



2017 VIRGINIA LAW ENFORCEMENT CHALLENGE APPLICATION

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

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

Agency (as it would appear on an award): Westmoreland County Sheriff's Office
 Agency Category: SHERIFF'S OFFICE
 Total Number of Sworn Personnel: 27 Total Number of Uniformed Officers on the Street: 16
 Submitter(s) (main point of contact for application): Capt. C. Hawkins
 Department: Westmoreland County Sheriff's Office
 Address: 175 Polk St. / PO Box 305 City: Montross State: VA Zip: 22520
 Submitter Phone: 804-493-8066 Submitter Email: chawkins@westcoso.us
 Department Head: Sheriff Co Balderson Email: sheriff@westcoso.us

APPLICATION ATTACHMENTS PACKET

CHECKLIST

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

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

SPECIAL AWARD CONSIDERATIONS

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

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

SUBMISSION DISCLOSURE QUESTIONS

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

1. Total roadway crashes in 2014: 170
2. Total roadway crashes in 2015: 159
3. Total roadway crashes in 2016: 155
4. Total fatal crashes in 2014: 3
5. Total fatal crashes in 2015: 5
6. Total fatal crashes in 2016: 0
7. Total injury crashes in 2014: 86
8. Total injury crashes in 2015: 111
9. Total injury crashes in 2016: 114

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: 20
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:
yes no
4. Number of Impaired Driving Arrests in 2014: 83
5. Number of Impaired Driving Arrests in 2015: 48
6. Number of Impaired Driving Arrests in 2016: 49
7. Total number of fatal and injury crashes related to Impaired Driving in 2016: 14
8. Percentage of fatal and injury crashes related to Impaired Driving in 2016: .09%
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.): 32
11. Output Statistics: How many DUI citations were issued in target areas?: 49
12. Output Statistics: How many DUI citations were issued during the target times?: 49
13. Output Statistics: How many contacts were made? (total): 1431
14. Output Statistics: How many contacts in target areas?: 1431

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: _____
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016: 89
6. Your jurisdiction's safety belt use percentage rate at the end of 2016: 91
7. Number of officers who received training in 2016 in occupant protection: 20
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: 25 IN 2015 NO AWARDS OF YET
10. Number of Seat Belt Citations in 2015: 90
11. Number of Seat Belt Citations in 2016: 18
12. Number of Child Seat Citations in 2014: 31
13. Number of Child Seat Citations in 2015: 36
14. Number of Child Seat Citations in 2016: 26
15. Number of Special Enforcement Efforts in 2016 for Occupant Protection: 6
16. Output Statistics: How many citations were issued in target areas?: 44
17. Output Statistics: How many citations were issued during the target times?: 41
18. Output Statistics: How many contacts were made? (total): 1,431
19. Output Statistics: How many contacts were made in target areas?: 1,431

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: _____
3. This agency participates in officer recognition programs for speed detection and apprehension: yes no
4. Number of Speeding Citations in 2014: 1328
5. Number of Speeding Citations in 2015: 1040
6. Number of Speeding Citations in 2016: 1214
7. Total number of 2016 fatal and injury crashes related to speed: 39
8. Percentage of 2016 fatal and injury crashes related to speed: .25
9. Number of Special Enforcement Efforts in 2016 for Speed: 84
10. Output Statistics: How many citations were issued in target areas?: 1217
11. Output Statistics: How many citations were issued during the target times?: 1217
12. Output Statistics: How many contacts were made? (total): 1,431
13. Output Statistics: How many contacts were made in target areas?: 1,431

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: _____
3. This agency participates in officer recognition programs for this issue: yes no
4. Number of citations issued involving this issue in 2014: 2530
5. Number of citations issued involving this issue in 2015: 1635
6. Number of citations issued involving this issue in 2016: 1214
7. Total number of 2016 fatal and injury crashes related to this issue: 73
8. Percentage of 2016 fatal and injury crashes related to this issue: .47
9. Number of Special Enforcement Efforts in 2016 for this issue: 122
10. Output Statistics: How many citations were issued in the target areas?: 1217
11. Output Statistics: How many citations were issued during the target times?: 1217
12. Output Statistics: How many contacts were made? (total): 1431
13. Output Statistics: How many contacts were made in target areas?: 1431
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:
122

Westmoreland County Sheriff's Office - Alcohol Program

The Westmoreland County Sheriff's Office has zero tolerance for Driving Under the Influence of Alcohol. This message is constantly incorporated into our deputies meetings and community safety talks. We have been fortunate in our community in that underage drinking has not become a huge issue for our agency. Rarely do we encounter an underage drinker in a DUI traffic stop. Our issue has been the adult problem drinker in most cases. The Westmoreland County Sheriff's Office set a goal of reducing our alcohol related fatalities from four in 2012 to zero in 2013, and we succeeded in 2014 and remained at zero. In 2016 we were happy to remain at 0 alcohol related fatalities. We utilized crash data provided by TRENDS to monitor our success in this area. While our alcohol related crashes were not extremely high, one life is too many. We utilized previous year's crash data and conducted numerous enforcement activities to achieve our goal of zero.

The Westmoreland Sheriff's Office also became a first in Virginia through our Blood Draw Program. We, like many agencies, were confronted with long drives to the hospital and many hours lost of patrol time due to blood draws. We petitioned our Circuit Court and now have a certified deputy that conducts our blood draws. It has streamlined the process and has minimized our refusals. With the in-house blood draw program we now write search warrants on all DUI Refusals and have had great success in prosecutions.



VIRGINIA SHERIFF'S ASSOCIATION 2013 CONFERENCE

During the campaign we conducted 10 saturation patrols and 15 DUI checkpoints combined from November 19, 2016 through December 31, 2016. We also tasked each patrol shift with identifying a DUI accident/problem area and holding a sobriety checkpoint. During our checkpoints, we partnered with Virginia State Police to set up the location. During each checkpoint, over 200 cars were checked. Several DUI arrests were made along with numerous safety violations, drug arrests and wanted subjects apprehended. This year we continued our in-house blood draw program. By court order one of our deputies is now drawing blood saving valuable time in obtaining evidence.

POLICY:

Eradicating drunk drivers from our roadways is a priority for our Sheriff's Office. Our deputies are aggressive in this issue through enforcing drinking while driving and possession of alcohol while underage, when observed.

Alcohol County Measures Program:

- The arrest of an individual for driving under the influence differs significantly from other traffic law violations. Any person who operates a motor vehicle while under the influence of alcohol or other self-administered intoxicants or drug poses an unpredictable hazard to law-abiding motorists; therefore, each deputy of the Westmoreland County Sheriff's Office will make an intensified effort to remove this type of driver from the highway. The Sheriff's Office has established a proactive alcohol enforcement program has as its goal the reduction of accidents involving alcohol.

PLANNING:

The Westmoreland Sheriff's Office has a written plan known as CRASH (Crash Reduction and Safe Highway Program). This plan addresses State DUI Initiatives that we participate in and includes other aspects such as media, engineering, and enforcement. Our Directed Patrol and Saturation Patrol Programs also are part of solution to reducing the number of drunk drivers on our roadways.

The areas targeted in our initiative were the results of crash data retrieved from TRENDS. This information details dates, times, and locations, of all alcohol related crashes. This information is what we use to deploy our deputies during enforcement initiatives. Our plan is fluid due to the days of the week that we incur heavy bar traffic, but our primary focus is data driven. Our deputies were so effective in one area of the county that astounding results were accomplished. The lower end of our county has two bars that were known for over serving. After working with the Virginia Alcohol Beverage Control Agents we began strict enforcement in the area. We conducted numerous checkpoints and saturation patrols resulting in DUI arrests from these bars. The two bar owners have now purchased a bus and utilize it at both businesses to provide rides for intoxicated patrons. This bus is known as the party bus. This is an instance where we know we made a change in behavior and saved lives in the process.

All of our activities in DUI Enforcement require follow up. Each deputy is required to submit a Directed Patrol form documenting the results of enforcement projects. Follow up checkpoints are conducted until we recognize that our efforts have had an effect on drunk driving in the area through statistics produced. We then redirect our resources and return periodically with a checkpoint in order to maintain the desired results. The key to our success is conducting activities after the desired results are achieved in order to prevent the problem from resurfacing.

We support the Virginia Strategic Highway Safety Plan in our DUI enforcement efforts through utilizing data driven enforcement. We concentrate on the areas in which we have documented DUI related accidents and DUI arrests. We also continue to educate the public and utilize media to try to change behavior. Through engineering, media, and enforcement, our agency is in line with the Commonwealth of Virginia's goals in reducing alcohol related crashes.

TRAINING:

All of our sworn personnel have received SFST training. We have also taken the extra step on requiring all of our patrol personnel to be certified Intoxilyzer Operators. Our patrol personnel had retraining in 2016 concerning DUI Enforcement and received retraining in SFST techniques. In 2013, Sergeant Molinares, became certified as a SFST Instructor with the Department of Criminal Justice Services. He constantly works with our road deputies to improve their DUI Detection Techniques. Sergeant Molinares also teaches SFST's at our Regional Police Academy.

Four deputies were selected by our agency to attend the Mid-Atlantic DUI Conference in Virginia Beach in 2016. These deputies received valuable updates on DUI protocols and techniques and returned to our agency assisting our other deputies in learning what they had been taught. This conference is one way we keep our deputies up to date on new trends and case law.

We currently have deputies that have been exposed to ARIDE and DRE. Sergeant Molinares was certified in ARIDE during 2014. This familiarization has resulted in DUID arrests. Our Regional Academy does not currently offer such training.

PUBLIC INFORMATION AND EDUCATION:

The Westmoreland Sheriff's Office recorded a radio spot at the WRAR Radio Station in October 2016. Sergeant Molinares did the voice work for the holiday season drunk driving campaign. This spot aired over 100 times through December 31, 2016. The spot went over the DUI Initiatives that we were conducting and promoted the Statewide Campaign.

