



## 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/2pG1F0j>**

Agency (as it would appear on an award): Washington County Sheriff's Office

Agency Category: \_\_\_\_\_

Total Number of Sworn Personnel: 90 Total Number of Uniformed Officers on the Street: 25

Submitter(s) (main point of contact for application): Erik Hinchey

Department: Washington County Sheriff's Office

Address: 20281 Rustic Lane City: Abingdon State: VA Zip: 24210

Submitter Phone: (276) 676-6026 Submitter Email: ehinchey@washso.org

Department Head: Fred Newman Email: ehinchey@washso.org

### APPLICATION ATTACHMENTS PACKET

#### CHECKLIST

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

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

### SPECIAL AWARD CONSIDERATIONS

<b>Impaired Driving*</b>	<u>      </u>
<b>Occupant Protection*</b>	<u>      </u>
<b>Speed Awareness*</b>	<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>
<b>State/Local Issue is Special Award Consideration**</b>	<b>yes      no</b>
<b>If yes, which one?</b>	<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: 898
2. Total roadway crashes in 2015: 989
3. Total roadway crashes in 2016: \_\_\_\_\_
4. Total fatal crashes in 2014: 7
5. Total fatal crashes in 2015: 9
6. Total fatal crashes in 2016: \_\_\_\_\_
7. Total injury crashes in 2014: 465
8. Total injury crashes in 2015: 509
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 X no \_\_\_\_\_
2. Number of officers who received training in 2016 in impaired driving: 48
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:  
yes X no \_\_\_\_\_
4. Number of Impaired Driving Arrests in 2014: 40
5. Number of Impaired Driving Arrests in 2015: 54
6. Number of Impaired Driving Arrests in 2016: 32
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 X
10. Number of Special Enforcement Efforts in 2016 for Impaired Driving (saturation patrols, checkpoints, etc.): 12
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:  79%
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016:  80.9%
6. Your jurisdiction's safety belt use percentage rate at the end of 2016:  79%
7. Number of officers who received training in 2016 in occupant protection:  48
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:  312
10. Number of Seat Belt Citations in 2015:  192
11. Number of Seat Belt Citations in 2016:  199
12. Number of Child Seat Citations in 2014:  15
13. Number of Child Seat Citations in 2015:  17
14. Number of Child Seat Citations in 2016:  18
15. Number of Special Enforcement Efforts in 2016 for Occupant Protection:  4
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:  48
3. This agency participates in officer recognition programs for speed detection and apprehension: yes  no
4. Number of Speeding Citations in 2014:  9414
5. Number of Speeding Citations in 2015:  9189
6. Number of Speeding Citations in 2016:  9718
7. Total number of 2016 fatal and injury crashes related to speed:  UNK
8. Percentage of 2016 fatal and injury crashes related to speed:  UNK
9. Number of Special Enforcement Efforts in 2016 for Speed:  UNK
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)?:  
\_\_\_\_\_

# 2016 Enforcement Year



**WCSO**

WASHINGTON COUNTY SHERIFF'S OFFICE  
LAW ENFORCEMENT CHALLENGE

"Working with you to make Washington County a  
safer place to live"

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## From the Sheriff's Office



### STRATEGIC HIGHLIGHTS

Upon being elected Sheriff of Washington County in 1999 and taking office in January of 2000, one of my primary goals was traffic enforcement.

In the infancy of our traffic enforcement program, three hand-held radar units made up our entire program. What a dramatic change a few years has made.

Currently, all patrol Sergeants, patrol deputies and traffic enforcement vehicles are equipped with radar units, along with in-car cameras for each vehicle.

The combination of these two devices has greatly increased the conviction rate for Sheriff's deputies dealing with those who violate our speed and DWI laws. The use of LIDAR speed equipment has, also, greatly enhanced our traffic enforcement program. Our Sheriff's Office utilizes grant funding from the National Institute of Highway Traffic Safety Administration and the Virginia Division of Motor Vehicles to conduct DUI sobriety checkpoints and other traffic enforcement program, which involves strict enforcement of DUI, speed and occupant protection laws in Washington County. This program has proven extremely successful in reducing the number of fatalities in Washington County. Education is also a vital part of our traffic enforcement program. Our agency sponsors and participates in many occupant and child safety seat restraint programs each year. Through good, solid, aggressive traffic enforcement, coupled with proactive educational programs, the Washington County Virginia Sheriff's Office is making a difference in the safety of our motoring public. The citizens of our county deserve no less.



