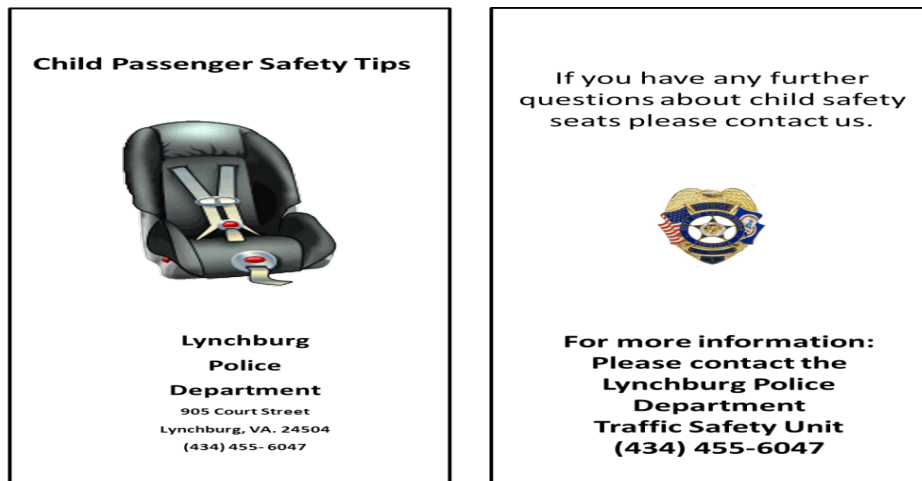


## OCCUPANT PROTECTION SUPPLEMENT

AREVA with their own "Safety Day" events. The LPD has also continued to partner with VA Baptist hospital to assist new born mothers with the proper installation of child safety seats.



Safety Day Flyer



Lynchburg Police Department Brochure

The Lynchburg Police Department also designed and handed out our own brochures on Occupant Protection - Child Passenger Safety (pictured above).

# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

### ENFORCEMENT:

In 2016 the Lynchburg Police Department conducting over 121 directed patrols specifically for enforcement of occupant restraints. These directed patrols where the result of combining Impaired Driving and Speeding efforts to also identify and enforce occupant protection. The combined results allowed us to issue a total of 284 occupant restraint violations. The department also utilized campaigns suck as “Click It or Ticket” to help further the enforcement through education for the general public in occupant protection. Another tool the department utilized was enforcement through education called operation “Dum Dum”. This operation was specifically targeted for high school aged drivers at both Lynchburg City High Schools. The Traffic Safety Unit handed out Dum Dum lollipops to drivers exiting the schools parking lots if they were seen wearing their seatbelts. This enforcement through education resulted in improved use of occupant restraints for the most vulnerable population on our highways when it comes to occupant restraint use.



**“Click It or Ticket” Checkpoint**

The above photos are of a “Click It or Ticket” Multi-Jurisdiction Checkpoint Partnership event that took place in the City of Lynchburg in 2016. This event occurred during the month of May when Virginia DMV – Highway Safety promotes the “Click It or Ticket” campaign.

# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

### ASSESS OUTCOMES:

In 2016 there were 41 injuries related to vehicle accidents that occurred in the City of Lynchburg from occupants not being restrained in the vehicle. In 2015 there were 54 injuries related to occupants not being restrained in a vehicle accident and in 2014 that number was 65 injuries (see Table 5). That is a 36% reduction in injuries related to not being restrained in a vehicle accident from 2014 to 2016.

**Comparison Chart**  
2014 -2016

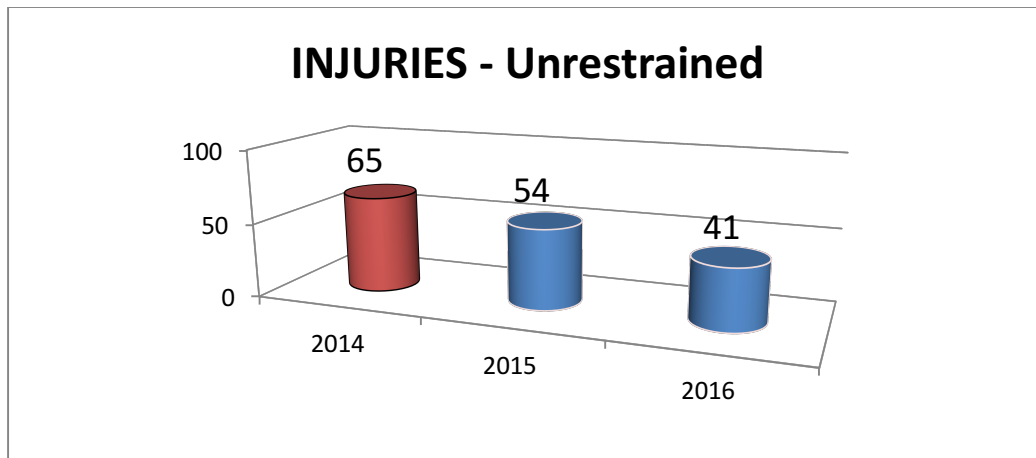


Table 5

Occupant restraint usage at the beginning of 2016 was 85.5% (1<sup>st</sup> Quarter) and 84.6% (4<sup>th</sup> Quarter), for a final average of occupant restraint usage of 85%. The City of Lynchburg continues to see improvements in voluntary compliance of occupant restraint usage that exceeds the state average by more than 5% (see Table 6). The Lynchburg Police Department contributes these facts to the use of Intelligence Led Policing through increased education, enforcement efforts by its officers, Multi-Jurisdictional Partnerships, and the assistance of the VA DMV – Highway Safety programs.

# LYNCHBURG POLICE DEPARTMENT



## OCCUPANT PROTECTION SUPPLEMENT

### Local vs. State Average for Seat Belt Use

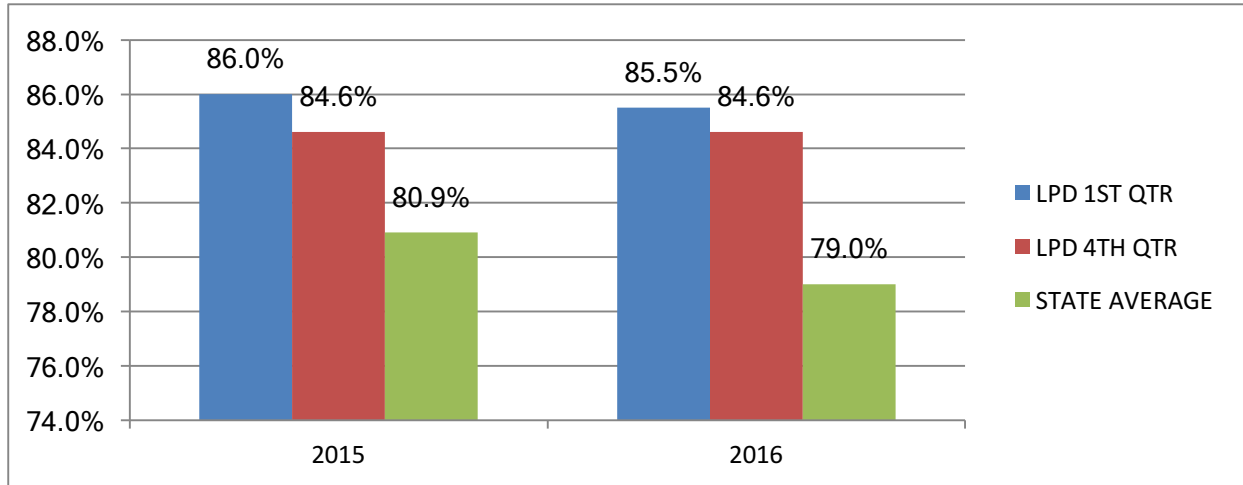
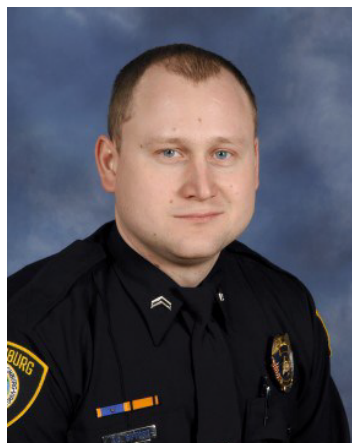


Table 6

### RECOGNITION:

The Lynchburg Police Department takes pride in recognizing its officers for their efforts toward Occupant Protection and Traffic Safety. This is done by recognizing officers who led the department in making Impaired Driving arrests, issuing summonses for speeding, seatbelt, child restraint violations, and other awards relating to traffic safety.



Lynchburg Police Department recognized PO II J.D. Gifford for his enforcement efforts in occupant protection for 2016.



**OCCUPANT PROTECTION SECTION - POLICY**

**COVER PAGE OF WRITTEN POLICY**



<b>WRITTEN DIRECTIVE</b>	No.	<b>PD16-2003</b>	Page:	1 of 13
	Subject:	<b>OPERATION OF POLICE VEHICLES</b>		
	Effective Date:	<b>09-26-16</b>		
	Supersedes/Amends:	PD13-2003		
	Reference:	41.1.3,41.2.1,41.3.3		

**I. Purpose**

The purpose of this directive is to establish guidelines in the use and operation of police vehicles. The operation of police vehicles under emergency conditions presents an increased level of potential danger to the safety of the officers, the citizens, and the suspects involved in any situation. Our officers shall exercise due regard for the safety and lives of all persons when engaged in the performance of their duties.

41.1.3

**II. Policy**

It is the policy of the Lynchburg Police Department that officers respond as safely and quickly as possible to calls for service; however, no assignment is of such importance that the principles of safety become secondary. Our officers have the responsibility of setting the example of ensuring that we operate our police vehicles in a safe manner at all times.