Our agency also took two photos and had posters made at a local printing company for our DUI Initiatives. One was a deputy arresting a drunk driver and one was a death notification poster, which depicted a deputy talking to a woman in her doorway. The first stated "Don't make us your designated driver" and the second stated "Don't make us tell your loved one that you won't be coming home". These posters are posted in our high schools and local convenience stores. The program was used to reach out to our target areas, which is our entire community.

The radio station was our largest partnership. The station worked one on one with Sergeant Molinares in producing the radio spot and aired it over 100 times. The radio station worked with us and produced an outstanding product at no charge.

Our School Resource Officer conducted PROM talks at both high schools and reached out to our young drivers to prevent drunk driving. Our agency approached GEICO Insurance and was able to get a golf cart donated that is stripped and painted identical to one of our patrol cars. This golf cart was used in 2016 at both high schools for DUI demonstrations. Geico was recognized by our agency in the newspaper for this donation. All students that were licensed or taking drivers education participated. We utilized goggles that were set at a .08 alcohol level and had each student drive the golf cart through a cone course. This was invaluable, as the students could not believe how difficult it was as they struck cones. This left a great impression on young drivers in reference to the importance of driving sober.



DEPUTY CONDUCTING SPEECHES AT LOCAL HIGH SCHOOLS DURING PROM SEASON

ENFORCEMENT:

The Westmoreland County Sheriff's Office sets the expectation that every day and every hour we are looking for drunk drivers while on patrol. Our deputies on regular duty spend numerous hours in problem areas looking for drunk drivers. In 2015, we utilized over 180 hours per quarter in grant funds alone in drunk driving enforcement. Our deputies arrested 83 drunk drivers in 2016.

CRASH

The Westmoreland County Sheriff's Office calls it's over all initiative to educate motorist "CRASH" (Crash Reduction and Safe Highway Program). The catchy title was created to capture the attention of our target audience and influence them to consider their daily commutes with safety and good habits. CRASH encompasses all of our multi-jurisdictional and local traffic safety efforts. Patrol Sergeants have engineered all of our enforcement efforts with timed media releases. These efforts have been laid out in a year-long calendar. The calendar acts as reminder to our patrol deputies and public information officer keeping all of our resources on task. Below is an overview of the program including its purpose and counter measures.

PURPOSE: CRASH is a public safety initiative, which aims to provide education, information, and solutions to keep the roadways of Westmoreland County safe.

THE ISSUE: Aggressive driving, speed, DUI, and distracted driving are the leading causative factors in traffic crashes. Following too closely, improper passing, and failing to yield the right of way are also major factors contributing to crashes on our roadways. There is also an increase in crashes involving teen drivers and the elderly. Enforcement of these violations along with strict enforcement of seatbelt and child restraint laws will aid in reducing crashes and even injuries or deaths on our roadways.

PLAN: CRASH is a yearly campaign that has five components. These five components, in conjunction with various Chiefs Challenge Campaigns, are designed to reduce crashes in Westmoreland County and gain compliance in traffic laws through education and enforcement. Every deputy has the authority to warn, summons, or arrest and that should be kept in mind when undertaking this campaign. DUI's will be strictly enforced.

1. **EVALUATION:** Constant research and evaluation of campaign activities.

- a. Stealth Stats
- b. Traffic Safety Data (in-house) to include time/date of crashes
- c. TREDS

2. **EDUCATION:** Public education, relations, and awareness campaigns.

- a. 3D speeches and DUI demonstrations at the high school
- b. Media releases (various waves)
- c. Brochure dissemination at checkpoints
- d. Keep the judges and commonwealth's attorneys apprised of enforcement and why
- e. Message board
- f. Advertisement boards
- g. Brochure dissemination at checkpoints
- h. Keep the judges and commonwealth attorneys apprised of enforcement and why

3. **ENFORCEMENT:** Through planned enforcement activities we can reduce crashes.

- a. Enforcement based on data (Traffic crash MAPS, complaints, etc.)
- b. Enforcement in high crash locations
- c. Enforcement in high speed areas

- d. Enforcement in congested areas
- e. Strict enforcement of seatbelt and child restraint laws
- f. Control motor carrier routes and truck safety through enforcement

4. ENGINEERING: Physical transportation and roadways solutions.

- a. Continue to assist in traffic control measures
- b. Stay engaged with VDOT to come up with crash reduction solutions
- c. Line painting
- d. Delinear post
- e. Signage
- f. Lighting

5. EVALUATION: Re-evaluate all data and adjust enforcement accordingly

OPERATION SATURATION – CORRIDOR SAFETY



PATROL VEHICLE WITH DUI ENFORCEMENT LOGO

The Westmoreland County Sheriff's Office has identified corridors that require special attention. These corridors are described in our problem statement. These corridors carry large volumes of traffic and even with the growth in Westmoreland County they have seen little or no improvement. This program is designed to get the public's attention and change behavior.

The basic concept or theory for this program is when faced with an overwhelming amount of awareness and enforcement tools on a consistent basis motorist behavior will change. It will not only change for that corridor but that behavior will remain with the motorist as they finish their trip.

The corridor safety project operates when a rotating schedule of enforcement is set and awareness devices are placed on affected corridors. As a motorist traverses the affected corridor they encounter the following devices: speed trailer, speed watch (when available) and a deputy working mobile or stationary radar. The hope is to gain complete compliance to traffic laws. The project will cover one evening rush, and one morning rush per week for one of the selected roadways over a three week rotating schedule. The first three weeks will start with all of the devices in place and a heavy concentration

(Blitz) of enforcement. The project's evaluation will be done using speed studies and occupant protection surveys.

Project History: This corridor safety project was created in 2012 and continued in 2016. The project was designed to meet several initiatives. The first was the theory that by having high visibility enforcement on key corridors that motorist behavior would be changed; not only as the motorist traversed the corridor, but that they would continue to comply for the remainder of their trip. The second was the need for high visibility.



CHECKPOINT IN 2014

Location Selection:

The following is considered by staff when choosing a highway/roadway for this project

- Road design
- Traffic volume
- Speed studies
- Driver behavior

Project Evaluation: Evaluation will be done using speed studies and occupant protection surveys. Speed evaluations will be done in March and April. Pre-project evaluations have been done on Route 202 and Route 3.

SCHOOLS OPEN CAMPAIGN

In September 2016 Media releases outlined bus safety and remind motorists to watch for children. The release outlined enforcement efforts, including advising motorists that every school zone would be manned by a deputy with radar for the entire first week of school (both morning and evening times when the students were arriving and leaving). Directed patrols were assigned to all of our school speed zones. These patrols targeted pedestrian safety and worked both morning and afternoon school traffic.

CRASH REDUCTION CAMPAIGN

In 2016, this highway safety campaign targeted poor driving habits in numerous enforcement waves. During this campaign we conducted over **20** saturation patrols throughout the county. The Sheriff's Office assigned off-duty Deputies to work saturation patrols targeting specific behaviors like speeding, aggressive driving, DUI and reckless driving. The Patrol Division also conducted a checkpoint each week targeting areas of high traffic volume to get this prevention message out. On-duty staff also prioritized their time maximizing this effort targeting bad driving behavior.

DIRECTED PATROLS

Patrol deputies working a shift are regularly assigned directed traffic enforcement patrols. A list of enhanced fine zones, school zones, top crash corridors, and citizen concerns are listed in a directed patrol notebook located in the patrol roll-call room. Supervisors then assign resources to the noted areas. The patrol commander and the patrol first sergeant monitor the list and ensure resources are assigned.

WESTMORELAND COUNTY SHERIFF'S OFFICE

Memo

To: Patrol Personnel
 From: Captain Hawkins
 CC: Major Hoover
 Date: October 1, 2016
 Re: Directed Patrol Sites October 2016

Below are the approved Directed Patrol Sites. Do not do the same site twice unless all of the other sites have been done at least once.

1. Glebe Harbor/Cabin Pointe (Sat. Only)
2. N. Independence/S. Independence 10-6-16 WMS
3. Route 205 between Colonial Beach/King George Line #KS 10/7/16
4. Placid Bay Neighborhood DMS 10/9/16
5. Route 205 between Oakgrove and Colonial Beach RMM 10/10/16
6. Route 3 between the Richmond County Line/start of 4 lanes 10/12/16 DLE
7. Oldhams Road S.S. 10/11/16
8. Cotes Point Road CWS 10/11/16
9. Flat Iron Road 10-12-16 BV
10. Kinsale Road
11. Longfield Road JG 10/14/16
12. Sandy Point Road JG 10/14/16
13. Route 202 10-3-2016 BF
14. Westmoreland Shores JG 10-14-16

Conduct a minimum of 2 hours at the selected site.

CCH

WESTMORELAND COUNTY SHERIFF'S OFFICE

Memo

To: Patrol Personnel
 From: Captain Hawkins
 CC: Major Hoover
 Date: December 1, 2016
 Re: Directed Patrol Sites December 2016

Below are the approved Directed Patrol Sites. Do not do the same site twice unless all of the other sites have been done at least once.

1. Glebe Harbor/Cabin Pointe (Sat. Only) WMS 12/1/16
2. N. Independence/S. Independence WMS 12/2/16 Tom R/16
3. Route 205 between Colonial Beach/King George Line KS 12/2/16 Tom R/16
4. Placid Bay Neighborhood S.S. 12/1/16
5. Route 205 between Oakgrove and Colonial Beach JG 12-2-16
6. Route 3 between the Richmond County Line/start of 4 lanes BF 12-4-16 BV 12-4-16
7. Oldhams Road W 12/4/16
8. Cotes Point Road S.S. 12/3/16
9. Flat Iron Road 12/2/16 RMM
10. Kinsale Road WMS
11. Longfield Road BV 12/1/16
12. Sandy Point Road BV 12/1/16
13. Route 202 JG 12/1/16
14. Westmoreland Shores WMS

Conduct a minimum of 2 hours at the selected site.

CCH

DIRECTED PATROL ASSIGNMENTS

DRUGGED AND DRUNK DRIVING PREVENTION CAMPAIGN / OVER THE LIMIT UNDER ARREST

In 2016, this multi-jurisdictional campaign targeted every aspect of impaired driving enforcement. It was held in conjunction with "None for the Road." This holiday-period campaign started in late November and ended in early January. The program actually started in October with a brainstorming session. Attending the session was a deputy from each patrol shift. At their meeting, a foundation was set for our enforcement techniques. The program included directed patrol wherein off-duty deputies sought out and arrested drunk drivers.