## Speeding Enforcement

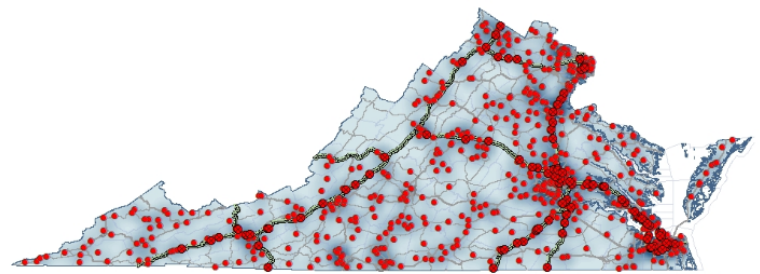
### PROBLEM IDENTIFICATION

Though Washington County has experienced a significant decrease since 2010 in vehicle crashes it can never be too low. Based on VDOT surveys and TREDIS crash data in 2016 there were documented 262 crashes in Washington County related to speed. Five of these crashes resulted in fatalities. In the real world sense these are more than numbers, these are families, mothers, fathers, and children.

VIRGINIA  
SPEED-RELATED CRASHES BY CRASH TYPE  
CALENDAR YEARS 2010 - 2014

Crash Type	Crashes				
	2010	2011	2012	2013	2014
Fatal Crash	260	282	281	311	274
Injury Crash	10,002	9,524	9,423	9,068	8,841
Property Damage Crash	14,305	13,778	13,928	14,315	14,742
<b>Total</b>	<b>24,567</b>	<b>23,584</b>	<b>23,632</b>	<b>23,694</b>	<b>23,857</b>

### Crashes in Washington County Virginia in 2016



**2015 Fatal Crashes in Virginia**  
Total Number of Fatalities: 753  
Total Number of Fatal Crashes: 711

- Interstate Crashes
- Non-Interstate Crashes

Month	2016		
	Crashes	Fatalities	Injuries
January	79	0	30
February	70	0	33
March	66	1	27
April	83	0	43
May	66	0	40
June	80	0	35
July	96	0	60
August	75	2	51
September	79	1	34
October	102	0	53
November	123	2	41
December	81	0	36



## POLICY

Excessive speed is the second greatest cause of death and injury on American highways and is a major contributing factor to accidents in Washington County. It is a top priority of Washington County Sheriff's Office to maintain and enforce a strict speeding and traffic enforcement program to ensure the safety on our highways. All deputies shall apply uniform methods of enforcement of speed laws within the county. Procedures for the enforcement of laws applying to speed will vary in accordance with the type of equipment used. **Policy and Procedures Gen. Orders 2-26 Sub Section H (pg. 556)**

Pacing- The deputy shall follow the vehicle being paced at a constant interval for a distance adequate, normally two tenths of a mile or more, to obtain a speedometer reading indicating a speed exceeding that posted. Speedometers shall be calibrated at least every six months and calibration filed with the clerks of the district and juvenile courts. **Policy and Procedures Gen. Orders 2-26 Sub Section H (pg. 556)**

## PLANNING

### POLICY

Traffic law enforcement involves all activities or operations, which relate to observing, detecting, and preventing traffic law violations and taking appropriate action under the circumstances. Enforcement not only involves arrests and citations, but also includes warnings to drivers and pedestrians to prevent them from committing minor violations.

Traffic enforcement can be reactive to observed violations, at accidents, or in response to community concerns, or may be proactive to effectively prevent traffic violations.

Enforcement should be in proportion to traffic accidents with respect to time, place, and type of violation. However, overzealous enforcement without considering whether the violator is familiar with the legal requirements or without regard for the circumstances surrounding the violation causes disrespect for the law and poor relations between the Office and the community it serves. The emphasis of a deputy's traffic enforcement is placed on violations that contribute to accidents and that prevent hazards to vehicular and pedestrian traffic.

Routine Traffic Checking Details/DUI checkpoints may be conducted only at the direction of the Sheriff of Washington County who will be responsible for enforcement procedures, personnel, safety, and location of the checkpoint. All sworn personnel involved in a Traffic Checking Detail/DUI Checkpoint shall do so in compliance with the Code of Virginia.