**III. Procedure**

**A. GENERAL**

1. Employees will be responsible for coordinating the maintenance, servicing, and repair of any department vehicle:
  - a. That they are operating, or
  - b. That they are assigned inspection responsibility for.
2. Employees whose regular or potential job responsibilities include operation of any department vehicle:
  - a. Will maintain a valid Virginia driver's license



- b. Will notify their supervisor at any time that their driver's license expires, is suspended or revoked.

**Section G is the specific portion that directs how officers of LPD must adhere to the use of occupant restraints.**

**41.3.3**

**G. USE OF SAFETY RESTRAINTS**

1. During operation of police vehicles, the operator and all passengers are required to use the safety belt restraining system unless granted an exemption by a supervisor.
2. Supervisors may grant exemptions to the use of safety belts for:
  - a. Any officer transporting prisoners or traveling in circumstances which render the wearing of such safety belt system impractical
  - b. Rear seat/compartament passengers, for specific situations in which the supervisor deems that efficiency of operation outweighs the safety benefit of the restraining system
3. Officers will not operate any departmental vehicle in which their front seat belt restraining system is inoperable, unless granted exception by their supervisor.
4. Officers are encouraged to refrain from transporting juveniles that are required by Virginia law to be placed in a child safety seat.
  - a. If circumstances arise that require the transport of a juvenile restricted to the use of a child safety seat:
    - 1) The officer will use an approved safety seat that is properly installed within the vehicle, or
    - 2) Make appropriate arrangements for alternate transportation (social services, appropriate family members, etc.)



**COVER PAGE OF WRITTEN POLICY**



<b>WRITTEN DIRECTIVE</b>	No.	<b>FO15-0803</b>	Page:	1 of 8	
	Subject:	Effective			<b>10-12-15</b>
<b>TRAFFIC ENFORCEMENT</b>	Date:	Supersedes/			<b>FO11-0803</b>
		Amends:			
		Reference:			



**I. Purpose**

The purpose of this directive is to establish guidelines for the traffic enforcement function of the Field Operations Bureau of the Lynchburg Police Department.

**II. Policy**

It shall be the policy of the Field Operations Bureau that all officers uniformly enforce traffic laws and regulations.

**III. Procedure**

**A. RESPONSIBILITIES**

1. As the uniformed component of the Lynchburg Police Department, officers of the Field Operations Bureau have primary responsibility for enforcing traffic laws and regulations.
2. This traffic enforcement responsibility is carried out primarily through the following patrol-related functions:
  - a. Motor vehicle accident investigation,
  - b. Apprehension of violators observed during patrol,
  - c. Traffic control as required under certain emergency conditions,
  - d. Enforcement actions tailored to high accident or high incident locations,
  - e. Radar operation, during both directed and non-directed patrol, and
  - f. Other related functions as required or assigned.

# LYNCHBURG POLICE DEPARTMENT

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## Section B is the specific portion that directs officers of LPD that enforcement of occupant restraint is a priority.

### B. FUNCTION

61.1.5 K

1. The immediate aim of traffic related operations will be the enforcement of applicable regulations. Officers should be mindful that the ultimate goal of enforcement will be the achievement of voluntary compliance.
2. It will be at the officer's discretion as to the proper enforcement option (warning, traffic summons, parking ticket, or physical arrest) to apply to each situation observed or investigated. If considering physical arrest, the officer is to abide by the requirements set forth in 19.2-74 of the Code of Virginia.
3. Prior to charging a violator with any offense, the officer must have firmly established probable cause for the violation through personal observation or investigation.
4. Officers will target as the highest enforcement priority those violations which:
  - a. Involve reckless disregard of traffic regulations, and thereby
  - b. Actively endanger life and property.
5. Enforcement of safety belt, child restraint, and driving under the influence laws will be a priority.
6. Violations which the officer deems less flagrant and less likely to endanger the public may be accorded a proportionately lower enforcement priority.
7. Nonhazardous violations may be accorded the lowest enforcement priority.



# LYNCHBURG POLICE DEPARTMENT



## SPEED SUPPLEMENT

### PROBLEM IDENTIFICATION:

The Lynchburg Police Department identified targeted areas of speed enforcement through crash analysis data, complaints from citizens, city school officials and officer observations (see Table 1). The identified areas were primarily residential, school zones and roadways with high traffic volume. The department also utilized equipment such as a “Speed Spy” and message boards equipped with stealth radar technology to target and analyze areas of concern associated with speed.

### Lynchburg Police Department FY 2014 -2016 Vehicle Accidents

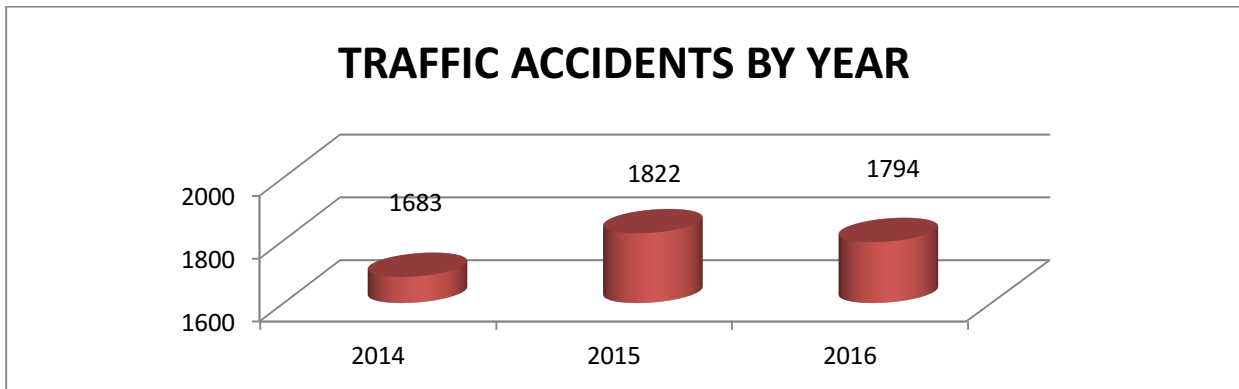


Table 1

The main tool used by the Lynchburg Police Department is data collected in the quarterly and annual reports of prior accident locations in the city. This process has become known as Intelligence Led Policing within our department. The use of this data allows for officers to target known areas of speed related accident locations for the purpose of enforcement activity. The focused efforts of Intelligence Led Policing allow officers to concentrate on more precise locations rather than just random locations within the city. In addition the Lynchburg Police Department has utilized this data to apply for and receive Virginia DMV grant funds to target speeding for the purpose of reducing property/personal injury accidents.

# LYNCHBURG POLICE DEPARTMENT



## SPEED SUPPLEMENT

### POLICY:

The Lynchburg Police Department has the following written policies that cover state and local issues: (FO15-0801), for Traffic Patrol Techniques and (FO15-0803), Traffic Enforcement includes speed enforcement. The purpose of these directives is to establish guidelines for enforcement action related to speeding and other traffic violations. The Lynchburg Police Department uses a computerized program (eSign) for reviewing department directives. As part of the Lynchburg Police Department’s accreditation process through CALEA, we have developed a comprehensive and uniform set of written directives and policies which promote traffic safety. These policies and directives are regularly reviewed by department personnel through an electronic signature system (eSign). This system works with the agency database and allow employees to review and electronically sign and test if necessary, on any documents posted in the system. The system allows the department to track employee’s understanding and compliance with the prescribed policies.



<b>WRITTEN DIRECTIVE</b>	No. <b>FO15-0801</b>	Page: 1 of 6
Subject:  <b>TRAFFIC PATROL TECHNIQUES</b>	Effective	10-12-15
	Date:	
	Supersedes/ Amends:	<b>FO11-0801</b>
	Reference:	



<b>WRITTEN DIRECTIVE</b>	No. <b>FO15-0803</b>	Page: 1 of 8
Subject:  <b>TRAFFIC ENFORCEMENT</b>	Effective	10-12-15
	Date:	
	Supersedes/ Amends:	<b>FO11-0803</b>
	Reference:	

# LYNCHBURG POLICE DEPARTMENT



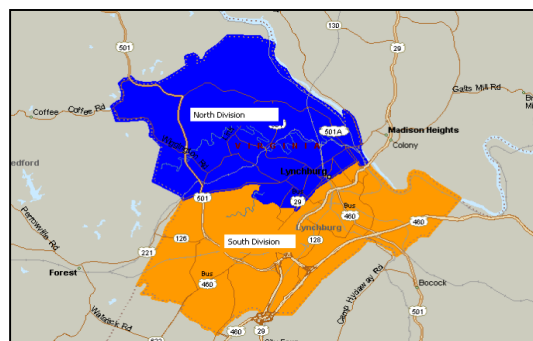
## SPEED SUPPLEMENT

### PLANNING:

In order to optimize the departments speed enforcement, traffic data was obtained and analyzed through area crash statistics. In addition a Speed Spy and message boards equipped with stealth radar technology were utilized to gather data associated with citizen speed complaints. The process of this data analysis is called Intelligence Led Policing. The benefit of using this process allows for a more concentrated and focused effort in identifying speed issues. An example of how the Lynchburg Police Department would develop a plan to address a speed issue is as followed:

The Traffic Safety Unit's *Speed Reduction Project* was on Campbell Avenue between Florida Avenue and the City limits. We had observed some speeding issues in that area and numerous citizen complaints. In an effort to evaluate the effectiveness of our enforcement efforts, we first deployed the Speed Spy in that area. Our pre-enforcement data recorded 9138 vehicles over a 69-hour period of time. The average speed was 49 mph with 1107 vehicles traveling 10 mph or more over the posted 45 mph speed limit (see Table 2). We followed up with consistent radar / lidar enforcement in that area for about three months. We then redeployed the Speed Spy back at that location. Our post-enforcement data recorded 7100 vehicles over a 48-hour period of time. The average speed was 49 mph with 862 vehicles traveling 10 mph or more over the posted 45 mph speed limit. Inclement weather for several weeks at the beginning of quarter is believed to have played a factor in the study.