DUI PREVENTION

We continued to catch motorists' attention in 2016, we performed over 5 checkpoints with an average of approximately 100 vehicles traveling through the checkpoints. These cards complemented



our Drugged and Drunken Driving Prevention campaign.

DUI ENFORCEMENT LOGO

MONITORING OF ALCOHOL ESTABLISHMENTS

In 2016, information was tracked regarding incidents of arrest in or near alcohol serving establishments in Westmoreland. Information regarding DUI arrests, over service, and disturbances is tracked. All alcohol permits in Westmoreland County require establishments report crimes to the Sheriff's Office. They also have site specific regulations that have been added to their permits during the application and acceptance process. If an alcohol establishment violates these terms or we routinely see illegal behavior as a result of the serving of alcohol we seek to revoke their ABC permit.

OVER THE LIMIT UNDER ARREST



DUI CHECKPOINT IN 2014

Directed patrols were assigned to this national multi-jurisdictional effort. Holidays such as St. Patrick's Day, July 4th and Cinco De Mayo all received directed resources to locate and apprehend intoxicated drivers

OUTCOMES:

The Westmoreland Sheriff's Office operates under a fluid plan when pursuing to eradicate drunk drivers from our roadways. To follow up after each assignment, a Directed Patrol form is submitted with the results of the assignment. In some instances the times and days of the week these assignments were held, had to be changed to coincide with events in the county that promoted the drinking of alcoholic beverages.

DDACTS: DATA-DRIVEN APPROCHES TO CRIME AND TRAFFIC SAFETY

The Westmoreland County Sheriff's Office started implementing DDACTS in 2012 and continued in 2016. This is a program developed by NHTSA to combat traffic/crime problems through data-driven enforcement activities. Westmoreland County was already using the methodology of this program prior to having a formal name. Through mapping technology, and other in-house systems, monthly maps are generated for patrol. The maps identify our high crime and top crash areas in the County allowing deputies to, at a quick overview, identify problem areas. These maps also identify crashes and crimes by

type. Our agency began using this program to its full potential in 2013. It appears that the program is having a positive effect in traffic crash reduction, but we look forward to evaluating the effects again for 2017.

Enforcement Data	2014	2015	2016
DUI Arrests	83	43	44
Seatbelt	90	79	18
Child Seat	36	31	26

In 2016, arrests for driving under the influence increased due to the efforts of our personnel. A bordering agency contacted us and advised that they were encountering individuals parked in a parking lot just over the county line that had been drinking. The operators advised I pulled over here to sleep because Westmoreland has been strict on drunk driving. It was obvious that we have made our statement, that drunk driving will not be tolerated in our county. Our DUI related fatalities went from 2 in 2012, down to zero in 2013, and remained at zero in 2016.

Due to our increased DUI patrols, our crime rate declined in 2013 and maintained in 2016. We know this due to information received from our detectives. Informants have been constantly stating that “It is too hot” to be in Westmoreland for the criminal element.

Our recognition program continued in 2016. Senior Deputy Morris, Senior Deputy Johnson, and Deputy Moles, were recognized with the Mothers Against Drunk Driving Award. Two deputies were recognized with a pin that they wear on their uniforms for DUI Enforcement in 2016. Deputy Antwan Smith was awarded the DUI pin for his enforcement efforts. The top four deputies in our agency are also recognized each year with a trip to Virginia Beach for the Mid-Atlantic DUI Conference. This trip allows them to also improve their DUI detection skills.

In 2016, we also recognized our external stakeholders with the Virginia State Police. Trooper Hylan was presented with an award from Sheriff Balderson for his efforts in DUI enforcement in our county.

DUI CRASH STATISTICS

Fairfax Region		Westmoreland County Alcohol Crash Statistics			January, 2017
Available Crash Data - Calendar Year	2013	2014	2015	2016*	
All Crashes	156	171	158	147	
Fatal Crashes	0	3	4	0	
Serious Injury Crashes	15	13	13	22	
All Injury Crashes	53	54	64	61	
Alcohol-Related Crashes	16	21	17	20	
Alcohol-Related Fatal Crashes			1		

**SUBJECT: TRAFFIC LAW ENFORCEMENT NUMBER: 4-84
CONSTITUTIONAL SAFEGUARDS**

d. The deputy must establish the following elements in court when radar speed charges are placed:

(1) The time, place and location of the vehicle that was checked, the identity of the operator, the speed of the vehicle, and the visual and radar speed check.

(2) Deputy qualifications and training in use of radar.

(3) The radar unit was operated properly.

(4) The unit was tested for accuracy prior to use and after use by an approved method.

(5) Identify the vehicle and should have made a visual observation of its apparent speed.

(6) Speed limit in the zone in which deputy was operating and where such signs were posted.

e. Radar training is given to all deputies assigned to the Patrol Division. Deputies, in court testimony, should be able to cite/display training received.

f. The Major is responsible for ensuring that radar units receive proper care and upkeep, all required maintenance and calibration of radar units is performed, records kept, and that appropriate certificates are on file with the Clerk of the District Courts and the Sheriff's Office.

L. Alcohol Counter Measures Program:

1. The arrest of an individual for driving under the influence differs significantly from other traffic law violations. Any person who operates a motor vehicle while under the influence of alcohol or other self-administered intoxicants or drugs poses an unpredictable hazard to law-abiding motorists; therefore, each deputy of the Westmoreland County Sheriff's Office will make an intensified effort to remove this type of driver from the highway. The Sheriff's Office has established a proactive alcohol enforcement program that has as its goal the reduction of accidents involving alcohol.

M. DUI Enforcement Procedures: [OPR.07.03 (a)]

1. General: Driving under the influence has been interpreted by various courts to mean the ability to operate a motor vehicle is reduced or impaired by the consumption of alcoholic beverages or other drugs. It does not imply that the operator of a motor vehicle be in a state of alcoholic or drug-induced stupor or be entirely incapable of exercising physical control of vehicle. Driving under the influence of intoxicants is an offense generally associated with leisure-time activity. Consequently, most arrests are made during evening hours or in the early morning hours after taverns close or social gatherings end.

2. Laws: Each deputy will be familiar with state laws (18.2-266, 18.2-269) and county ordinances that relate to driving under the influence.

3. Locating and Stopping

a. As soon as a deputy suspects a driver of being under the influence, observations should be noted for future reference. The following is not inclusive:

- (1) Sitting through a green light
- (2) Weaving
- (3) Very slow speed
- (4) Excessive speed
- (5) Disregard for stop signs or signals
- (6) Violation of any traffic or criminal law.

b. When you have observed a driver whose actions are similar to the above or are not consistent with sound driving practices, an immediate stop should be made.

c. Be alert and use extreme caution when stopping a suspected intoxicated driver. Keep in mind that alcohol or drugs affect judgment and often result in erratic behavior.

d. Follow established procedures for stopping traffic violators.

4. Deputy-Driver Contact

a. Deputies will be polite and businesslike, remaining aware that the driver's judgment, self-restraint, and self-confidence are the first faculties to be distorted by alcohol, creating the setting for lack of cooperation, belligerency, and even physical contact. Do not allow yourself to be drawn into an argument.

b. Get the violator out of the vehicle and to a safe location, carefully observing all actions and statements.

c. Obtain the person's operator's license or other identification, if you have not previously done so.

d. Suspected drivers will be requested to perform the following preliminary tests:

(1) Dexterity test or Field test (e.g., one leg stand (OLS), walk a straight line (WAT), pick up a coin, etc.)

(2) Alcosensor/ alcolyser tests-indicates amount/degree of alcohol present in the blood. Driver must be advised he has the option of taking this test and that the results cannot be used against him in court.

e. The test results and driving behavior should be collectively weighed in the decision to make an arrest; however, the suspect driver may refuse these tests. If so, the deputy may arrest on the basis of observations of driving behavior. The suspect driver whose dexterity performance is unacceptable, yet chemical test reveals no alcohol consumption, should be carefully observed for signs indicating drug usage or abuse. Deputies may also arrest in this case on the basis of observations of driving behavior and dexterity alone.

5. Processing DUI

Provisions and procedures outlined in the *Code of Virginia § 18.2-266 through 18.2-273* should be applied without regard to age to any suspected intoxicated driver.

a. Every driver arrested for driving under the influence will be advised of the law requiring a blood or breath test to be taken and the penalty for refusal. (Implied Consent Law), only if the subject refuses to take the test.

(1) Breath Test

a. If the violator submits to the breath test for intoxication, it will be administered by a qualified breathalyzer operator. Normally, the test will be conducted at the Sheriff's Office.

b. If the breathalyzer is not operational or the individual is physically unable to perform the breath test, then the blood test shall be administered. The individual does not have a choice of which test is given.

(2) Blood Test

(a) Every deputy will carry as part of his/ her issued equipment, a white box containing one blood vial and instruction for same.

(b) The deputy will transport the suspected DUI to Riverside Hospital for the blood test. Emergency room or hospital personnel will advise you where to go and what to do. The suspect is not to leave your sight during this time. Once the physician, registered nurse, or technician is ready to draw the blood, you will supply this person with the white box. From this point, you will not handle the box again until they are returned to you sealed. There are instructions directing the person drawing the blood on the proper procedure in each box. Once the blood has been drawn and the box is sealed and returned to you, the gathering of physical evidence is over.

1) Note the conditions under which the blood is drawn (sterile).

2) Note the name of the person drawing the blood and their occupation. They must be a doctor, registered nurse, graduate laboratory technician, or a nurse authorized by a Circuit Court Order.

3) Get the state card number and date of expiration showing the person is one of the above.