## TRAINING

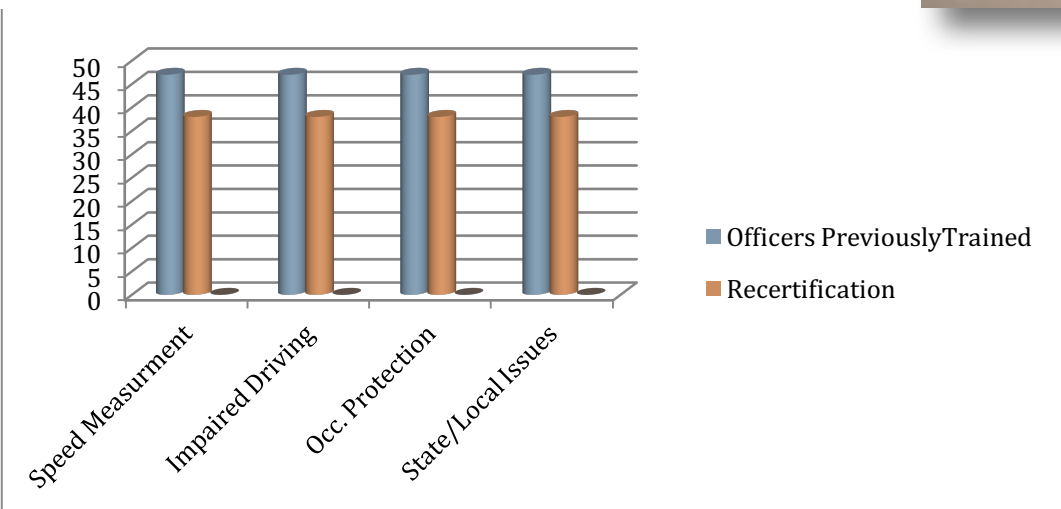
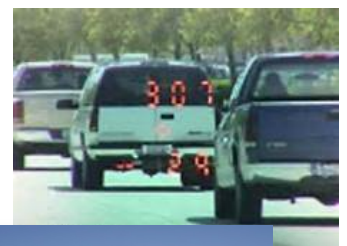
During 2016 the Washington County Sheriff's



Office conducted an annual review of the department’s directive on enforcement priorities (PPM 2-26), guidelines options, and the use of RADAR in the enforcement of speed as a hazardous violation. Deputies also certified or recertified in the use of RADAR. The Department purchased and trained deputies in the use of the Infrared LIDAR System by department Speed Measurement instructors. The department trained deputies in the use of a pole mounted vehicle and speed counting unit and the message board which contains a computer and RADAR unit to count and check speeds of vehicle passing the message board. Traffic Enforcement Deputies were trained in the set-up and reading of computed information.

## LIDAR Training

All platoons and deputies involved in the speed enforcement program within the Sheriff’s Office were re-certified in Speed Measurement during the fall of 2016, this year’s re-certification included LIDAR speed measurement. This is one our newest tools in the enforcement of traffic laws, and has proven to be very effective in our efforts not only on primary but secondary roads as well.



## PUBLIC INFORMATION AND EDUCATION

### WCSO to hold youth, law enforcement event

- [Bristol Herald Courier](#)

ABINGDON, Va. — DePaul Community Resources Services and the Washington County Virginia Sheriff's Office will be hosting a joint community youth and law enforcement event on Oct. 17.

The event will be held from 10 a.m. to noon at the Abingdon Professional Centre, 106 Abingdon Place.

The Washington County Sheriff's Office K-9 will be there to provide a demonstration. DePaul Adoption Service will present the WCSO with handmade blankets.

The blankets were made by parents, children and staff at DePaul with contributions from the Kindness Club at Glade Spring Middle School. The blankets will be issued to patrol deputies to give to children involved in domestic violence situations or who have other special needs, according to a written statement.

"The purpose of this joint venture with DePaul Community Resources Services is to humanize law enforcement, while uplifting youth who may have lived through rough times and have at some point may have been exposed to police involvement in a negative way," said Sheriff Fred Newman in the statement.

"DePaul Community Resources is delighted to work with the Washington County Sheriff's Office on the Knot Alone community service project," said Sandy Halsey of DePaul Community Resources in the statement. "We aim to help kids to develop more adaptive views of law enforcement and to feel comfortable reaching out for help if needed. Our fervent hope is that every child who is wrapped in one of these blankets will feel the love and kindness that went into every knot...that every child will feel that he or she is truly not alone."



## Speeding Enforcement

During last year our county saw decreases in traffic crashes and fatalities overall which is attributed in part to the increased awareness of officer presence on our highway system. This office is committed to making our county a safer place for the motoring public.