### Annual Traffic Crash Report Calendar 2015



# LYNCHBURG POLICE DEPARTMENT



## SPEED SUPPLEMENT

### Speed Spy Results from Pre-Survey of Problem Area

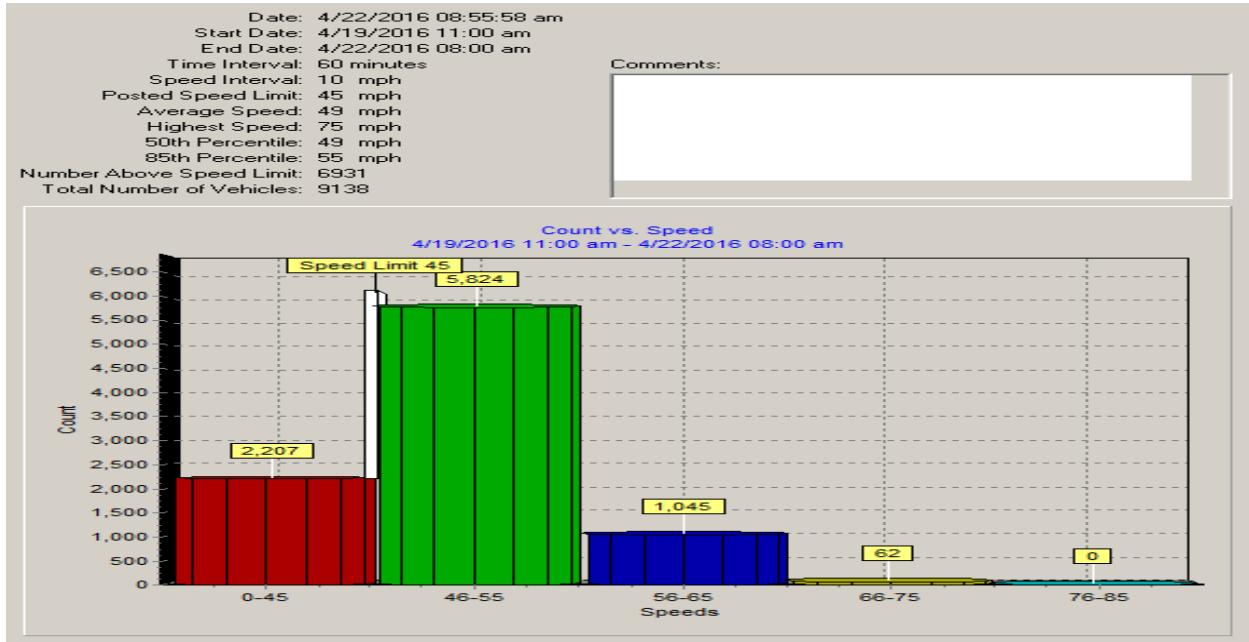


Table 2

The data collected from the Speed Spy was used for analysis in determining enforcement action for the selected area. This is just one type of tool the Lynchburg Police Department uses in the planning phase of a potential problem area. This data is extremely valuable in assisting the Lynchburg Police Department's Intelligence Led Policing process to identify and deploy its resources accordingly.

### TRAINING:

Training was conducted through directive review, In-service classes, Roll-Call Training and other classes involving speed enforcement. Department officers also attended classes for certification or recertification in RADAR and LIDAR use and enforcement (see Table 3). The Lynchburg Police Department also assisted other departments by instructing RADAR and LIDAR at the Central VA Criminal

# LYNCHBURG POLICE DEPARTMENT



## SPEED SUPPLEMENT

Justice Academy. Below is a sample of what officers would see to notify them that they have directives or other materials to review. These policies and directives are regularly reviewed by department personnel through an electronic signature system (eSign). This system works with the agency database and allows employees to review, test and electronically sign, on any document posted in the system. Employees access the program at computer terminals throughout the department

Your electronic signature for FO15-0801 - Traffic Patrol Techniques effective 10/12/2016 must be recorded by 11/30/2016.

Please use the eSign program to review and sign this this notice.

Your electronic signature for FO15-0803 -Traffic Enforcement effective 10/12/2016 must be recorded by 11/30/2016.

Please use the eSign program to review and sign this this notice.

### Speed Training for Department Personnel

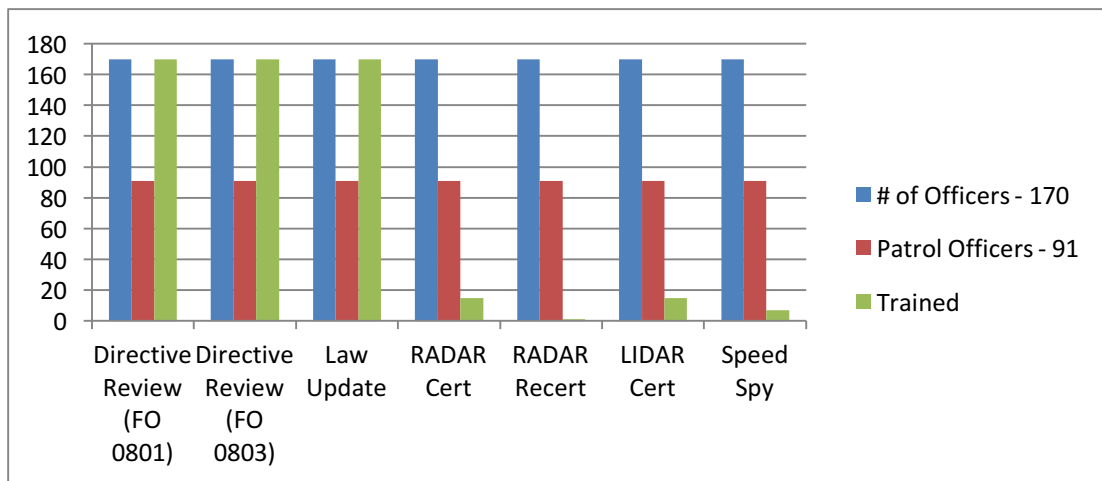


Table 3

# LYNCHBURG POLICE DEPARTMENT



## SPEED SUPPLEMENT

### **PUBLIC INFORMATION AND EDUCATION:**

The Lynchburg Police Department utilized interviews with local media to include television and newspapers in an effort to inform and educate citizens about speed issues. This type of attention focused on accident reduction associated with speed. In addition the department utilized electronic message boards and a speed awareness trailer to promote traffic safety (speed reduction) in identified areas that were associated with speed complaints and high accident locations.



*Local media was utilized to help educate and inform the public about traffic issues. Officer Zeh giving a media interview.*



The Lynchburg Police Department uses one of its message boards to promote traffic safety and collect data on traffic movement.



# LYNCHBURG POLICE DEPARTMENT



## SPEED SUPPLEMENT

### ENFORCEMENT:

In 2016 the department focused on targeted areas known for speed violations with the assistance of Intelligence Led Policing and issued 2,654 speeding summonses (see Table 4). Even though this number is down compared to 2015, the new Intelligence Led Policing initiative allowed officers to focus more on actual speed issues in targeted locations, rather than focusing on number driven statistics. Intelligence Led Policing is more in line with the overall mission of the department to form partnerships and address community concerns with data analysis for measured success. The Traffic Safety Unit also utilized this approach to gather statistical data through the use of a Speed Spy and message boards equipped with stealth radar technology to conduct a Speed Reduction project in each of the quarters of 2016 (see Table 5). The Lynchburg Police Department also utilized an awarded VA DMV grant for speed enforcement to directly combat specific issues relating to speed reduction.