4) If you assisted in drawing the blood, be prepared to testify to the following. If you only observed the blood being drawn, be prepared to say you observed the following:

a) Person drawing blood washed hands.

b) Cellophane vial wrappers were sealed before opening.

c) Syringe package was sealed before opening.

d) Needle package was sealed before opening.

e) Soap or betadine was sealed before opening.

f) Gauze package was sealed before opening.

g) If betadine solution used, testify to that.

h) Note area from which blood was drawn (left arm, etc.)

l) Area was washed with soap and water or betadine. 10 cc of blood was placed in vial,

k) The vial was capped and sealed.

l) You verified the information on the vial.

The person taking the blood should place the vial in its respective box and initial the seals on the box. Initial the box, and seal flap on both ends of the box.

(c) Technicians as designated by the Circuit Court of Westmoreland County may be utilized for a blood draw if available. The same procedures outlined above must be followed when drawing blood and should only be drawn at the Sheriff's Office by persons designated by the court. Should a court designated deputy not be available, then the subject will be transported to the hospital for the blood draw. Under no circumstances will blood be drawn from a combative arrestee. In such cases, they should be processed as a refusal.

(d) Once the above is completed, transport the suspect to the magistrate's office where the necessary warrants will be obtained.

(e) The arresting deputy is responsible for mailing the white box to the address listed on the box. Postage will be kept in the first sergeant's office for this purpose, prior to going off duty. It is necessary for you to print the return address on the box.

(f). If a violator does not submit to the breath test or blood test after having been advised of the law, the deputy will deliver the arrested person before a committing magistrate who will further advise the violator of the law. If the violator further refuses to take a test, the magistrate will execute the refusal form.

(g) Sheriff's Office forms will be completed accounting for the incident and indicating the results of any tests that have been administered. The following are examples:

(3) The use of the DUI Report Form is valuable in processing the drinking driver. This form shall be utilized and completed, to the extent the cooperation of the suspect allows, on every

person arrested for Driving Under the Influence. A copy shall be forwarded to Records, Commonwealth's Attorney's Office, and a copy retained by the arresting deputy for court testimony.

(4) State-Form - "Declaration of Refusal" completed form will be attached to arrest warrant and traffic summons and forwarded to District Court.

Westmoreland County Sheriff's Office – Occupant Protection

The Westmoreland County Sheriff's Office has taken extraordinary steps in improving our occupant restraint statistics in our community. This is an integral part of our striving to save lives and reduce injury related crashes.

Our agency utilizes the form supplied by the Virginia Department of Motor Vehicles to conduct seatbelt surveys. When surveying an area we first conduct a pre-seatbelt survey prior to any enforcement. Click-it or Ticket signs are then erected in the area and enforcement begins. After the enforcement period we conduct a post-seatbelt survey and are able to see the results of our efforts.

During our seatbelt surveys it has been our observation that the majority of our unbelted persons are senior citizens. With this information in mind we ensure that every safety talk given to senior groups covers occupant restraints and safety. We are constantly asked to come to senior assisted living homes and senior groups in churches and use this opportunity to encourage them to buckle up.

The goal of our Sheriff's Office for 2016 was to reduce unrestrained injuries and fatalities in crashes. Our unrestrained fatalities remained at zero while in unrestrained injury crashes we had 12 injuries.

POLICY:

Seat Belts: Seat belts and shoulder straps shall be worn by all Sheriff's Office personnel or ride-along during vehicle operation. Prisoners shall be strapped in with seat belts whenever possible. Exceptions to this include:

- a. On approach to any scene of an incident or service call where the deputy believes a rapid departure from the vehicle may be required; the deputy may release the seat belt. Seat belts, however, will be worn at any time the vehicle is being operated under Emergency conditions.
- b. When the wearing of safety belt restraint is prohibited due to medical or physical impairment must be on file with the Sheriff's Office.

PLANNING:

The Westmoreland County Sheriff's Office utilizes our in-house CRASH Plan (Crash Reduction and Safe Highway Program) to address the enforcement phase of occupant protection and community outreach. Our agency utilized this multifaceted approach to education and enforcement and found it to be beneficial.

Our agency supports the Virginia Strategic Highway Safety Plan. We are committed to reducing the number of fatalities on our roadways and addressing the causative factors of injury related crashes. We have done this through Occupant Protection education and enforcement. The state plan is very close to our working CRASH Plan. We mirror many state initiatives that apply to our jurisdiction.

TRAINING:

Occupant Protection Training

In 2016, all 16 of our uniformed Deputies received this training in every aspect of occupant protection. This training was conducted in October 2016 to prepare for the Commonwealth of Virginia's seat belt and child safety seat campaign "Click-it or Ticket". We are already training to prepare for this campaign in 2017. This is a program the department feels very strongly about and encourages all Deputies to promote the campaign message. A Westmoreland County Sheriff's Deputy created and presented a PowerPoint presentation as a training module. The presentation covered statistics meant not only to educate, but also to empower deputies to meet our goals. This was accomplished by covering topics such as injury and fatality rates, as well as insurance costs for the unrestrained. Captain Hawkins also covered State and case law regarding safety belts and child safety seats. He concluded with presentations on Virginia's "Click-it or Ticket" Campaign. Our Deputies "practice what they preach" by wearing their safety belts. Field Supervisors and Command Staff ensure that all deputies adhere to and embrace our seat belt use policy.



**Community Safety Day Child Seat
Training**

PUBLIC INFORMATION:

Twice a year our Sheriff's Office participates in the Click it or Ticket initiative. This is a statewide initiative that through education and enforcement seeks to improve seatbelt usage. During this time we erect numerous Click it or Ticket signs throughout the county. We also place Click it or Ticket magnets on every patrol vehicle during the education and enforcement waves. Some of our tow services even participate allowing us to place the

magnets on their tow trucks. Banners are also displayed throughout the county. During 2016 we also conducted a press release promoting our child safety seat technician and made him available to all of our citizens that need child safety seat inspections. Our safety talks with senior citizens also proved to be productive in getting our message out.

Our efforts were directed toward seniors and to parents of minor children. Sergeant Molinares conducted traffic safety training with all county employees as part of the Virginia Municipal Leagues push to enhance driver safety and lower our insurance costs.

During our communities fall festival the roll over trailer was on display. This allowed our community to see the effects of not wearing a seatbelt/child restraint in a roll over crash. As the dummy flew out of the window you could tell by the crowds expressions that the message was clear.

HOMEOWNER ASSOCIATIONS

If a neighborhood or subdivision is concerned about a traffic related problem, the Sheriff's Office assigns a deputy to work with members of the neighborhood's Homeowner's Association to resolve the situation. A Command Staff member attends such meetings to resolve speed issues in various neighborhoods. The deputy shares neighborhood specific crash and summons data. The deputy also meets with the Homeowner's Association, discusses their concerns and recommends solutions either with deploying our speed trailers within the subdivision, to assigning speed watch volunteers, and supporting traffic calming measures to be approved and installed.



Click It or Ticket bumper sticker displayed on various vehicles in Westmoreland County.

SCHOOL TRANSPORTATION ACCIDENT REVIEW BOARD

In 2016, the Westmoreland County Sheriff's Office and School Transportation continued with the accident Review Board. The Board assesses circumstances surrounding each accident involving school buses to determine if the accident was preventable or non-preventable and to determine if follow-up remedial training or administrative action is warranted. This program meets annually to work towards reducing the number of preventable accidents to make it safer for our school children of all ages to travel on our public transportation.

ENFORCEMENT:

The deputies of the Westmoreland County Sheriff's Office spend their entire shifts, between calls for service, enforcing traffic laws. This includes seatbelt and child restraint enforcement. Our deputies have increased enforcement of these violations by more than 90% since 2012. Deputies were assigned to over 50 hours of grant-funded enforcement every quarter of 2016. This grant funded overtime aided us in increasing our enforcement of seatbelt and child restraint laws.

The Westmoreland County Sheriff's Office incorporates a host of tools to inform the public and influence change in driving behavior. With the diverse driving population in Westmoreland County and its unique highway infrastructure shortcomings, the Sheriff's Office has designed media awareness and educational campaigns to complement our enforcement efforts. These campaigns are specifically designed by the command staff to prevent crashes and change behavior. Many of these problem solving initiatives are a result of the training form of the **International Chiefs of Police guide to traffic safety problem solving**.

CRASH (Crash Reduction and Safe Highway Program)

The Westmoreland County Sheriff's Office calls it's over all initiative to educate motorists "CRASH". The simplistic title was created to capture the attention of our target audience and influence them to consider their daily commutes with safety and good habits. CRASH encompasses all of our multi-jurisdictional and local traffic safety efforts. Traffic safety deputies have engineered all of our enforcement efforts with timed media releases. These efforts have been laid out in a year-long calendar. The calendar acts as a reminder to our traffic safety unit and public information officer keeping all of our responses on task. Below is an overview of the program including its purpose and countermeasures.

PURPOSE: CRASH is a public safety initiative, which aims to provide education, information, and solutions to keep the roadways of Westmoreland County safe.

THE ISSUE: Aggressive driving, speed, DUI, and distracted driving are the leading causative factors in traffic crashes. Following too closely, improper passing, and failing to yield the right of way are also major factors contributing to crashes on our roadways. There is also an increase in crashes involving teen drivers and the elderly. Enforcement of these violations along with strict enforcement of seatbelt and child restraint laws will aid in reducing crashes, injuries, or death on our roadways.

PLAN: CRASH is a yearly campaign that has five components. These five components, in conjunction with various Chief's Challenge Campaigns, are designed to reduce crashes in Westmoreland County and gain compliance in traffic laws through education and enforcement. Every

deputy has the authority to warn, summons, or arrest and that should be kept in mind when undertaking this campaign. DUI's will be strictly enforced.