Jurisdiction	Total			Alcohol-Related			Licensed Drivers	*Death Rate Per Drivers
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries		
Rockingham County	1,077	10	492	102	1	62	57,763	0.17
Russell County	352	9	235	21	3	18	20,956	0.43
Scott County	387	3	175	19	0	10	17,113	0.18
Shenandoah County	722	7	272	33	1	22	33,454	0.21
Smyth County	401	4	238	25	2	22	22,625	0.18
Southampton County	206	5	147	21	1	21	12,674	0.39
Spotsylvania County	2,118	11	994	126	7	80	90,544	0.12
Stafford County	2,136	15	783	101	5	43	96,560	0.16
Surry County	96	2	72	10	1	13	5,410	0.37
Sussex County	180	3	114	11	1	7	6,927	0.43
Tazewell County	638	5	361	32	1	29	32,622	0.15
Warren County	639	4	296	37	1	24	29,816	0.13
Washington County	989	9	509	50	1	42	42,109	0.21
Westmoreland County	159	5	111	17	2	7	13,752	0.36
Wise County	525	4	292	19	0	14	27,513	0.15
Wythe County	571	14	245	43	4	20	22,277	0.63
York County	938	5	515	53	2	32	46,886	0.11
<b>Total</b>	<b>83,560</b>	<b>621</b>	<b>41,305</b>	<b>5,161</b>	<b>185</b>	<b>3,264</b>	<b>4,232,010</b>	<b>0.15</b>

2015:

- 125,800 traffic crashes in Virginia
- 42,957 people were injured in crashes on Virginia roadways
- 753 people died in crashes in Virginia
- 80% of crashes and 65% of near crashes are caused by distracted driving

These numbers (though not currently available) are expected to decrease even more for the 2016 enforcement year.

### Output Statistics:

During the calendar year of 2016, a total of 8,594 citations were issued within the county for speeding under the general rule. These citations were under the threshold of reckless by speed, while those cited for exceeding the posted speed limit by 20mph or over the speed of 80mph on the interstates of Washington County totaled, 840.

## Recognition:

The Mountain Empire Chapter of the American Red Cross would like to congratulate Abingdon Police Officers Scott DeBusk & Eric Lucy and Washington County Sheriff Department's Sgt. Jason Shepherd for being selected as heroes for the Red Cross' Celebration of Heroes event on April 20th at the Southwest Virginia Higher Education Center.



On Friday, 09/09/2016, at 05:14 hours, Officer DeBusk was dispatched to 510 Beechwood Circle, in reference to a structure fire. Dispatch advised that it was called in by neighbor and that they were unsure if anyone was still inside the home. As he approached the scene, Officer Debusk could see flames from the intersection of Walden Road and Gray Drive. Upon arrival, he found the majority of the home was fully engulfed in flames. After speaking briefly with a neighbor, he learned that people may possibly still be inside. He attempted to approach the front door of the residence but was unable to do so, due to the smoke. He then walked around to the right side of the house where he saw a light coming from a window. He observed a female in bed asleep, so he began banging on the window and yelling at her trying to get her awake. He was finally able to get her awake and alerted her to the danger. He removed the outside window and screen and helped her open the window. He was able to inquire if anyone else was inside and she said that there were and that they were in the bedroom next door. With instructions from Officer DeBusk, the female began banging on the walls trying to get the other people in the home awake. The female was able to awake the other three people in the house. At this point he was joined on scene by Officer Eric Lucy, and SGT. Jason Shepard (WCSO). The three officers were able to get four people and 4 dogs out the window and out of the burning home.

The actions of Officer DeBusk, assisted by Officer Lucy and Sgt. Shepherd, saved the lives of the four occupants of the home, as well as their four dogs.

# Impaired Driving Enforcement

## Problem Identification

“We know how to prevent serious injury and death on Virginia roadways: buckle up, drive sober and obey all traffic laws,” said Sheriff Fred Newman. “Make no mistake, it doesn’t matter whether you are heading to the mountains or the shore, whether you are staying in Virginia or traveling to one of our bordering states, law enforcement will be out all over enforcing all traffic laws.” Checkpoints will continue throughout Virginia and its’ bordering states through the end of the year.

## Policy:

The purpose of DUI Sobriety Checkpoints is to identify and reduce the number of drinking drivers on the highways, thereby reducing the number of drinking drivers related in automobile accidents. It is a top priority of Washington County Sheriff’s Office to maintain and enforce a strict DUI enforcement program to ensure the safety on our highways

## Planning

*In 2013 the Washington County Sheriff’s Office adopted the enforcement window of 8pm to 3am for DUI/DUID enforcement. This was determined by the state as the prime time for impaired driving and has proven to be an effective enforcement time for the county. This format is currently employed by this office as well.*

Office to be placed on file by the Division Captain.