**Speed Enforcement for FY 2014 – 2016**

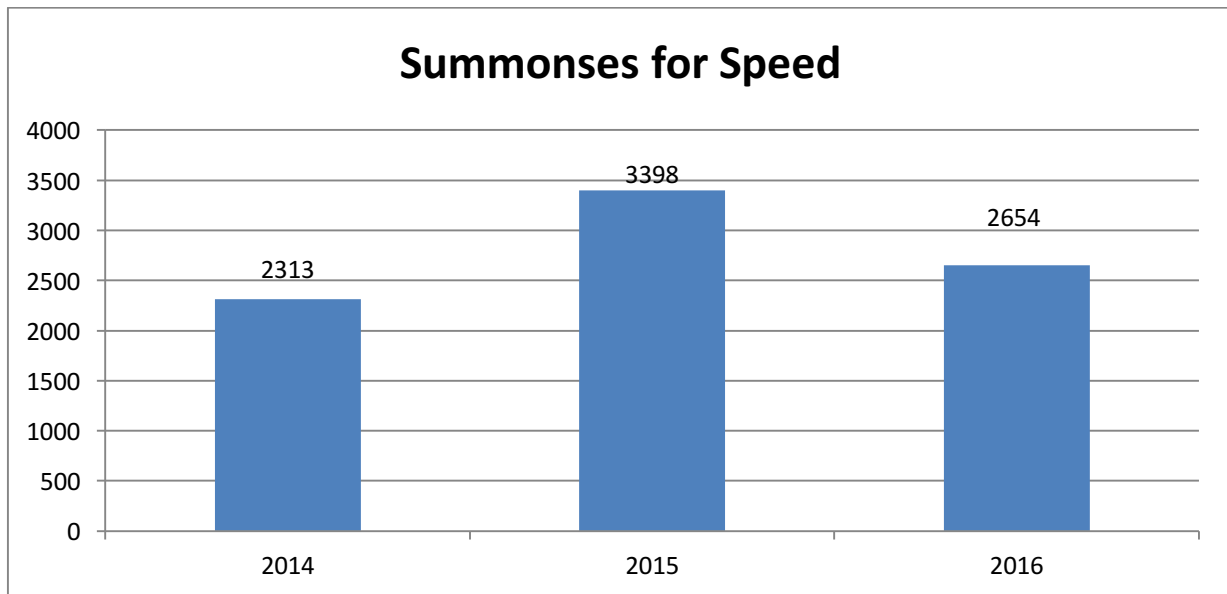


Table 4





## SPEED SUPPLEMENT

### 2016 Speed Reduction Activities

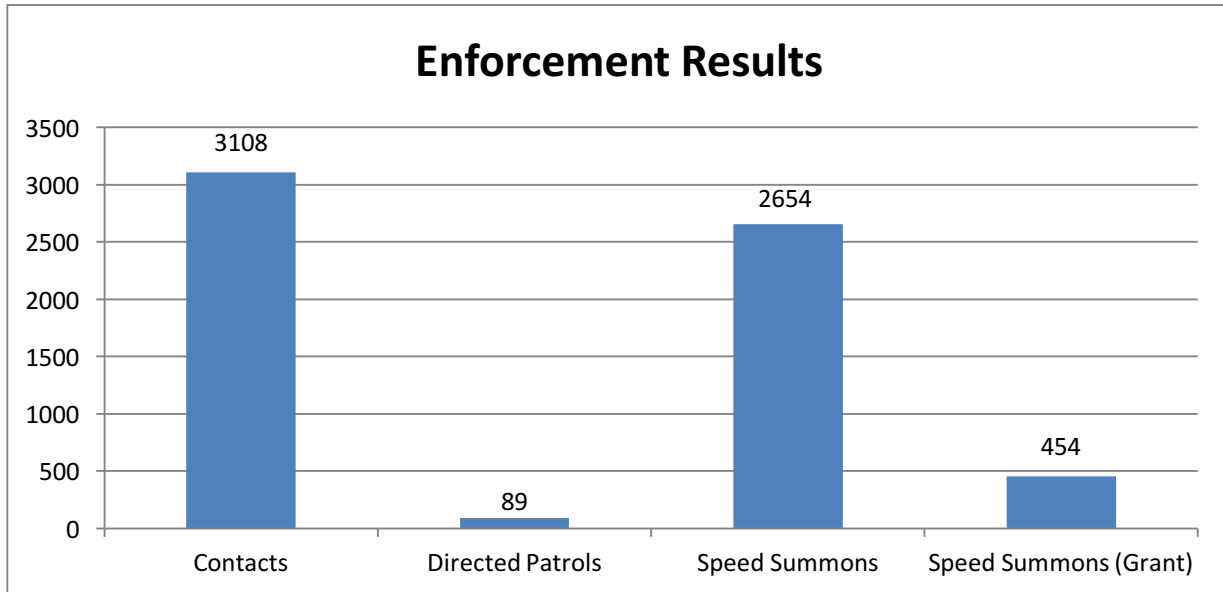


Table 5

### ASSESS OUTCOMES:

Data analysis is utilized by the Lynchburg Police Department to determine results/outcomes in Intelligence Led Policing for speed reduction issues. The data analyzed resulted in a total of 1794 vehicle accidents for 2016 as compared to 1822 in 2015 (see Table 6). Overall total accidents resulted in a decrease of 1.5% from the previous year. Injury accidents resulted in 376 for 2016 as compared to 438 in 2015 (see Table 7). That is an overall reduction in injury accidents of 14% from the previous year. Property damage results (monetary) for 2016 were 7.7 million as compared to 9.6 million in 2015 (see Table 8). That is an overall reduction of 20% in monetary cost associated with property damages from the previous year. Lynchburg Police Department did report two fatalities occurring in 2016, however neither one of these was associated with speed.

# LYNCHBURG POLICE DEPARTMENT



## SPEED SUPPLEMENT

### Vehicle Accidents – Injury/Property for FY 2015 -2016

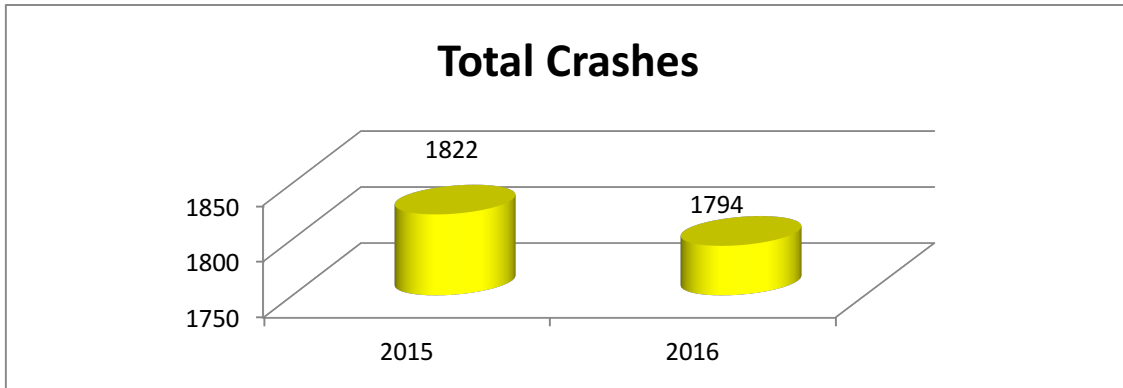


Table 6

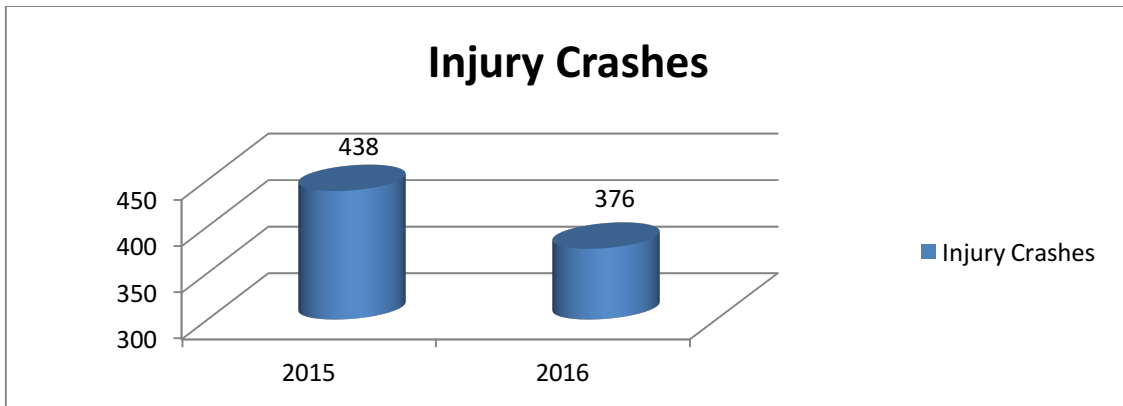


Table 7

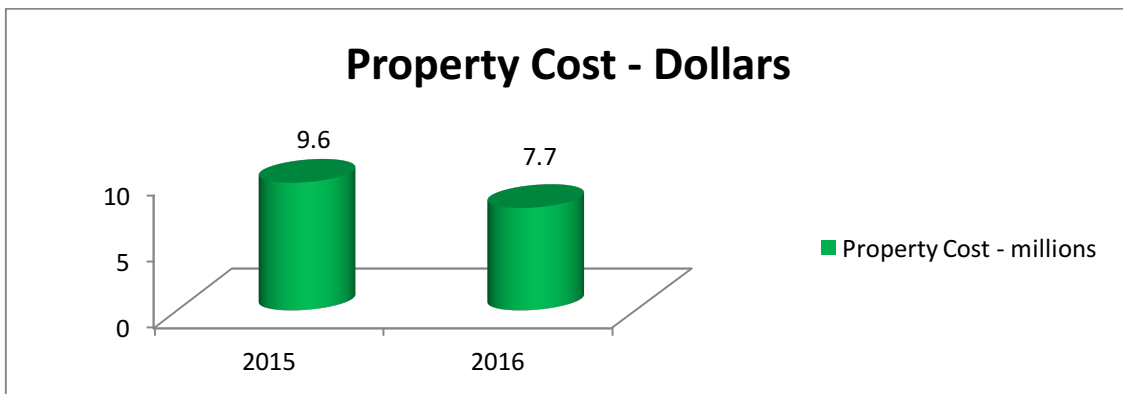


Table 8

# LYNCHBURG POLICE DEPARTMENT



## SPEED SUPPLEMENT

### RECOGNITION:

The Lynchburg Police Department takes pride in recognizing its officers for their efforts toward Occupant Protection and Traffic Safety. This is done by recognizing officers who led the department in making Impaired Driving arrests, issuing summonses for speeding, seatbelt, child restraint violations, and other awards relating to traffic safety.



Lynchburg Police Department recognized Senior Specialist M.D. Bauserman for citing the most speeding violations in 2016.



**SPEED SECTION - POLICY**

**COVER PAGE OF WRITTEN POLICY**



<b>WRITTEN DIRECTIVE</b>  Subject:  <b>TRAFFIC PATROL TECHNIQUES</b>	No.	<b>FO15-0801</b>	Page:	1 of 6
	Effective	<b>10-12-15</b>	Date:	
	Supersedes/	<b>FO11-0801</b>	Amends:	
	Reference:			

**I. Purpose**

The purpose of this directive is to establish guidelines for use of basic traffic patrol procedures and strategies to aid in the traffic enforcement role of the Field Operations Bureau.