1. EVALUATION: Constant research and evaluation of campaign activities.
 - a. Stealth Stats
 - b. Traffic Safety Data (in-house) to include date/time of crashes
 - c. TREDIS
2. EDUCATION: Public education, relations, and awareness campaigns.
 - a. Speeches and DUI demonstrations at the high schools
 - b. Media releases (various waves)
 - c. Message board
 - d. Advertisement boards
 - e. Brochure dissemination at checkpoints
 - f. Keep the judges and commonwealth's attorneys apprised of enforcement and why
3. ENFORCEMENT: Through planned enforcement activities we can reduce crashes.
 - a. Enforcement based on data (Traffic Crash MAPS, complaints, etc.)
 - b. Enforcement in high crash locations
 - c. Enforcement in high speed areas
 - d. Enforcement in congested areas
 - e. Strict enforcement of seatbelt and child restraint laws
 - f. Control motor carrier routes and truck safety through enforcement
4. ENGINEERING: Physical transportation and roadway solutions.
 - a. Continue to assist in traffic control measures.
 - b. Stay engaged with VDOT to come up with crash reduction solutions.
 - c. Line painting
 - d. Delinrar post
 - e. Signage
 - f. Lighting
5. EVALUATION: Re-evaluate all data and adjust enforcement accordingly.

CLICK IT OR TICKET

Our School Resource Officer stood at the exit of the high school watching as students left. If a student was unrestrained, the line of traffic was stopped until the student or students buckled up. **During these two weeks**, we conducted over **5** Saturation Patrols. These were held on roadways where seatbelt studies indicated less than an 80% seatbelt usage rate. Checking details were also done in these areas to educate motorists about seatbelt use.



OUTPUT STATISTICS:

Seat Belts

Number of occupant protection summonses issued	18
Number of occupant protection summonses in target areas	18
Number of occupant protection summonses during target times	18
Number of occupant protection summonses issued at night	4

Child Restraints

Number of child restraint summonses issued	26
Number of child restraint summonses issued in target areas	26
Number of child restraint summonses issued during target times	26
Number of child restraint summonses issued at night	3

In 2016, we conducted 8 special enforcement details to conduct enforcement placing special attention to occupant protection. These enforcement projects were conducted by our patrol deputies and were in our target areas at the target times.

OUTCOMES:

We require a Directed Patrol or Saturation Patrol form to be submitted after every enforcement project. This allows us to constantly follow up and assess our progress in decreasing the number of unbelted crashes and injuries. We also utilize TREDs to give us insight on unbelted crashes.

In 2016, we decreased unbelted fatalities from 3 in 2015, to zero in 2016. We maintained unrestrained related injuries from 15 in 2012, to 12 in 2014. In 2016, we held at 14 unrestrained injuries. These results are incredible and a true testament to our deputies dedication to highway safety. Our deputies worked hard unfortunately two fatal crashes occurred that increased our statistics dramatically.

In 2016, we benefited from our increased traffic enforcement in the area of criminal activity as well. Our crime statistics decreased as well due to our traffic enforcement efforts. This caused a decrease in our Byrne Grant. When called and asked why our funds for criminal enforcement decreased they stated “Your crime rate has been decreasing, so the funds do as well”.


During the week of Thanksgiving, November of 2016, we participated in an optional “Click it or Ticket” campaign. Pre-enforcement surveys were conducted; our protection rate was 82%. We then conducted 3 saturation patrols in the lowest seatbelt usage areas again focusing on enforcement and awareness. At the conclusion of the enforcement wave, the ratio was up to 91%.

November 2015 Enforcement Wave	
Pre- Survey Occupant Protection	89 %
Post-Survey Occupant Protection	91 %

This data shows that, without a doubt, our efforts are paying off. We use our surveys to concentrate enforcement if needed.

Accident data also reflects motorists are buckling up. When we compare data to two other jurisdictions of similar population and licensed drivers we see our efforts are showing good strides.

While other jurisdictions report very high safety belt rates we only need to examine the accident data to get a true picture of our success. We conduct constant follow-up through our selected enforcement forms and TREDIS data to see if our efforts are working. If they are not we then redirect our efforts to the problem areas through monthly Directed Patrols. Our deputies conducted over 120 Directed Patrols last year in traffic problem areas. These locations are assigned based on data and are used as a follow-up to ensure a problem does not resurface.

Fairfax Region		Department of Motor Vehicles  Virginia Highway Safety Office		
		January, 2017		
Westmoreland County Unrestrained Crash Statistics				
Available Crash Data - Calendar Year	2013	2014	2015	2016*
All Crashes	156	171	158	147
Fatal Crashes (fatalities)	0 (0)	3 (3)	4 (5)	0 (0)
Serious Injury Crashes (injuries)	15 (18)	13 (16)	13 (20)	22 (23)
All Injury Crashes (injuries)	53 (83)	54 (84)	64 (109)	61 (109)

Saved by the Belt Award

Two crashes were submitted for the Saved by the Belt Award in November of 2016. One crash occurred in January and one in March of 2016. The nomination forms were completed and submitted to the Virginia Association of Chiefs of Police.

Awards

Deputy Toni Moles was awarded a certificate and the Exceptional Service Pin, to be worn on her uniform, for her efforts in Occupant Protection enforcement and education. His efforts were undoubtedly a large part in our ability to maintain our low injury related crashes. We placed first in the State and first in the Nation for our efforts in last years Law Enforcement Challenge. Two of our deputies to include the Sheriff, attended the conference. The sheriff also recognized Trooper John Snyder of Area 2 with the Virginia State Police for his Occupant Restraint Enforcement in our county with a certificate of commendation.

▶ **Passenger Restraint Enforcement:**

▶ Deputy T. Moles



WRITTEN DIRECTIVE
SUBJECT: VEHICLE-GENERAL OPERATION OF NUMBER: 2-62
SHERIFF'S OFFICE VEHICLES

5. Radios: All vehicles that are equipped with mobile radios will have the radios in operation while the vehicle is in use.
6. Public Address System: All vehicles have a public address system which may be used to hear the car for an extended period. Care must be taken to insure that appropriate volume levels are maintained and do not constitute a nuisance.
7. Other Vehicular Lighting Equipment: Other available lighting includes hazardous warning lights, spotlights, and blue lights which should be used when appropriate. Hazardous warning lights should be used at any time the police vehicle is parked where other vehicles may be endangered. Spotlights may be used when the vehicle is stationary or moving at speeds not to exceed 15 miles per hour and shall not be used in a manner which tend to blind or interfere with the vision of operators of the other approaching vehicles; **Va. Code § - 46.2-1029.**
8. Seat Belts: Seat belts and shoulder straps shall be worn by all Sheriff's Office personnel or ride-along during vehicle operation. Prisoners shall be strapped in with seat belts whenever possible. Exceptions to this include:
 - a. On approach to any scene of an incident or service call where the deputy believes a rapid departure from the vehicle may be required; the deputy may release the seat belt. Seat belts, however, will be worn at any time the vehicle is being operated under Emergency conditions.
 - b. When the wearing of safety belt restraint is prohibited due to medical or physical impairment must be on file with the Sheriff's Office.
9. Other Use: Deputies may drive their county vehicles off duty to go to physical fitness training in the county and any other time it is authorized.

2. Seatbelt/Child Safety Seat Enforcement

a. It is the goal of the Westmoreland County Sheriff's Office to increase usage of seatbelts and child safety seats. Through media outlets and enforcement, deputies shall communicate to the public the importance of buckling up. Through traffic enforcement deputies shall enforce these laws in a way to educate the public and gain compliance.

b. Child safety seat installations will be completed by a certified technician upon request.

INTRODUCTION



“CRASH”, Crash Reduction and Safe Highway Program Unique Traffic Challenges in Westmoreland County

Westmoreland County is one of the fastest growing counties in the Northern Neck of Virginia with a current population of approximately 17,454 residents. The county rests at the midpoints between Washington, D.C., Fredericksburg, Richmond, and Maryland. Rapid growth has stretched out secondary road capacity to its breaking point, and, like many other jurisdictions on the fringes of a metropolitan district we see little, if any, highway monies. To compound this issue major routes that traverse Westmoreland such as U.S. Route 3, Route 205, Route 202, and Route 203 are daily at, or above, capacity with motorists pouring into and out of Fredericksburg, Washington D.C., and Maryland.

Our driving population is just as unique as some of our outdated highways. Daily commuters go north to Washington D.C., Maryland, and Fredericksburg, and then rush to return home; some still travelling with the same bad habits they have seen from other motorists from their destinations. This commuting traffic mixes with traffic from our eight schools. It is an extreme challenge for the members of the Westmoreland County Sheriff's Office to keep our new inexperienced drivers from emulating the bad behavior of other motorists.

To combat these issues and many others the Westmoreland County Sheriff's Office has 27 highly trained deputies. It has long been the Westmoreland County Sheriff's Office policy that every member on patrol is considered a traffic safety deputy. All Westmoreland County Sheriff's Office patrol deputies operate radar, manage traffic, respond to and investigate accidents, and work directed traffic patrols. Westmoreland County Sheriff's Office command staff learned long ago that by managing traffic flow as efficiently as possible we could reduce rush hour residential speeding and prevent the all too common secondary crash. To compliment these deputies, the Westmoreland County Sheriff's Office Community Policing Unit tackles more complex traffic issues. It is the job of this team to provide specific support and problem solving tactics. These members provide educational and awareness programs, program management and support, and many other directed patrol techniques.

Enclosed in this document you will find our efforts in traffic safety are second to none. The men and women of the Westmoreland County Sheriff's Office understand that these efforts make a measureable difference in the lives of those who travel our highways.

Westmoreland County Sheriff's Office - Speeding

The Westmoreland County Sheriff's Office has identified speeding violations as being the number one causative factor in crashes that occur in our county. We are a rural community and during the winter season experience local and commuter traffic. During the summer months our population doubles due to our beaches and fishing tourism. Our deputies patrol over 252 miles of roadways and take the initiative in an effort to continue reducing speed related crashes.

PROBLEM IDENTIFICATION:

Our speeding issue has been identified based on the studies conducted by the Virginia Department of Transportation and through TREDs. TREDs is the crash reporting system that our deputies use through the Virginia Department of Motor Vehicles. This system provides information collected from our reported crashes and compiles the information into a useable format. We are able to better track the causative factors of crashes, time of day, day of the week, and develop "Hot Spots" utilizing this data.

Our agency utilizes information from the Virginia Department of Transportation, citizen complaints, and deputies, to verify speed related problems on our county. The deputies are routinely assigned to problem areas and suspected problem areas to confirm whether speed related issues exist.