### E. DUI SOBRIETY CHECKPOINTS

The purpose of DUI Sobriety Checkpoints is to identify and reduce the number of drinking drivers on the highways, thereby reducing the number of drinking drivers related in automobile accidents. It is a top priority of Washington County Sheriff’s Office to maintain and enforce a strict DUI enforcement program to ensure the safety on our highways

### F. DUI SOBRIETY CHECKPOINT SITE SELECTION

Checkpoint site selections are to be based on high DUI related accident experience and/ or past DUI arrest activity. Accident and arrest statistics, coupled with sworn employees/ motorist safety factors shall be considered in selecting sites for sobriety checkpoints. Sobriety checkpoints will not be situated on highways where traffic speeds or other conditions would pose a threat to motorists or sworn employees of the Sobriety checkpoint team. Additional considerations include the presence of adequate lighting to illuminate the checkpoint and an area adjacent to the checkpoint to allow for the parking of suspected DUI driver’s vehicles and administration of field sobriety tests. The location must also allow for ample warning to motorists approaching the checkpoint.

### G. CHECKPOINT OPERATIONS

At the direction of the Sheriff or Chief Deputy, an Area Operational Plan shall be submitted for approval by supervisors. Area Operational Plans shall address the following points:

1. Date, hours of operation, and location of each checkpoint
2. Contingency plans for each checkpoint, which shall include: An alternate location for use in the event safety considerations prevents checkpoint operations at the intended location. Safety considerations may include circumstances such as exemplary heavy traffic due to some unforeseen event or a major accident at or near the checkpoint location.
3. Supervisors, in preparing the operational plan to be used for each sobriety checkpoint site, shall specify the screening method to be used at that particular location. Safety concerns such as sight distance and traffic volume should be considered in determining the proper screening method. Wherever possible all vehicles should be screened. The screening procedure shall identify the number of vehicles or a specific distance measure requiring a change to an alternate screening method. Deputies conducting a sobriety checkpoint shall immediately change to the designated alternate screening method, i.e., every third, fifth, or tenth vehicle as may be specified in the operational plan, once a traffic back-up occurs beyond the specified number of vehicles or measurable distance. Occasional traffic back-ups may be handled by allowing all stopped vehicles to pass through the checkpoint to prevent a traffic hazard, then resuming the specified screening method. Participating deputies should not deviate from the operational plan. Vehicles will not be stopped on a discretionary basis. All vehicles, regardless of type, shall be checked. This includes commercial vehicles, such as buses and large trucks. The particular method

The Traffic enforcement patrol division developed a sign-up sheet and divided the enforcement window to 4 and 8 hour blocks. Several enforcement waves and target areas were established throughout the year that coordinated with various holidays and activities in the area.

### Training:

*Each platoon, command staff, and deputies involved in traffic enforcement were trained in detection, field assessment and litigation of impaired driving offenses. This training included members of the Commonwealth's Attorney Office joining a roll call training session with key focal points for court room testimony. Eight deputies attended Breath Alcohol Operator's school in Richmond VA through the Virginia Department of Forensic Science. Four deputies attended refresher training hosted at the Southwest Virginia Higher Education Center in Abingdon VA. During 2016, all 58 sworn Patrol deputies with the Washington County Sheriff's Office completed the annual review of the department directive involving DUI counter measures (PPM2-26). During this six hour training the patrol deputies received training from the Commonwealth's Attorney Office on changes in the DUI laws, including review of the Implied Consent laws and Miranda Warning. Deputies received training on changes to the department policy on reporting DUI arrests and filling out of Criminal Complaints. Deputies also had refresher training on Standardized Field Sobriety Tests, so that all deputies in the department would be using the same standardized tests for DUI arrests. In addition; two deputies were sent to the Annual Mid Atlantic DUI Conference on Impaired Driving. One deputy attended an advanced DUI seminar with a prosecutor with the Commonwealth's Attorney Office in August 2016.*



## Output Statistics

During 2016 (30) DUI arrests were completed by the Washington County Sheriff's Office. With the department performing 28 Traffic Checkpoints with an average offender age of 35yrs old. There were 20 male offenders and 10 female offenders.

## Outcomes

The top 3 impaired driving enforcement department members were recognized by the agency during an annual departmental recognition meeting that was held in the Grand Hall of the Sheriff's Office.

# Occupant Protection

## Problem Identification

The seatbelt usage is rate is established by both local/departamental surveys and by Old Dominion University which conduct independent studies and surveys throughout the state of Virginia with a focus on Southwest Virginia as representative of the western portion of the state.