**II. Policy**

It shall be the policy of the Field Operations Bureau to implement patrol techniques and strategies designed to effectively enforce traffic laws and regulations.

**III. Procedure**

**61.1.6 A**

**A. CONDUCTING VISIBLE TRAFFIC PATROL**

1. The patrol officer, at his discretion and taking into account staffing needs, will conduct visible traffic patrol, either mobile or stationary.
2. An officer will normally select areas for concentrated patrol based on knowledge of his assigned patrol service area, to include:
  - a. Areas statistically high in motor vehicle accidents,
  - b. Areas where citizen complaints have been received regarding violations,
  - c. Road hazards or potentially dangerous conditions at certain locations, and
  - d. Other pertinent factors.



## Section C & D is the specific portion that directs how officers of LPD conduct speed enforcement activities.

### C. Speed Measuring Devices (SMD)

1. Officers utilizing SMD must be in uniform and be displaying their badge of Authority, (Code of Virginia 46.2-882).
2. SMD may be used in marked or unmarked police vehicles.
3. SMD enforcement should normally be emphasized in areas where traffic speed has been identified as a consistent factor in motor vehicle accident occurrence and/or citizen complaints.
4. As in other forms of stationary or mobile enforcement, officers will operate SMD in such a manner as to not inhibit the safe, unobstructed flow of traffic.

61.1.9 F

5. Prior to utilizing SMD for enforcement purposes, officers will be trained in the proper use of SMD systems currently maintained by the department.
6. Officers operating SMD must be thoroughly familiar with both the SMD equipment and the area in which it is used:

61.1.9 A

- a. SMD equipment maintained by the Lynchburg Police Department will meet equipment requirement specifications as stated in section 46.2-882 of the Code of Virginia.
- b. Operator's manuals for the SMD systems in current use will be readily available.
- c. The officer must be prepared to establish in court that the SMD was operated properly:
  - 1) The SMD will be installed in the patrol vehicle according to operator's manual instructions.
  - 2) Operation of the SMD will be in accordance with operator's manual directions.
  - 3) Prior to use, SMD accuracy will be checked according to operator's manual directions by means of:
    - a) An internal calibration test,



- b) Tuning fork tests, and (if applicable)
- c) A moving calibration test (if applicable).
- 4) In addition, the SMD's internal calibration test will be conducted after each SMD-related vehicle stop.
- 5) Accuracy tests and enforcement data may be documented by means of a *SMD Activity Log*.
- d. The officer must thoroughly understand the effective range and features of the SMD used so that his visual observations can support speed meter readings.
- e. The locations of area speed limit signs, pedestrian crosswalks, traffic hazards, etc. should be noted for use in court testimony.
- 7. Officers should document pertinent factual information regarding each violation, to include the following:
  - a. The time of the violation,
  - b. License and description of the target vehicle,
  - c. The location of the target vehicle on activation of the SMD display,
  - d. The indicated speed of the target vehicle and any corroborating observations,
  - e. The identity of the vehicle operator, and
  - f. Any pertinent statements made by the vehicle operator.

## **61.1.9 C**

- 8. SMD maintenance:
  - a. Officers using SMD will be responsible for:
    - 1) Checking the unit for missing or damaged components,
    - 2) Ensuring that the SMD is kept clean and dry during use, and
    - 3) Reporting any missing, damaged or malfunctioning SMD components to their immediate supervisor prior to the end of that duty tour:



- a) Such report will be in Memorandum format, which the supervisor will forward to the Division Captain.
- b) The supervisor will forward a copy of the Memorandum to the Traffic Safety Unit Lieutenant.
- c) Nonfunctional SMD will be returned to the Traffic Safety Unit Lieutenant.

## 61.1.9 D

- b. SMD tuning fork calibration will be factory checked:
  - 1) Every six months, at the direction of the assigned SMD Equipment Coordinators, or
  - 2) As directed by the Metro Patrol Division Captain.

## 61.1.9 E

- c. Certificates of factory calibration for each SMD will be filed as follows:
  - 1) Calibration records and certificate originals will be maintained by the Administrative Division of the Investigations and Administration Bureau, and
  - 2) Copies of current calibration certificates will be readily accessible to Field Operations Bureau personnel.
9. Whenever practical, officers should secure the SMD antenna inside the vehicle when the vehicle will be unattended for a prolonged period of time.

## D. PACING VEHICLES TO DETERMINE SPEED

1. Prior to using a police vehicle for pacing the speed of a suspected traffic violator, the officer will ensure that the police vehicle speedometer has been calibrated:
  - a. Police vehicles will be calibrated every six months under the direction of the Traffic Safety Unit Lieutenant.
  - b. Police vehicle calibration will be documented by means of a *Vehicle Calibration Sheet*, a copy of which shall be placed in each vehicle.
2. The officer will have a copy of the calibration sheet available for use in courtroom testimony (Code of Virginia 46.2-942).



## LYNCHBURG POLICE DEPARTMENT

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3. A target vehicle should be paced for a minimum distance of two tenths of a mile, when possible.
4. Due to varying traffic conditions, the interval maintained between the police and target vehicles will be left to the officer's discretion, although:
  - a. The interval must remain constant once pacing has begun, and
  - b. The target vehicle must remain in clear view at all times during pacing.
5. Officers are authorized to disregard the posted speed limit while following another vehicle for the purpose of determining its speed (Code of Virginia 46.2-920).



**COVER PAGE OF WRITTEN POLICY**



<b>WRITTEN DIRECTIVE</b>	No.	<b>FO15-0803</b>	Page:	1 of 8
	Subject:	Effective <b>10-12-15</b>		
	<b>TRAFFIC ENFORCEMENT</b>	Date:		
		Supersedes/Amends:	<b>FO11-0803</b>	
	Reference:			

**IV. Purpose**

The purpose of this directive is to establish guidelines for the traffic enforcement function of the Field Operations Bureau of the Lynchburg Police Department.

**V. Policy**

It shall be the policy of the Field Operations Bureau that all officers uniformly enforce traffic laws and regulations.

**VI. Procedure**

**A. RESPONSIBILITIES**

1. As the uniformed component of the Lynchburg Police Department, officers of the Field Operations Bureau have primary responsibility for enforcing traffic laws and regulations.
2. This traffic enforcement responsibility is carried out primarily through the following patrol-related functions:
  - a. Motor vehicle accident investigation,
  - b. Apprehension of violators observed during patrol,
  - c. Traffic control as required under certain emergency conditions,
  - d. Enforcement actions tailored to high accident or high incident locations,
  - e. Radar operation, during both directed and non-directed patrol, and
  - f. Other related functions as required or assigned.



**Section C is the specific portion that directs how officers of LPD conduct speed enforcement activities.**

**C. ENFORCEMENT GUIDELINES**

1. Exceeding the posted speed limit:
  - a. In deciding on appropriate enforcement action officers should:
    - 1) Consider possible contributing factors, to include:
      - a) Weather conditions,
      - b) Vehicle and pedestrian volume, and
      - c) Information gathered from statements of the vehicle operator,
    - 2) Determine whether all required elements of the violation are clearly established, and
    - 3) Remain mindful that excessive speed correlates directly with frequency of vehicle crashes.

**61.1.5 D**

2. Hazardous violations:
  - a. Hazardous violations will, for the purposes of this directive, be defined as:
    - 1) Moving violations likely to cause or contribute to vehicle crashes, and
    - 2) Equipment violations likely to cause or contribute to vehicle crashes.
  - b. Hazardous violations will include, but not be limited to: reckless driving, speeding, fail to obey traffic signals and defective equipment.

**61.1.5 F**

3. Non-hazardous violations:
  - a. Non-hazardous violations will, for the purposes of this directive, be defined as violations that do not actively contribute to vehicle crash frequency.
  - b. Nonhazardous violations will include, but not be limited to: registration violations and inspection violations.

# LYNCHBURG POLICE DEPARTMENT



## STATE & LOCAL ISSUES SUPPLEMENT

### **PROBLEM IDENTIFICATION:**

In an effort to evaluate our enforcement efforts, the Lynchburg Police Department's Traffic Safety Unit analyzes top accident locations prior to and after enforcement efforts have been made at the targeted locations with the assistance of Intelligence Led Policing tools. The unit selects one of the top 20 accident locations every quarter for enforcement in an attempt to reduce accident frequencies. One aspect of these efforts is reflected in the formation of a *Traffic Unit / Field Partnership Team* that targets these locations for a three-month period of time. At the conclusion of each three-month period, the project is evaluated by comparing the pre and post enforcement efforts against reported vehicle accidents in the targeted area. The identified areas were primarily roadways with high traffic volume to include Wards Road, Fort Ave, and Richmond Hwy.

The data located below represents the three locations that were identified as top/severe traffic crash locations in our jurisdiction for 2016 from analysis (see Table 1). These locations were chosen in an effort to reduce overall property and injury crashes in our city. The locations are listed according to which quarter enforcement efforts were designated as Crash Reduction Projects. In the 4<sup>th</sup> quarter, the department had to suspend the project due to staffing levels. The program will be re-initiated in 2017.