POLICY:

Speed Enforcement:

Excessive speed is the second greatest cause of death and injury on the American highways. Uniform methods of enforcement of speed laws within the county should be applied by all deputies. Procedures for the enforcement of laws applying speed will vary in accordance with the type of equipment used.

- a) Deputy qualifications and training in use of radar.
 - b) The radar unit was operated properly.
 - c) The unit was tested for accuracy prior to use and after use by an approved method.
 - d) Identify the vehicle and should have made a visual observation of its apparent speed.
 - e) Speed limit in the zone in which deputy was operating and where such signs were posted.
- Radar training is given to all deputies assigned to the Patrol Division. Deputies, in court testimony, should be able to cite/display training received.
 - The Major is responsible for ensuring that radar units receive proper care and upkeep, all required maintenance and calibration of radar units is performed, records kept, and that appropriate certificates are on file with the Clerk of the District Courts and the Sheriff's Office.

PLANNING:

The Westmoreland Sheriff's Office has developed a plan to combat speed related issues and crashes. The program is called "CRASH". Crash stands for Crash Reduction and Safe Highway Program. Crash is a public safety initiative, which aims to provide education, information, and solutions to keep the roadways of Westmoreland County safe.

Our plan is fluid, but our primary target areas are the high crash areas in our county. We target those high crash areas with various techniques to ensure compliance with the law and to ensure a reduction in such crashes.

Deputies are assigned to the areas in which speed related crashes and complaints are occurring depending on the time of day and day of the week the crashes are occurring to have maximum impact. Our personnel complete a form when taking complaints from a citizen in reference to speed related issues and the questions of time of day, and day of the week, are asked so the proper scheduling of personnel can be arranged. We call these assignments Directed Patrols. The deputy conducting the patrol is given a form to complete and submit to supervision. This form records all of the enforcement data needed for supervisors to document that action was taken and when it was taken. The program also allows us to see if we do have an issue and what types of violations were enforced. This follow up ensures that our problems are being addressed and are documented in the event an issue arises at a later date.

Our Sheriff's Office does support the Virginia Strategic Highway Safety Plan in relation to speed related crashes by using data to direct our effort in education and enforcement. We use current crash data from TREDIS and continue to educate the public in our problem areas.

TRAINING:

Twenty-Two sworn personnel are trained in radar enforcement. In 2016, we re-certified all of our personnel in radar/LIDAR operation and enforcement. We purchased a LIDAR in 2013 and we have all of our personnel trained, and continue to train others so all of our personnel remain certified.

We currently have one certified radar instructor and two LIDAR instructors in our agency. All of our deputies are trained to work crashes and one has been trained in Level 3 Accident Reconstruction, and Motorcycle Crash Reconstruction.

In 2016, all of our deputies were given refresher training in speed enforcement and the importance of our programs. The data used in this application was also covered to demonstrate to our personnel that their efforts are working in saving lives and preventing injuries.

PUBLIC INFORMATION:

The Westmoreland County Sheriff's Office is very active in getting our message out to our community in reference to traffic safety. In addition to providing related information to the newspapers we conducted eight safety talks that were specifically related to traffic safety. We conducted over 20 more that also added some form of traffic safety message. We have spoken to homeowners associations, church groups, and our school students. Our deputies drive home the message that speed and alcohol are our number one and two causes of crashes. They also push the message of using seatbelts and child restraints. We conducted safety talks specifically geared towards traffic safety on:

March 5, 2016	April 29, 2016
April 30, 2016	May 14, 2016
May 15, 2016	June 18, 2016
August 13, 2016	August 27, 2016
August 27, 2016	September 21, 2016
September 21, 2016	October 15, 2016
October 31, 2016	November 29, 2016

One of our driving instructors also conducted a highway safety talk to both high schools for prom. This safety talk included a strong message about speeding, drunk driving, and crashes. Driver inattention was also incorporated, such as texting while driving. The student population was a problem area for us during the time of these presentations, but has declined due to our message and efforts in speed enforcement and education.

We developed a partnership with two of our homeowner associations in 2016 that proved to be valuable. We spoke to the groups and used our speed trailer in the neighborhoods to raise awareness of the speed problems. We utilize a speed trailer also as an educational component in combating speed violations. Our deputies followed up with enforcement waves and have had an impact. In one neighborhood a sign was erected stating "Placid Bay Neighborhood, working together with the Westmoreland Sheriff's Office". Our speeding violations have drastically reduced in these neighborhoods.

ENFORCEMENT:

The Westmoreland Sheriff's Office has equipped every patrol car from the rank of Captain down with a radar unit. Our deputies run radar constantly as they patrol the county. While enroute to minor calls for service or to serve papers, you will hear our deputies stopping vehicles and issuing summonses for speeding violations as they are detected. We range from 100 to 150 hours per quarter of grant-funded time towards speed enforcement. A sign up sheet is posted indicating the times and dates available, allowing the deputies to conduct these overtime enforcement projects. The overtime is scheduled only for the days of the week and times that our speed related crashes have been documented through past crash reports.

CRASH

The Westmoreland County Sheriff's Office calls it's over all initiative to educate motorist "CRASH" (Crash Reduction and Safe Highway Program). The catchy title was created to capture the attention of our target audience and influence them to consider their daily commutes with safety and good habits. CRASH encompasses all of our multi-jurisdictional and local traffic safety efforts. Patrol Sergeants have engineered all of our enforcement efforts with timed media releases. These efforts have been laid out in a year-long calendar. The calendar acts as reminder to our patrol deputies and public information officer keeping all of our resources on task. Below is an overview of the program including its purpose and counter measures.

PURPOSE: CRASH is a public safety initiative, which aims to provide education, information, and solutions to keep the roadways of Westmoreland County safe.

THE ISSUE: Aggressive driving, speed, DUI, and distracted driving are the leading causative factors in traffic crashes. Following too closely, improper passing, and failing to yield the right of way are also major factors contributing to crashes on our roadways. There is also an increase in crashes involving teen drivers and the elderly. Enforcement of these violations along with strict enforcement of seatbelt and child restraint laws will aid in reducing crashes and even injuries or deaths on our roadways.

PLAN: CRASH is a yearly campaign that has five components. These five components, in conjunction with various Chiefs Challenge Campaigns, are designed to reduce crashes in Westmoreland County and gain compliance in traffic laws through education and enforcement. Every deputy has the authority to warn, summons, or arrest and that should be kept in mind when undertaking this campaign. DUI's will be strictly enforced.

1. **EVALUATION:** Constant research and evaluation of campaign activities.

- a. Stealth Stats
- b. Traffic Safety Data (in-house) to include time/date of crashes
- c. TREDS

2. **EDUCATION:** Public education, relations, and awareness campaigns.

- a. 3D speeches and DUI demonstrations at the high school
- b. Media releases (various waves)
- c. Brochure dissemination at checkpoints
- d. Keep the judges and commonwealth's attorneys apprised of enforcement and why
- e. Message board

- f. Advertisement boards
- g. Brochure dissemination at checkpoints
- h. Keep the judges and commonwealth attorneys apprised of enforcement and why

3. ENFORCEMENT: Through planned enforcement activities we can reduce crashes.

- a. Enforcement based on data (Traffic crash MAPS, complaints, etc.)
- b. Enforcement in high crash locations
- c. Enforcement in high speed areas
- d. Enforcement in congested areas
- e. Strict enforcement of seatbelt and child restraint laws
- f. Control motor carrier routes and truck safety through enforcement

4. ENGINEERING: Physical transportation and roadways solutions.

- a. Continue to assist in traffic control measures
- b. Stay engaged with VDOT to come up with crash reduction solutions
- c. Line painting
- d. Delinear post
- e. Signage
- f. Lighting

5. EVALUATION: Re-evaluate all data and adjust enforcement accordingly

OPERATION SATURATION – CORRIDOR SAFETY



PATROL VEHICLE WITH "CLICK IT OR TICKET" LOGO

The Westmoreland County Sheriff's Office has identified corridors that require special attention. These corridors are described in our problem statement. These corridors carry large volumes of traffic and even with the growth in Westmoreland County they have seen little or no improvement. This program is designed to get the public's attention and change behavior.

The basic concept or theory for this program is when faced with an overwhelming amount of awareness and enforcement tools on a consistent basis motorist behavior will change. It will not only change for that corridor but that behavior will remain with the motorist as they finish their trip.

The corridor safety project operates when a rotating schedule of enforcement is set and awareness devices are placed on affected corridors. As a motorist traverses the affected corridor they encounter the following devices: speed trailer, speed watch (when available) and a deputy working mobile or stationary radar. The hope is to gain complete compliance to traffic laws. The project will cover one evening rush, and one morning rush per week for one of the selected roadways over a three week rotating schedule. The first three weeks will start with all of the devices in place and a heavy concentration (Blitz) of enforcement. The project's evaluation will be done using speed studies and occupant protection surveys.

Project History: This corridor safety project was created in 2012 and continued in 2016. The project was designed to meet several initiatives. The first was the theory that by having high visibility enforcement on key corridors that motorist behavior would be changed; not only as the motorist traversed the corridor, but also that they would continue to comply for the remainder of their trip. The second was the need for high visibility.



CHECKPOINT IN 2014

Location Selection:

Staff considers the following when choosing a highway/roadway for this project:

- Road design
- Traffic volume
- Speed studies
- Driver behavior
-

Project Evaluation: Evaluation will be done using speed studies and occupant protection surveys. Speed evaluations will be done in March and April. Pre-project evaluations have been done on Route 202 and Route 3.

SCHOOLS OPEN CAMPAIGN

In September 2016, Media releases outlined bus safety and remind motorists to watch for children. The release outlined enforcement efforts, including advising motorists that every school zone would be manned by a deputy with radar for the entire first week of school (both morning and evening times when the students were arriving and leaving). Directed patrols were assigned to all of our school speed zones. These patrols targeted pedestrian safety and worked both morning and afternoon school traffic.