## Policy:

GENERAL ORDERS 340

2-09 Vehicle Operation/Enforcement Activity

- a. Observed by deputy;
- b. Reported to deputy by citizen;
- c. Reported to deputy by the communications section;
- 4. Vehicle operator and passengers if necessary or applicable; and
- 5. Type of vehicle

**XII. RULES GOVERNING VEHICLE OPERATION**

The following rules govern the operation of Sheriff vehicles.

- A. Circumstances permitting, the operator of a Sheriff vehicle has the responsibility to check the safety features of the vehicle prior to commencing operation. The check shall include (but not be limited to) all lights, brakes, siren, horn, and steering.
- B. Washington County Sheriff's Office requires the use of safety belts by drivers and passengers whenever the vehicle is so equipped. This applies to the operation of County-owned vehicles, and commercial or privately owned vehicles if used while on duty.**
- C. No driver shall modify, remove, de-activate, or otherwise tamper with the vehicle safety belts, emission control device, or any part of the vehicle that affects its operation.





## Training:

During departmental training all deputies were trained in the policy of Washington County Sheriff's Office in regards to seatbelt and their use while on duty as well reminded of Line of Duty deaths in relation to capitol offenses. Video Training was presented as well as statistics prepared by Patrol Division Lieutenant Greg Hogston. The video training included visual demonstrations of trauma applied to juvenile occupants that are improperly restrained. All deputies were trained in the proper installation of and the detection of improper installation of child protective seats.

### GENERAL ORDERS 340

2-09 Vehicle Operation/Enforcement Activity

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- C. No driver shall modify, remove, de-activate, or otherwise tamper with the vehicle safety belts, emission control device, or any part of the vehicle that affects its operation.



There are 5 CPS certified employees within the Washington County Sheriff's Office who participate in a monthly safety seat check with Johnston Memorial Hospitals new parents class. Though this program our office has installed over one dozen seats while educating parents on proper install techniques.

# WCSO LEC 2016

## PI&E

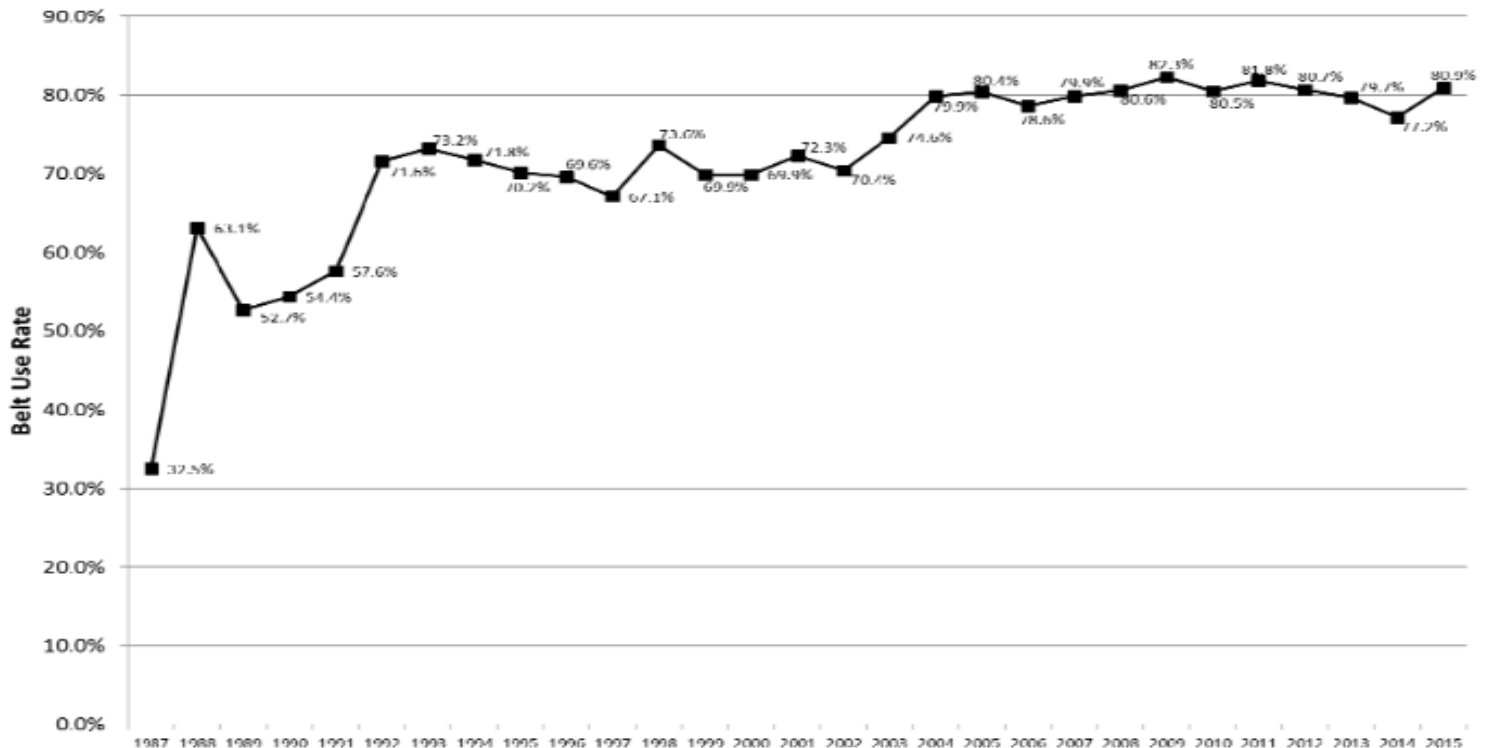
During the summer of 2016 This Office participated in a child seat safety check/ and bike rodeo at St. John's Lutheran church on Main Street in Abingdon. Child seats were installed, information was shared and publications and information flyers were distributed to the attendees.