### **TRAFFIC CRASH LOCATION STATS: 2016 - TOP 20 LOCATIONS**

<b>ROAD SEGMENTS</b>	<b>Quarter</b>	<b>RANK</b>	<b># OF CRASHES</b>	<b># OF INJURIES</b>
Wards Rd between Atlanta Rd & Glass Ave	1 <sup>st</sup>	2/20	13	2
Fort Ave between Wards Rd & Memorial Ave	2 <sup>nd</sup>	6/20	4	2
Richmond Hwy (Rt. 460)	3 <sup>rd</sup>	1/20	7	3
Suspended due to staffing levels	4 <sup>th</sup>	0	0	0

Table 1

# LYNCHBURG POLICE DEPARTMENT



## STATE & LOCAL ISSUES SUPPLEMENT

### POLICY:

The Lynchburg Police Department has the following written policies that cover state and local issues: (FO17-0100) - Vision, Values, and Mission; (FO15-0801)-Traffic Patrol Techniques; and (FO15-0803)-Traffic Enforcement. The purpose of these directives is to establish guidelines for enforcement action relating to traffic violations and crash reduction. As part of the Lynchburg Police Department’s accreditation process through CALEA, we have developed a comprehensive and uniform set of written directives and policies which promote traffic safety and cover methods to reduce vehicle accidents. The Lynchburg Police Department uses a computerized program (eSign) for reviewing department directives. These policies and directives are regularly reviewed by department personnel on a routine bases. The eSign system works with the agency’s databases and allows employees to review and electronically sign and test if necessary, on any documents posted in the system. The system allows the department to track employee’s understanding and compliance with the prescribed policies.



<b>WRITTEN DIRECTIVE</b>	No. PD17-0100	Page: 2 of 3
Subject:  VISION, VALUES, AND MISSION	Effective Date:	01-23-17
	Supersedes/ Amends:	PD15-0100
	Reference:	12.2.1

<b>WRITTEN DIRECTIVE</b>	No. <b>FO15-0801</b>	Page: 1 of 6
Subject:  TRAFFIC PATROL TECHNIQUES	Effective Date:	10-12-15
	Supersedes/ Amends:	<b>FO11-0801</b>
	Reference:	

# LYNCHBURG POLICE DEPARTMENT



## STATE & LOCAL ISSUES SUPPLEMENT

<b>WRITTEN DIRECTIVE</b>	No.	Page:
	<b>FO15-0803</b>	1 of 8
	Subject:	Effective 10-12-15
	TRAFFIC ENFORCEMENT	Date:
	Supersedes/ Amends:	<b>FO11-0803</b>
	Reference:	

### PLANNING:

The Lynchburg Police Department identified targeted areas of high accident locations through Intelligence Led Policing using crash analyzed data. The targeted areas slated for crash reduction were identified for each quarter from this data. (see Table 1). In an effort to maximize results, a partnership was formed between the Traffic Unit and Field Operations. This partnership would designate specific hours and days to focus enforcement efforts on crash reduction (see Table 2). The officers assigned would only have responsibility of enforcement in these targeted areas and would not be pulled for other patrol duties.

**Accidents by Day of Week 2016 (1<sup>st</sup> Quarter)**

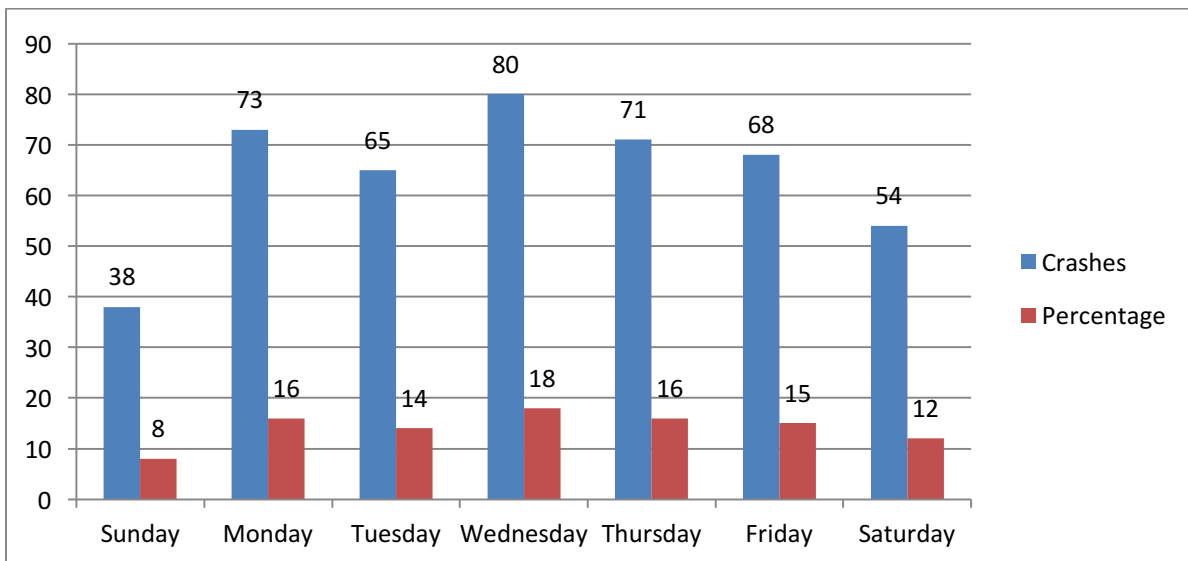


Table 2

# LYNCHBURG POLICE DEPARTMENT



## STATE & LOCAL ISSUES SUPPLEMENT

### Accidents by Time of Day 2016 (1<sup>st</sup> Quarter)

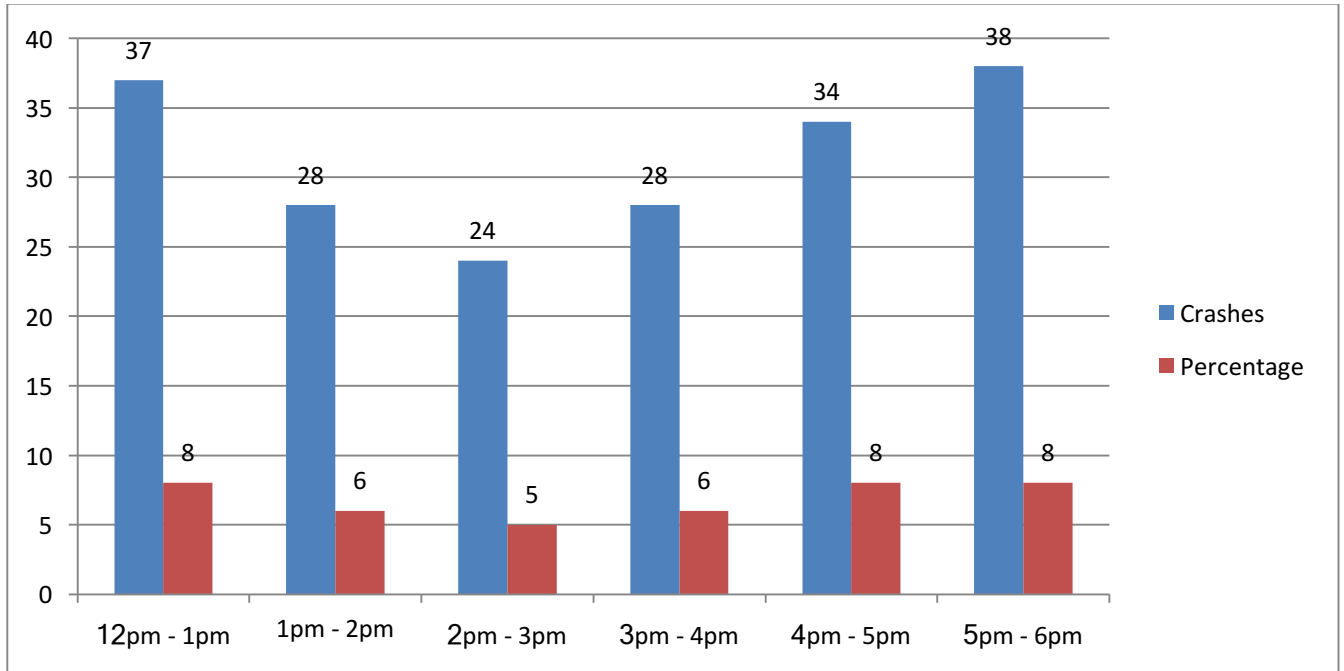


Table 3



### TRAFFIC/FIELD PARTNERSHIP

#### TRAINING:

Training was conducted through directive review, In-service classes, Roll-Call Training and other classes. Traffic Unit officers are certified in Crash Investigation, Crash Reconstruction, RADAR, and LIDAR fundamentals. The Traffic Unit also provides temporary duty assignments to field officers who are interested in accident investigations. The Lynchburg Police Department trains its officers in all areas related to traffic safety and accident investigations (see Table 4). This training also includes Police Department (PD) and Field Operations (FO) directives that relate to traffic issues within the city of Lynchburg.



# LYNCHBURG POLICE DEPARTMENT



## STATE & LOCAL ISSUES SUPPLEMENT

Your electronic signature for PD17-0100 – Vision, Value, and Mission effective 1/23/2017 must be recorded by 2/28/2017.

Please use the eSign program to review and sign this this notice.

Your electronic signature for FO15-0801 – Traffic Patrol Techniques effective 10/12/2016 must be recorded by 11/30/2016.

Please use the eSign program to review and sign this this notice.

Your electronic signature for FO15-0803 –Traffic Enforcement effective 10/12/2016 must be recorded by 11/30/2016.

Please use the eSign program to review and sign this this notice.