PATROL VEHICLE WITH EMERGENCY EQUIPMENT ACTIVATED

DIRECTED PATROLS

Patrol deputies working a shift are regularly assigned directed traffic enforcement patrols. A list of enhanced fine zones, school zones, top crash corridors, and citizen concerns are listed in a directed patrol notebook located in the patrol roll-call room. Supervisors then assign resources to the noted areas. The patrol commander and the traffic safety first sergeant monitor the list and ensure resources are assigned.

WESTMORELAND COUNTY SHERIFF'S OFFICE

Memo

To: Patrol Personnel
 From: Captain Hawkins
 CC: Major Hoover
 Date: October 1, 2016
 Re: Directed Patrol Sites October 2016

Below are the approved Directed Patrol Sites. Do not do the same site twice unless all of the other sites have been done at least once.

1. Glebe Harbor/Cabin Pointe (Sat. Only)
2. N. Independence/S. Independence
3. Route 205 between Colonial Beach/King George Line
4. Placid Bay Neighborhood
5. Route 205 between Oakgrove and Colonial Beach
6. Route 3 between the Richmond County Line/start of 4 lanes
7. Oldhams Road
8. Coles Point Road
9. Flat Iron Road
10. Kinsale Road
11. Longfield Road
12. Sandy Point Road
13. Route 202
14. Westmoreland Shores

Conduct a minimum of 2 hours at the selected site.

CCH

WESTMORELAND COUNTY SHERIFF'S OFFICE

Memo

To: Patrol Personnel
 From: Captain Hawkins
 CC: Major Hoover
 Date: October 1, 2016
 Re: Directed Patrol Sites October 2016

Below are the approved Directed Patrol Sites. Do not do the same site twice unless all of the other sites have been done at least once.

1. Glebe Harbor/Cabin Pointe (Sat. Only)
2. N. Independence/S. Independence
3. Route 205 between Colonial Beach/King George Line
4. Placid Bay Neighborhood
5. Route 205 between Oakgrove and Colonial Beach
6. Route 3 between the Richmond County Line/start of 4 lanes
7. Oldhams Road
8. Coles Point Road
9. Flat Iron Road
10. Kinsale Road
11. Longfield Road
12. Sandy Point Road
13. Route 202
14. Westmoreland Shores

Conduct a minimum of 2 hours at the selected site.

CCH

CRASH REDUCTION CAMPAIGN

In 2016, this highway safety campaign targeted poor driving habits in numerous enforcement waves. During this campaign we conducted over **20** saturation patrols throughout the county. The Sheriff's Office assigned off-duty Deputies to work saturation patrols targeting specific behaviors like speeding, aggressive driving, DUI and reckless driving. The Patrol Division also conducted a checkpoint each week targeting areas of high traffic volume to get this prevention message out. On-duty staff also prioritized their time maximizing this effort targeting bad driving behavior.

OUTPUT STATISTICS:

Total Speeding Citations:	1,214
Citations in Target Areas:	658
Citations in Target Times:	658
Speed Contacts Made:	1,214
Speed Contacts In Target Areas:	658
Speed Contacts In Target Times:	658

Our organization currently does not track warnings for speeding violations except on Directed Patrols so an adequate number cannot be provided. Our agency also does not utilize automated enforcement equipment.

SPECIAL ENFORCEMENT DETAILS:

We conducted over 140 Directed Patrols in 2016. Each deputy is required to conduct at a minimum, one a month. These are held in target areas and times are listed on those that are time specific for speeding problems. The deputy is required to sign off on the posted sites each month and submit a Directed Patrol form listing outcomes. In addition to Directed Patrols, our deputies conducted over 12 Saturation Patrols. During these patrols deputies strictly enforce speed, DUI, and occupant restraint laws. In the saturation areas, four to eight deputies are utilized for maximum impact in enforcing the violations and community awareness.

DDACTS: DATA-DRIVEN APPROCHES TO CRIME AND TRAFFIC SAFETY

The Westmoreland County Sheriff’s Office started implementing DDACTS in 2012 and continued in 2016. This is a program developed by NHTSA to combat traffic/crime problems through data-driven enforcement activities. Westmoreland County was already using the methodology of this program prior to having a formal name. Through mapping technology, and other in-house systems, monthly maps are generated for patrol. The maps identify our high crime and top crash areas in the County allowing deputies to, at a quick overview, identify problem areas. These maps also identify crashes and crimes by type. Our agency began using this program to its full potential in 2013. It appears that the program is having a positive effect in traffic crash reduction, but we look forward to evaluating the effects again in 2017.

Enforcement Data	2015	2016
Seatbelt	90	18
Child Seat	36	26
Speeding	1635	1214

OUTCOMES:

The Westmoreland Sheriff’s Office continues to follow up in the problem areas that are listed in our Direct Patrol Plan until violations are minimized to a point where assigning

constant manpower is not practical. Through the Direct Patrol after action forms we are able to see the decline in violations and redirect resources.


In 2016 reduced our crash rate to 155 crashes. We reduced speed related fatal crashes from 2 in 2012 to 0 in 2013, and remained at 0 in 2014 to 0 once again in 2016. Speed related injury crashes were reduced from 53 in 2015 to 39 in 2016.

Our crime rate has been in decline due to the increased enforcement patrols and checking details that we conducted in 2016. Our narcotics detectives constantly are told that “It is too hot in Westmoreland” to conduct drug business. Our programs are definitely having an impact.

The Westmoreland County Sheriff’s Office recognizes the top deputy in speed enforcement every year. In 2016, Deputy Antwan Smith was awarded the Speed Enforcement Pin. This pin is worn on his uniform in recognition for his efforts. The pin and a certificate were presented to him in our annual awards meeting. Trooper Snyder from the Virginia State Police Area 2 Office was presented a certificate from the sheriff for speed enforcement in our county during 2016.

Our community is our largest external stakeholder. In 2016, the Sheriff recognized our community in two newspapers for our success in reducing speed related crashes. In 2016, our Office won the Top Traffic Safety Unit Award from the National Sheriff’s Association. After receiving second place in Virginia, and first place National in the Chief’s Challenge for Traffic Safety, the Sheriff arranged a press release thanking our citizens for being a partner in our success. This release was made in October 2016, to acknowledge everyone’s dedication and hard work. This recognition sent a shock wave through our agency and with our deputies as to a job well done.

SPEED CRASH STATISTICS

Department of Motor Vehicles  Virginia Highway Safety Office				
Fairfax Region				January, 2017
Westmoreland County Speed Crash Statistics				
Available Crash Data - Calendar Year	2013	2014	2015	2016*
All Crashes	156	171	158	147
Fatal Crashes	0	3	4	0
Serious Injury Crashes	15	13	13	22
All Injury Crashes	53	54	64	61
Speed-Related Crashes	39	61	53	39

K. Speed Enforcement:

Excessive speed is the second greatest cause of death and injury on the American highways. Uniform methods of enforcement of speed laws within the county should be applied by all deputies. Procedures for the enforcement of laws applying to speed will vary in accordance with the type of equipment used.

1. Pacing: The deputy should follow the vehicle being paced at a constant interval for an adequate distance, normally one half to one mile, to obtain a reading on the speedometer indicating a speed exceeding that posted. All speedometers must be calibrated at least every six months and calibration filed with the Clerk of the District Court.
2. Speed Enforcement Initiatives
 - a. Data-Driven Approaches to Crime and Traffic Safety, (DDACTS) – The Sheriff's Office will conduct speed enforcement details that are data driven . Directed patrol sites will be posted monthly based on crash locations and citizen complaints. Deputies will conduct at a minimum one (1) hour of speed enforcement at directed patrol locations monthly.
3. Speed Analysis
 - a. Speed analysis will be conducted utilizing the Stealth Stat Device. This device will be used in an effort to obtain statistical information on speeds, time of day, and day of the week within problem areas.
4. Speed enforcement should be primarily conducted in high crash areas and citizen complaint locations. The school Resource Officer will monitor school zones through the implementation of radar and ensure compliance through radar enforcement. Speed enforcement is critical in reducing traffic crashes.
5. Radar: Radar is not to be utilized for "filler" or "slack" deputy time, but should be planned and utilized where vehicle speed is excessive or of a hazard to other motorists or pedestrians. The following guidelines are established for the use of radar, which will always be operated in compliance with manufacturer's instructions. All Sheriff's Office radar units meet current NHTSA standards. Generally, the following procedures are applicable to operation of radar units:
 - a. The radar unit must be properly installed in the vehicle and connected to the appropriate power supply.

- b. The effective range of the particular radar unit must be thoroughly understood by the operator, so visual observations can support the speed-meter readings.
- c. The radar unit will be properly calibrated to ensure accuracy in checking speed. The operator must follow the manufacturer's recommended specific methods of checking calibration without exception. Any problems with the operation of radar units or apparent malfunction should be promptly reported to the Lieutenant.

WESTMORELAND COUNTY SHERIFF'S OFFICE - LOCAL/STATE ISSUE 2016

Our issue we chose to address this year was overall crash reduction. This is a local issue but is a state issue as addressed in the Virginia Strategic Highway Safety Plan. We considered our crash rate as being something that we did have some control over. We will never prevent all crashes from occurring but our goal was to decrease crashes, crash related injuries, and fatal crashes. We did not set a specific reduction percentage, but our overall message to the community and our deputies was that we would work hard towards a reduction in 2016. We, like many agencies, put many man hours into crime reduction, but have made the transition to working both crime and traffic as one. We currently follow the DDACTS Initiative and have seen fantastic results in 2016. The Westmoreland Sheriff's Office looks at the hotspots for criminal activity and the hotspots for traffic crashes/offenses and has found that the hotspots in most cases overlap or are the same. We then assign heavy traffic enforcement in those areas and see immediate results. Our detectives also work these areas as far as the criminal activity and narcotics offenses. Utilizing this method we have seen decreases in both criminal activity and crashes in those areas.

The Westmoreland County Sheriff's Office utilized the Virginia Department of Motor Vehicles TREDs Program to identify our problem through statistics and continued monitoring our TREDs submissions throughout the year to stay active in our hotspots for crashes. We also pay close attention citizen complaints regarding traffic violations as an indicator that extra patrols may be needed.