## Enforcement

Since Adult seatbelt violations are non-primary within the Commonwealth of Virginia, the Washington County Sheriff's Office is committed to ensuring compliance to this state code through aggressive, professional law enforcement during all hours of operation.

## Output Statistics: Seat Belts/Child Restraints /Outcomes

During the 2016 enforcement year there were a total of 199 Adult Occupant protection summons were issued. 42 Child Occupant Protection summons were issued during the enforcement year.



## Local/State Issue: ADULT OCCUPANT PROTECTION

According to the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), 52 percent of the 21,253 passenger vehicle occupants killed in 2011 were not wearing their seat belts at the time of the crash. As noted, deaths involving seat belt nonuse are more prevalent at night than during the daytime. According to NHTSA, 62 percent of the 10,135 passenger vehicle occupants killed in 2011 during the overnight hours of 6 p.m. to 5:59 a.m. was not wearing their seat belts at the time of the crash.

"Seat belts save thousands of lives every year, but far too many motorists are still not buckling up, especially at night when the risk of getting in a crash is even greater," said Sheriff. "We want everyone to have a safe summer, but it requires an important step on the part of motorists – clicking that seat belt."

The Southwest region of Virginia was commissioned by the Governor's Highway Safety Office to address the issue of non-belted drivers within the age range of 18-36 years old, predominantly male population operating pickup trucks, as the most likely to not wear to seatbelt. This office, along with others in the region, was challenged to set the example by wearing seatbelts and summoning those that choose not to comply.



Courtesy of Jane Winhurst

### Policy :

GENERAL ORDERS		340
2-09 Vehicle Operation/Enforcement Activity		
a. Observed by deputy;		
b. Reported to deputy by citizen;		
c. Reported to deputy by the communications section;		
4. Vehicle operator and passengers if necessary or applicable; and		
5. Type of vehicle		
<b>XII. RULES GOVERNING VEHICLE OPERATION</b>		
The following rules govern the operation of Sheriff vehicles.		
A. Circumstances permitting, the operator of a Sheriff vehicle has the responsibility to check the safety features of the vehicle prior to commencing operation. The check shall include (but not be limited to) all lights, brakes, siren, horn, and steering.		
B. Washington County Sheriff's Office requires the use of safety belts by drivers and passengers whenever the vehicle is so equipped. This applies to the operation of County-owned vehicles, and commercial or privately owned vehicles if used while on duty.		
C. No driver shall modify, remove, de-activate, or otherwise tamper with the vehicle safety belts, emission control device, or any part of the vehicle that affects its operation.		



## Planning :

Washington County Sheriff's Office is partnering with law enforcement across Virginia and the nation to increase seat belt use with the Click It or Ticket Enforcement Mobilization in an effort to save more lives on Virginia's Roadways. Aggressive and stepped up law enforcement activities will be conducted during this mobilization

**WASHINGTON COUNTY SHERIFF'S OFFICE**

*Sheriff Fred Newman*

**MEDIA RELEASE**

## PI&E:

Local commercials, press releases and public service announcements were utilized on area radio stations to encourage residents to buckle up

## Enforcement /Output Statistics/Outcome

A total of 241 Occupant Protection summons were issued during the enforcement year of 2016. During the "CIOT" program in the month of May which is designated Occupant Protection month a total of 3129 seatbelt summons were issued.



# BRISTOL HERALD COURIER

Truth. Accuracy. Fairness.