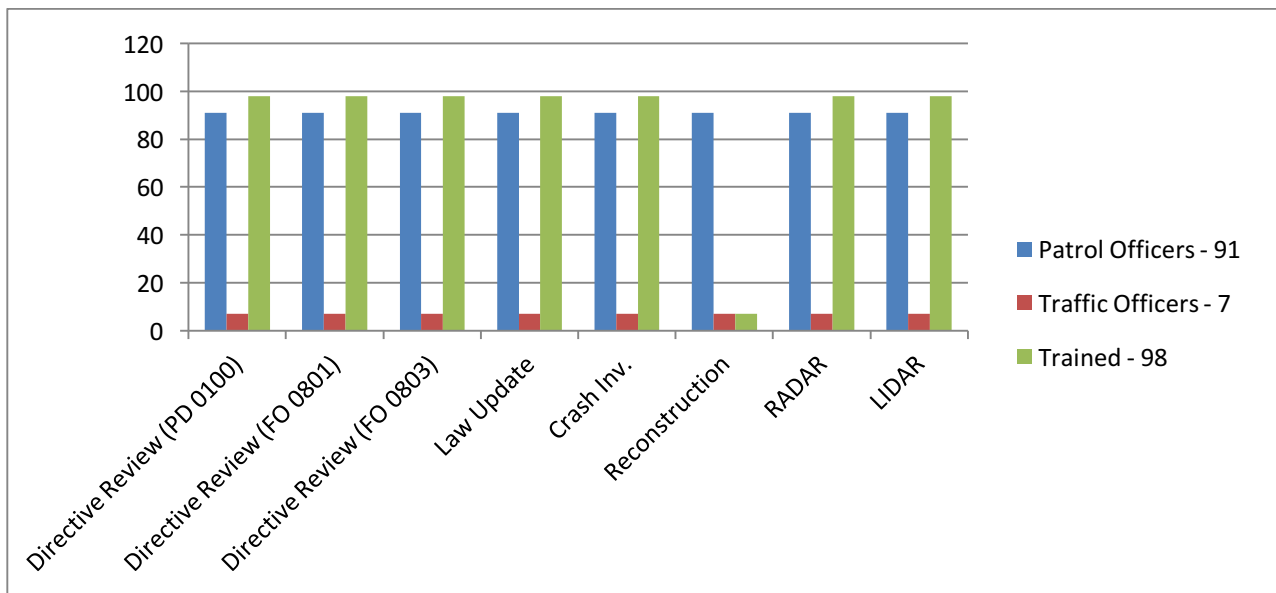


Table 4

### PUBLIC INFORMATION AND EDUCATION:

The Lynchburg Police Department’s Traffic Unit utilized interviews with local media to include television and newspapers. The Traffic Unit also utilized electronic message boards and a speed trailer to make drivers more aware of high accident areas.

# LYNCHBURG POLICE DEPARTMENT



## STATE & LOCAL ISSUES SUPPLEMENT



### ENFORCEMENT:

In 2016 the Traffic Unit/Field Operations partnership focused on targeted areas of high accident locations, conducting over 12 directed patrols and issuing 50 summonses for traffic violations. In 2016 the Traffic Unit also issued 3022 summonses to support crash reduction in the targeted areas. This is the third year that the Traffic Unit/Field Operations partnership has recorded and tracked the significant impact it has had on crash reduction methods (see Table 5). The impact of enforcement indicates that the combined efforts of the Traffic Unit and the partnership with Field Operations accounts for 48% of the total effort directed at crash reduction in the city of Lynchburg (see Table 6).

### 2016 - Lynchburg Police Department Enforcement Efforts

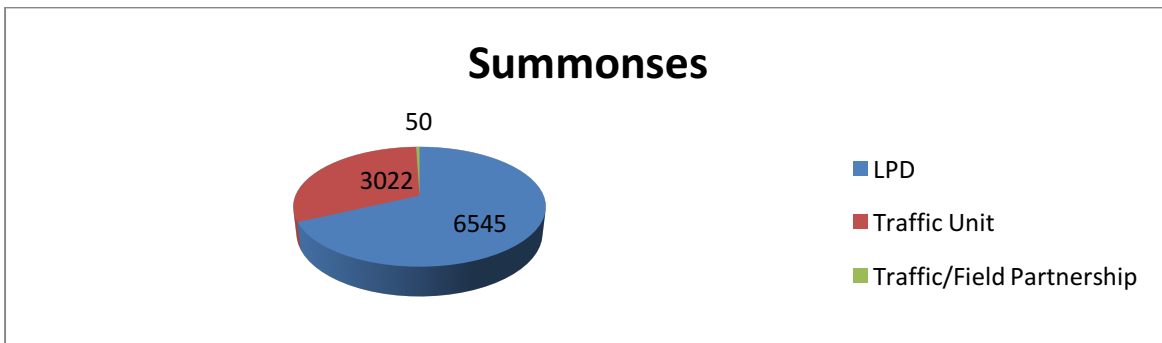


Table 5

# LYNCHBURG POLICE DEPARTMENT



## STATE & LOCAL ISSUES SUPPLEMENT

### Impact of Enforcement Efforts

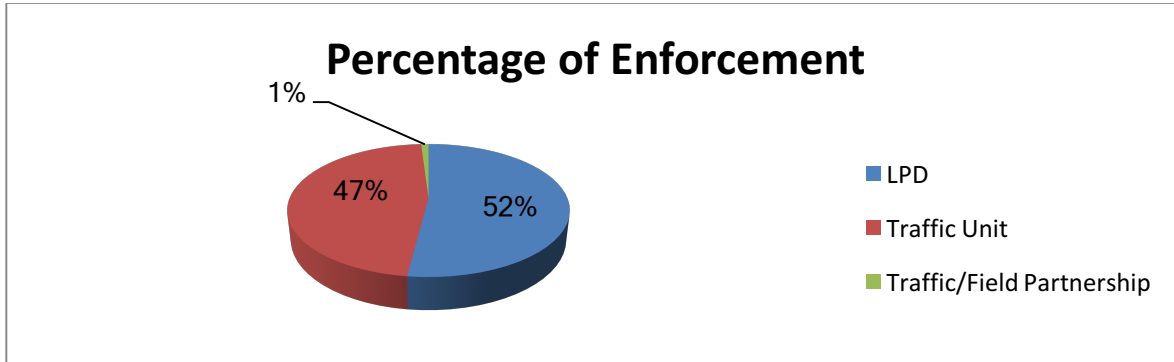


Table 6

### ASSESS OUTCOMES:

Targeted crash reduction locations resulted in 2 of the 3 locations dropping completely off the list from their previous position on the Top 20 list of high accident locations. The first location rose to number 1; however the total number of crashes dropped from 13 to 9 with each resulting in 2 injuries (see Table 7). The results of this effort represent the impact from special enforcement efforts by the Traffic Safety Unit and Field Partnership utilizing Intelligence Led Policing. In 2016 there were 1794 vehicle accidents compared to 1822 the previous year for a decrease of 2% (see Table 8). In 2016 Injuries resulting from accidents were reduced from 438 to 376 for a decrease of 14% (see Table 9). In 2016 Property damage (monetary) resulting from accidents was reduced from 9.6 million to 7.7 million (see Table 10). From 2014 to 2016, the Lynchburg Police Department did not have any fatalities resulting from speed.

### TRAFFIC CRASH LOCATION STATS: 2016 RESULTS - TOP 20 LOCATIONS

ROAD SEGMENTS	Quarter	RANK	# OF CRASHES	# OF INJURIES
Wards Rd between Atlanta Rd & Glass Ave	1 <sup>st</sup>	↑ 1/20	9	2
Fort Ave between Wards Rd & Memorial Ave	2 <sup>nd</sup>	↓ off list	2	0
Richmond Hwy (Rt. 460)	3 <sup>rd</sup>	↓ off list	3	0
Suspended due to staffing levels	4 <sup>th</sup>	0	0	0