Our agency stays in close contact the Virginia Department of Transportation supervisor in our area. Through VDOT we are provided data from speed studies they have conducted and work closely with them when signage issues and other safety issues arise. We are fortunate to have built a great relationship with VDOT and they never delay in taking corrective action when we make a request.

POLICY:

Westmoreland County Sheriff's Office

Crash Reduction and Safe Highway Program

TRAFFIC EDUCATION AND ENFORCEMENT CAMPAIGN

Crash Reduction and Safe Highway Program

PURPOSE: CRASH is a public safety initiative, which aims to provide education, information, and solutions to keep the roadways of Westmoreland County safe.

THE ISSUE: Aggressive driving, speed, DUI, and distracted driving are the leading causative factors in traffic crashes. Following too closely, improper passing, and failing to yield the right of way are also major factors contributing to crashes on our roadways. There is also an increase in crashes involving teen drivers and the elderly. Enforcement of these violations along with strict enforcement of seatbelt and child restraint laws will aid in reducing crashes and even injuries or deaths on our roadways.

PLAN: CRASH is a yearly campaign that has five components. These five components, in conjunction with various Chiefs Challenge Campaigns, are designed to reduce crashes in Westmoreland County and gain compliance in traffic laws through education and enforcement. Every deputy has the authority to warn, summons, or arrest and that should be kept in mind when undertaking this campaign. DUI's will be strictly enforced.

1. EVALUATION: Constant research and evaluation of campaign activities.
 - a. Stealth Stats
 - b. Traffic Safety Data (in-house) to include time/date of crashes
 - c. TREDS

2. EDUCATION: Public education, relations, and awareness campaigns.

- a. 3D speeches and DUI demonstrations at the high school
- b. Media releases (various waves)
- c. Brochure dissemination at checkpoints
- d. Keep the judges and commonwealth's attorneys apprised of enforcement and why
- e. Message board
- f. Advertisement boards
- g. Brochure dissemination at checkpoints
- h. Keep the judges and commonwealth attorneys apprised of enforcement and why

3. ENFORCEMENT: Through planned enforcement activities we can reduce crashes.

- a. Enforcement based on data (Traffic crash MAPS, complaints, etc.)
- b. Enforcement in high crash locations
- c. Enforcement in high speed areas
- d. Enforcement in congested areas
- e. Strict enforcement of seatbelt and child restraint laws
- f. Control motor carrier routes and truck safety through enforcement

4. ENGINEERING: Physical transportation and roadways solutions.

- a. Continue to assist in traffic control measures
- b. Stay engaged with VDOT to come up with crash reduction solutions
- c. Line painting
- d. Delinear post
- e. Signage
- f. Lighting

5. EVALUATION: Re-evaluate all data and adjust enforcement accordingly.

ENFORCEMENT PROGRAMS:

1. Directed Patrols: Traffic enforcement in enhanced zones
2. Checking Details: Remove unsafe vehicles and unlicensed drivers from the roadways
3. DUI Patrols: Create new emphasis on DUI saturation patrols and checking details.
4. Speed saturation projects

5. Enforcement waves based on Westmoreland County crash data and Chiefs Challenge Calendar

PLANNING:

The Westmoreland County Sheriff's Office operates off of our normal policy and procedures in relation to traffic enforcement and education. We also have a set of guidelines we follow in our CRASH (Crash Reduction and Safe Highway) Program. This program follows State and National highway safety initiatives. It covers the Click it or Ticket Initiatives and DUI Initiatives to name a few.

We operate under our CRASH Program but conduct the initiatives in our target areas. These areas were identified through TRENDS. Our selection of target areas is through the accident reports data, citizen complaints, and the Virginia Department of Transportation speed studies. Most of our enforcement projects are held during the time of day and day of the week that our highway safety issues are occurring, but we do occasionally hold initiatives during other times to see how large or small of a problem we may have. After concluding each enforcement project a Directed Patrol Form or a Saturation Patrol Form is submitted. This allows for follow up by supervision in looking at the statistical data and see if more enforcement is needed. Grant funds are utilized to conduct more checkpoints and saturation patrols in our problem areas. We obtained grants in DUI, Speed, and Occupant Protection to put extra deputies on the streets to combat traffic safety related violations. Our agency supports the Virginia Strategic Highway Safety Plan through the initiatives we undertake. Our DUI, Speed, and Occupant Protection Initiatives all mirror the State Programs.

TRAINING:

All of the Westmoreland County Sheriff's Office patrol deputies are radar certified and we certified those not trained in 2015 in the use of the lidar in 2016. All of our deputies are intoxilyzer certified and have received updated DUI SFST training in 2016. Our deputies received 4 roll call trainings in traffic enforcement techniques. In this training statistics in our county were reviewed and methods to reduce them were discussed. In 2016, our deputies received hands on training in how to write a search warrant for blood in a DUI case. We now have our own in-house blood draw program. This training ensures that we do not have refusals. In September 2016, our deputies received roll call training that covered all of the new traffic laws that were passed in Virginia. We also discussed new local ordinances. Sergeant Molinares continued as an Instructor at our regional academy in DUI and SFST's. Deputy Robert Pitts was recertified as a Child Safety Seat Technician in 2013 as well. We obtained new camera systems in all of our vehicles in 2013 and trained every deputy on the operation of those systems. In 2016, we grew this program to include body cameras for every deputy. We utilize the videos in all of our DUI prosecutions when needed.

PUBLIC EDUCATION:

Our initiatives run hand in hand with our education component. We have developed our own DUI Posters, which are posted throughout our community. During the holiday seasons we conduct an educational commercial and run it on the local radio station for two months. This ad is run over 100 times during this period. This is an important partnership that we have created with our local radio station. This public safety message is recorded and run with no cost to us in conjunction with the radio station. We conduct numerous safety talks and include traffic safety issues in over 90% of these presentations. During the safety talks we hand out brochures that we have obtained from the Virginia Department of Motor Vehicles and through the Drive Smart Program. All of our educational activities are directed to combat our two biggest traffic safety issues, DUI and Speed violations.

ENFORCEMENT:

The Westmoreland County Sheriff's Office is committed to reducing crashes in our county. Our deputies commit any time not responding to calls for service to this initiative. While there is no way to put an exact number on regular hours spent addressing this issue, our deputies are required to submit a weekly report every Monday. In this report they list all activity related to crashes, summonses, and arrests. Our enforcement numbers are up by 40% and this is in large part to our deputies' dedication to ensuring that our highways remain safe to the traveling public.



CHECKPOINT



PATROL VEHICLE

In 2016, we utilized over 700 hours of grant funded overtime in this initiative. The monies were spent on speed and DUI initiatives in our problem areas.

In 2016, our road deputies issued 1,966 summonses. Considering our population is only 18,000 people, this shows that our deputies gave 100% in the effort to reduce crashes. Over 80% of these summonses were issued in our target areas during target times. We hold traffic initiatives on a weekly basis. This is evident in our crash reduction statistics. Our records system currently is not set up to identify total contacts as we do not have a system in place for warnings given. These areas received constant attention, with the deployment of our speed trailer, decoy car, and bike patrols as well. Our bike patrol deputies conducted traffic enforcement in the neighborhoods, enforcing decals and stop

sign violations. Our primary focus was violations that cause crashes; however, we realize that visibility is a big part of making that happen. Through speed, occupant protection, and DUI details, we achieved our goals and reduced crashes in our county. This was also in combination with numerous saturation patrols, directed patrols, and checking details.

The Westmoreland Sheriff's Office conducted 35 checking details in 2016. In most of these we invited the Virginia State Police and the Colonial Beach Police Department to participate. One checking detail was conducted in the Westmoreland State Park in conjunction with the State Police and State Parks Police. These details have proven invaluable in deterring unlicensed drivers and drunk driving.

OUTCOMES:

Every detail the Westmoreland Sheriff's Office conducts has a follow-up mechanism. Every deputy submits a directed patrol form listing the outcomes of the assignment. This allows us through statistics to monitor enforcement and recognize if a problem still exist in the area.

In 2016, we maintained our low crash rate and continued with zero fatalities. In 2016, we intend on lowering those numbers even more. Due to the increased traffic enforcement we even saw a decrease in our crime rate. In using DDACTS, we recognized that our high crime areas and high crash area were overlapping to form hotspots throughout the county. Through traffic enforcement we decreased both crashes and crime.

As shown in the other three parts of this application we recognized deputies for outstanding performance in speed, occupant, and DUI enforcement. We also recognize our patrol deputies through weekly commendation letters when warranted, for their efforts in traffic safety. One of our external stakeholders was the Placid Bay Community. Their willingness to work with us was honored through a sign that we had erected at the entrance to the community. The Sheriff and the president of the Placid Bay Association, Dr. Johnson, were present for the unveiling. The sign reads, "The Westmoreland County Sheriff's Office and the Placid Bay Community Working Together". We also wrote numerous commendations to the Superintendent of the Virginia State Police recognizing Area 2 Troopers for their assistance throughout the year on various enforcement projects. Mothers Against Drunk Driving recognized three of our deputies in 2016. They attended a luncheon with the Sheriff and were presented with a plaque. The sheriff recognized through presentation of certificates, 3 troopers for their traffic enforcement in our county in 2016.

Westmoreland County Sheriff's Office

Memo

To: Sheriff C.O. Balderson

From: Sgt. D.A. Jones 

CC: Capt. Hawkins

Date: 7-26-16

Re: Compliment / Deputy Toni Moles

On 7-26-16 at approx.. 1517 hrs, Deputy Moles stopped a 2005 Dodge with a VA registration of WWR-2022 on Ridge Rd. There were several occupants in the vehicle. Deputy Moles was identifying them. There was a male in the vehicle being uncooperative and he had consumed alcohol. His name was Matthew L. Davis.

The driver of the vehicle was Rebecca Edwards. She called the office and I spoke to her directly. She wanted to thank Deputy Moles for being very nice and handling the situation very well. Mrs. Edwards wanted to give her a compliment.

Rebecca Edwards lives at 606 Maury St. Fredericksburg, Va. 22401. Telephone # 540-842-4005.

Sgt.D.A. Jones

PERSONNEL