



2016 NATIONAL LAW ENFORCEMENT CHALLENGE APPLICATION

Agency (as it would appear on an award): Gloucester Sheriff's

Office _____

Agency Category: We currently have 53 Deputies between Uniform Patrol and Investigations who work either overtime or have some type of duty to enforce and educate the public on the traffic laws of the Commonwealth of

Virginia _____

Total Number of Sworn Personnel: 83 Total Number of Uniformed Officers on the Street: 28

Submitter(s) (main point of contact for application): Captain David G Shield

Department: Gloucester Sheriff's Office

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APPLICATION ATTACHMENTS PACKET

CHECKLIST

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

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

SPECIAL AWARD CONSIDERATIONS

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

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

SUBMISSION DISCLOSURE QUESTIONS

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

1. Total roadway crashes in 2013: 402
2. Total roadway crashes in 2014: 413
3. Total roadway crashes in 2015: 436
4. Total fatal crashes in 2013: 3
5. Total fatal crashes in 2014: 4
6. Total fatal crashes in 2015: 4
7. Total injury crashes in 2013: 209
8. Total injury crashes in 2014: 231
9. Total injury crashes in 2015: 285

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 2015 in impaired driving: 100% 53
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:
yes no
4. Number of Impaired Driving Arrests in 2013: 82
5. Number of Impaired Driving Arrests in 2014: 83
6. Number of Impaired Driving Arrests in 2015: 92
7. Total number of fatal and injury crashes related to Impaired Driving in 2015: 38
8. Percentage of fatal and injury crashes related to Impaired Driving in 2015: 8%
9. This agency is allowed to conduct Impaired Driving Checkpoints: yes no
10. Number of Special Enforcement Efforts in 2015 for Impaired Driving (saturation patrols, checkpoints, etc.): 85
11. Output Statistics: How many DUI citations were issued in target areas?: 17
12. Output Statistics: How many DUI citations were issued during the target times?: 78
13. Output Statistics: How many contacts were made? (total): 10,312
14. Output Statistics: How many contacts in target areas?: 8378

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 2015:
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2015:
6. Your jurisdiction's safety belt use percentage rate at the end of 2015:
7. Number of officers who received training in 2015 in occupant protection:
8. This agency participates in Saved by the Belt/Air Bag (officer and/or citizen) awards programs: yes no
9. Number of Seat Belt Citations in 2013:
10. Number of Seat Belt Citations in 2014:
11. Number of Seat Belt Citations in 2015:
12. Number of Child Seat Citations in 2013:
13. Number of Child Seat Citations in 2014:
14. Number of Child Seat Citations in 2015:
15. Number of Special Enforcement Efforts in 2015 for Occupant Protection:
16. Output Statistics: How many citations were issued in target areas?:
17. Output Statistics: How many citations were issued during the target times?:
18. Output Statistics: How many contacts were made? (total):

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 2015:
3. This agency participates in officer recognition programs for speed detection and apprehension: yes no
4. Number of Speeding Citations in 2013:
5. Number of Speeding Citations in 2014:
6. Number of Speeding Citations in 2015:
7. Total number of 2015 fatal and injury crashes related to speed:
8. Percentage of 2015 fatal and injury crashes related to speed:
9. Number of Special Enforcement Efforts in 2015 for Speed:
10. Output Statistics: How many citations were issued in target areas?:
11. Output Statistics: How many citations were issued during the target times?:
12. Output Statistics: How many contacts were made? (total):
13. Output Statistics: How many contacts were made in target areas?:

STATE/LOCAL ISSUE

Your State/Local Issue cannot be Impaired Driving, Occupant Protection, or Speed Awareness. For guidance on completing your State/Local Issue attachments, please refer to page 9 of the How-To Guide: <http://bit.ly/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 2015: 53
3. This agency participates in officer recognition programs for this issue: yes no
4. Number of citations issued involving this issue in 2013: 21
5. Number of citations issued involving this issue in 2014: 61
6. Number of citations issued involving this issue in 2015: 84
7. Total number of 2015 fatal and injury crashes related to this issue: 0
8. Percentage of 2015 fatal and injury crashes related to this issue: 0
9. Number of Special Enforcement Efforts in 2015 for this issue: 17
10. Output Statistics: How many citations were issued in the target areas?: 84
11. Output Statistics: How many citations were issued during the target times?: 52
12. Output Statistics: How many contacts were made? (total): 1121
13. Output Statistics: How many contacts were made in target areas?: 712
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:
17



OCCUPANT PROTECTION

Problem Identification:

The Gloucester County Sheriff's Office is committed to not only maintaining the public's awareness on Occupant Protection but improving it as well. The Gloucester County Sheriff's Office also strives to make the roads safer for both the drivers on the road as well as the passenger's in the vehicles. Like other Virginia law enforcement agencies, the Gloucester County Sheriff's Deputies cannot stop a motorist because of a seatbelt violation, they are considered to be a secondary violation. Unless a child who appears to be under the age of 16 is seen unrestrained.