Table 7

# LYNCHBURG POLICE DEPARTMENT



## STATE & LOCAL ISSUES SUPPLEMENT

### TOTAL OVERALL ACCIDENTS – 2014 – 2016

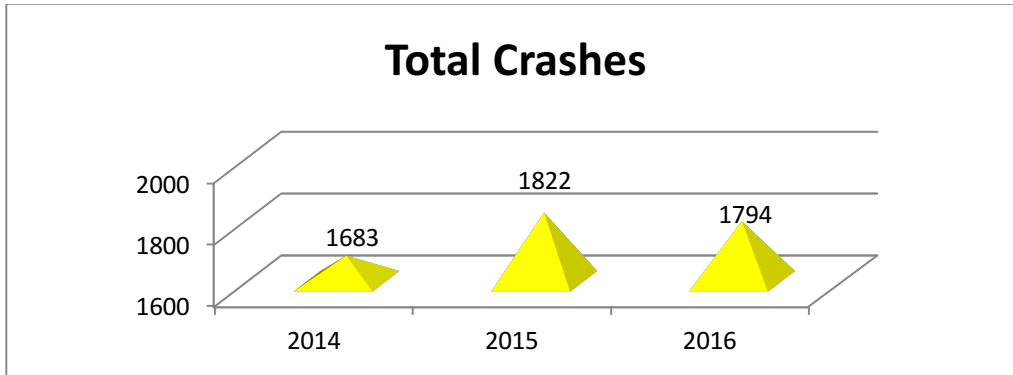


Table 8

### TOTAL OVERALL INJURY ACCIDENTS – 2014 -2016

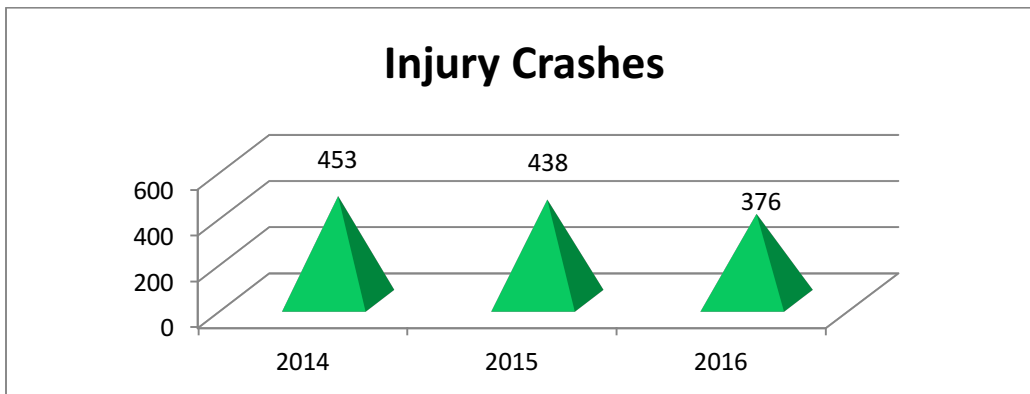


Table 9

### TOTAL OVERALL PROPERTY DAMAGE ACCIDENTS – 2014 -2016

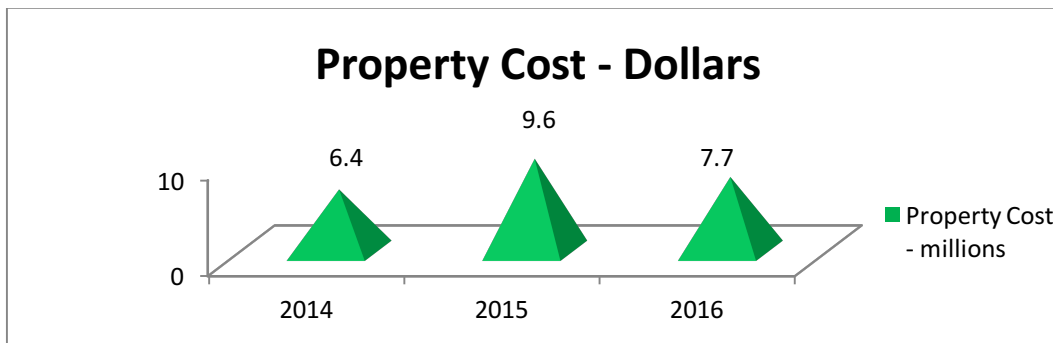


Table 10



STATE – LOCAL ISSUES SECTION – POLICY

COVER PAGE OF WRITTEN POLICY



<b>WRITTEN DIRECTIVE</b>	No. <b>PD17-0100</b>	Page: 1 of 3
Subject: <b>VISION, VALUES, AND MISSION</b>	Effective Date: <b>01-23-17</b>	
	Supersedes/ Amends: PD15-0100	
	Reference: 12.2.1	

I. Purpose

The purpose of this directive is to state the Vision, Values, and Mission of the Lynchburg Police Department.

II. Policy

The Lynchburg Police Department is committed to attaining the stated vision, values, and mission through the development and pursuit of goals designed to enhance police service to the community.

III. Vision, Values, and Mission

A. Vision

We will enhance community safety and improve the quality of life in our City, by exemplifying our values of leadership, professionalism, and dedication through:

1. Partnerships,
2. Creative strategies, and
3. Proven policing approaches.

B. Values

The Lynchburg Police Department’s Values Statement expresses what the Department values and the kind of police department we are. It is the

# LYNCHBURG POLICE DEPARTMENT

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core of our philosophy and beliefs. These values are demonstrated in the actions of each member of the Lynchburg Police Department.

1. We, the members of the Lynchburg Police Department, value:

a) Leadership - Leadership is evidenced both inside and outside the Department by:

1) a caring attitude toward fellow employees, the Department, and the community

2) administrative courage

3) teamwork

4) creativity

5) problem solving

6) a desire to do the right thing

7) constant improvement of ourselves, our department, and our community.

b) Professionalism - Professionalism encompasses:

1) integrity

2) accountability

3) competence

4) honor

5) trust

6) pride

7) lawful and ethical behavior.

c) Dedication - Dedication is demonstrated by:

1) commitment

2) bravery



- 3) compassion
- 4) courtesy
- 5) stewardship
- 6) responsiveness
- 7) a spirit of service.

## C. Mission

**We build community by protecting and serving the public with honor, courage, and fairness for all.**

The Lynchburg Police Department's policing model of building community is poised on the two pillars of Protection and Service. We must maintain a balance in order to effectively accomplish our stated goal.

### 1. Protecting:

The community must feel safe. Our neighbors demand that we protect them and their property from crime. The residents of Lynchburg want to live work and play in a safe environment. They want to raise their children in a wholesome atmosphere. In order to effectively protect the community we need to be direct and proactive in our approach. **We must apply evidence based policing practices that make use of Intelligence Led Policing,** focusing on prolific criminal offenders and removing them from our streets.

### 2. Serving:

The community must not feel that its police department is an occupying army. It must trust and believe that the actions of their police are legitimate and unbiased. The community wants to have a voice in the way they are policed. In order to effectively serve the LPD must vigorously conduct positive citizen engagement; we must look for ways to build bridges of understanding and trust in all our communities. We must be perceived as being fair and impartial, engaged in constitutional policing practices. You are the community's champions, respected and trusted because of your honor, courage, and fairness.





**COVER PAGE OF WRITTEN POLICY**



<p style="text-align: center;"><b>WRITTEN DIRECTIVE</b></p> <p>Subject:</p> <p><b>TRAFFIC PATROL TECHNIQUES</b></p>	No.	<b>FO15-0801</b>	Page:	1 of 6
	Effective	<b>10-12-15</b>	Date:	
	Supersedes/	<b>FO11-0801</b>	Amends:	
	Reference:			

**I. Purpose**

The purpose of this directive is to establish guidelines for use of basic traffic patrol procedures and strategies to aid in the traffic enforcement role of the Field Operations Bureau.

**II. Policy**

It shall be the policy of the Field Operations Bureau to implement patrol techniques and strategies designed to effectively enforce traffic laws and regulations.

**III. Procedure**

61.1.6 A

**A. CONDUCTING VISIBLE TRAFFIC PATROL**

1. The patrol officer, at his discretion and taking into account staffing needs, will conduct visible traffic patrol, either mobile or stationary.
2. An officer will normally select areas for concentrated patrol based on knowledge of his assigned patrol service area, to include:
  - a. Areas statistically high in motor vehicle accidents,
  - b. Areas where citizen complaints have been received regarding violations,
  - c. Road hazards or potentially dangerous conditions at certain locations, and

## LYNCHBURG POLICE DEPARTMENT

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- d. Other pertinent factors.
3. Field supervisors may address traffic problems in specific areas (as determined through complaints received, analysis of traffic data, or other means) by directing:
  - a. Increased visible traffic patrol, and/or
  - b. Establishment of stationary or moving traffic monitoring initiatives.



**COVER PAGE OF WRITTEN POLICY**



<b>WRITTEN DIRECTIVE</b>	No.	<b>FO15-0803</b>	Page:	1 of 8
	Subject:	Effective <b>10-12-15</b>		
	<b>TRAFFIC ENFORCEMENT</b>	Date:		
		Supersedes/Amends:	<b>FO11-0803</b>	
	Reference:			

**IV. Purpose**

The purpose of this directive is to establish guidelines for the traffic enforcement function of the Field Operations Bureau of the Lynchburg Police Department.

**V. Policy**

It shall be the policy of the Field Operations Bureau that all officers uniformly enforce traffic laws and regulations.

**VI. Procedure**

**A. RESPONSIBILITIES**

1. As the uniformed component of the Lynchburg Police Department, officers of the Field Operations Bureau have primary responsibility for enforcing traffic laws and regulations.
2. This traffic enforcement responsibility is carried out primarily through the following patrol-related functions:
  - a. **Motor vehicle accident investigation,**
  - b. Apprehension of violators observed during patrol,
  - c. Traffic control as required under certain emergency conditions,
  - d. Enforcement actions tailored to high accident or high incident locations,
  - e. Radar operation, during both directed and non-directed patrol, and



f. Other related functions as required or assigned.

## B. FUNCTION

1. The immediate aim of traffic related operations will be the enforcement of applicable regulations. Officers should be mindful that the ultimate goal of enforcement will be the achievement of voluntary compliance.

### 61.1.5 K

2. It will be at the officer's discretion as to the proper enforcement option (warning, traffic summons, parking ticket, or physical arrest) to apply to each situation observed or investigated. If considering physical arrest, the officer is to abide by the requirements set forth in 19.2-74 of the Code of Virginia.

3. Prior to charging a violator with any offense, the officer must have firmly established probable cause for the violation through personal observation or investigation.

4. Officers will target as the highest enforcement priority those violations which:

a. Involve reckless disregard of traffic regulations, and thereby

b. Actively endanger life and property.

5. Enforcement of safety belt, child restraint, and driving under the influence laws will be a priority.

6. Violations which the officer deems less flagrant and less likely to endanger the public may be accorded a proportionately lower enforcement priority.

7. Nonhazardous violations may be accorded the lowest enforcement priority.

### 61.1.5

## C. ENFORCEMENT GUIDELINES

1. Exceeding the posted speed limit:

a. In deciding on appropriate enforcement action officers should:

1) Consider possible contributing factors, to include:

a) Weather conditions,

b) Vehicle and pedestrian volume, and

c) Information gathered from statements of the vehicle operator,

# LYNCHBURG POLICE DEPARTMENT

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- 2) Determine whether all required elements of the violation are clearly established, and
- 3) Remain mindful that excessive speed correlates directly with frequency of vehicle crashes.

61.1.5 D

## 2. Hazardous violations:

a. Hazardous violations will, for the purposes of this directive, be defined as:

1) Moving violations likely to cause or contribute to vehicle crashes, and

2) Equipment violations likely to cause or contribute to vehicle crashes.

61.1.5 F

b. Hazardous violations will include, but not be limited to: reckless driving, speeding, fail to obey traffic signals and defective equipment.