## Virginia's Click it or Ticket

[Tammy Childress](#)  
May 13, 2016

From May 23 to June 5, 2016, Virginia's local law enforcement and Virginia State Police will participate in the national Click It or Ticket campaign in an effort to save lives through increased seat belt use. This enforcement period is in advance of and includes the Memorial Day holiday, one of the busiest travel weekends of the year.

There were 310 unrestrained fatalities in Virginia last year, and 71 were recorded so far this year, between Jan. 1 and March 31, 2016. Nationally, 88.5 percent of passenger vehicle occupants buckled up last year, according the National Highway Traffic Safety Administration (NHTSA), but almost 50 percent of fatal crash occupants were not restrained. In some states, the rate was as high as 70 percent unrestrained in fatal crashes. "This fact gravely highlights the need for increased enforcement and awareness of seat belt use," said Sheriff Fred Newman.

"Time after time, we see the deadly results that come from drivers and passengers refusing to wear a seat belt," Newman said. "Wearing a seat belt is one of the most important steps in increasing survivability in a crash. Our job is to stop those who are not buckled up, and to keep them from repeating this potentially deadly mistake."

Virginia's statewide seat belt use rate was 80.9 percent in 2015, 77.3 percent in 2014, 79.7 percent in 2013 and 78.4 percent in 2012. The 310 unrestrained fatalities in Virginia last year represent 41 percent of the 753 total traffic fatalities.

"The numbers tell us that young males, many of them drinking and driving, are the ones not wearing seat belts and are dying on our roadways," said Sheriff Newman. "We want to do everything we can to reach these people and save their lives."



## Contact Information

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## Washington County Sheriff's Office

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www.washcova.org



Office to be placed on file by the Division Captain.

#### E. DUI SOBRIETY CHECKPOINTS

The purpose of DUI Sobriety Checkpoints is to identify and reduce the number of drinking drivers on the highways, thereby reducing the number of drinking drivers related in automobile accidents. It is a top priority of Washington County Sheriff's Office to maintain and enforce a strict DUI enforcement program to ensure the safety on our highways

#### F. DUI SOBRIETY CHECKPOINT SITE SELECTION

Checkpoint site selections are to be based on high DUI related accident experience and/or past DUI arrest activity. Accident and arrest statistics, coupled with sworn employees/motorist safety factors shall be considered in selecting sites for sobriety checkpoints. Sobriety checkpoints will not be situated on highways where traffic speeds or other conditions would pose a threat to motorists or sworn employees of the Sobriety checkpoint team. Additional considerations include the presence of adequate lighting to illuminate the checkpoint and an area adjacent to the checkpoint to allow for the parking of suspected DUI driver's vehicles and administration of field sobriety tests. The location must also allow for ample warning to motorists approaching the checkpoint.

#### G. CHECKPOINT OPERATIONS

At the direction of the Sheriff or Chief Deputy, an Area Operational Plan shall be submitted for approval by supervisors. Area Operational Plans shall address the following points:

1. Date, hours of operation, and location of each checkpoint
2. Contingency plans for each checkpoint, which shall include: An alternate location for use in the event safety considerations prevents checkpoint operations at the intended location. Safety considerations may include circumstances such as exemplary heavy traffic due to some unforeseen event or a major accident at or near the checkpoint location.
3. Supervisors, in preparing the operational plan to be used for each sobriety checkpoint site, shall specify the screening method to be used at that particular location. Safety concerns such as sight distance and traffic volume should be considered in determining the proper screening method. Wherever possible all vehicles should be screened. The screening procedure shall identify the number of vehicles or a specific distance measure requiring a change to an alternate screening method. Deputies conducting a sobriety checkpoint shall immediately change to the designated alternate screening method, i.e., every third, fifth, or tenth vehicle as may be specified in the operational plan, once a traffic back-up occurs beyond the specified number of vehicles or measurable distance. Occasional traffic back-ups may be handled by allowing all stopped vehicles to pass through the checkpoint to prevent a traffic hazard, then resuming the specified screening method. Participating deputies should not deviate from the operational plan. Vehicles will not be stopped on a discretionary basis. All vehicles, regardless of type, shall be checked. This includes commercial vehicles, such as buses and large trucks. The particular method

- a. Observed by deputy;
  - b. Reported to deputy by citizen;
  - c. Reported to deputy by the communications section;
4. Vehicle operator and passengers if necessary or applicable; and
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The following rules govern the operation of Sheriff vehicles.

- A. Circumstances permitting, the operator of a Sheriff vehicle has the responsibility to check the safety features of the vehicle prior to commencing operation. The check shall include (but not be limited to) all lights, brakes, siren, horn, and steering.
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