Above: One of GCSO's Safety Seat Checks to help & teach people how to properly secure safety seats

The Gloucester County Deputies also receive training on how to properly install child safety seats, and hold sponsored events to do so. Citizens can also arrange to meet with GCSO for assistance in installation of a safety seat. In 2015, GCSO held and sponsored seven events with child safety seat installation and tips. Master Deputy Jason Schnurr has taken on the role of this through coordination and planning. He visits many of the child care centers in the county, preschool programs and attends any functions that may wish to have us available. We pair this with the Ident a Kid program and have seen wonderful results with both aspects. The more children that we can have using the car seats correctly, the safer our roadways will be.

The Gloucester County Sheriff's Office has written policies for its deputies regarding wearing seat belts. Although the policy states that the deputies are exempt from wearing seat belts under certain circumstances. Other than the specific time that is stated in the policy all officers should have their seat belt properly

fasten at all times. One of the keys for the enforcement of deputies wearing their belts is for supervisors to constantly remind them to have their belts on and lead by example. This is a constant check to make sure they comply with these rules and regulations and ensure officer safety. If a violation is found, it is referred to the GCSO policy for discipline. In 2015, the Gloucester County Sheriff's Office received first place honors in the Virginia "Law Enforcement Challenge" for agencies of their size. One of the main goals last year was to improve the use of seat belts in teen drivers. Gloucester County Sheriff's Office, in partnership with Gloucester High School and Chick-fil-A preformed random seat



belt checks at Gloucester High School.

The checks helped to bring awareness teen drivers. The program rewarded student driver for their seat belt use by giving everyone buckled up during the May and June check, a



free chicken sandwich. If a student had been found unbuckled prior during

the year, they were not eligible, thus helping to make it a priority during the year. The school worked with us well on this aspect, as a student for a first violation was warned, the second was a phone call home and the third resulted in the termination of the students driving privilege for a period of time. This increased the usage rate amongst teen drivers coming to school, to nearly 100%. This took a joint effort of both Gloucester County Sheriff's Deputies as well as school administrators and faculty to conduct the random checks. The Gloucester County Sheriff's Office policy on wearing seat belts for both the officers and civilians is listed here:

General Order Operations OP 010.0

Purpose:

- This policy is issued for the purpose of delineating policy, providing guidelines, establishing rules governing the operation of County vehicles, and outline procedures for specific incidents. This policy is also intended to guide a Deputy Sheriff's discretion in matters of vehicular pursuits.

Procedure: (B 2)

B. Rules Governing Police Vehicle Operation 2. In accordance with Virginia Code 46.2 – 1094 drivers and passengers shall wear safety belts whenever the vehicle is so equipped. This applies to the operation of County owned vehicles, commercial, or privately owned vehicles used while on-duty. Officers, while in the performance of their duties, are exempted from this requirement when they operate under circumstances that may require a quick exit from the vehicle.

General Order Operations OP 340.0

Purpose:

- It is the purpose of this policy to encourage members of the Sheriff's Office to increase education and safety by special priority enforcement of traffic violations.

Procedure: (B and C)

- B. Use of Occupant Restraint/Protection Devices

- 1. Deputies shall enforce violations of safety belt use when observed as a secondary violation of another traffic and/or criminal offense.*
- 2. Deputies shall participate in local, regional, and national education and enforcement initiatives on at least an annual basis.*

- C. Child Safety Restraint Devices

- 1. Deputies will receive training as practical, in child restraint devices in order to assist the public with proper child safety seat installations, and*
- 2. Education and enforcement of child safety seat restraint violations.*
- 3. Deputies shall strictly enforce all violations of child safety seat restraint devices when observed as a primary violation when the motor vehicle is operated on a public highway.*

Planning:

The Gloucester County Sheriff's Office started the Traffic Safety Unit as a collateral duty for deputies. The Traffic Safety Unit sets up and

operates check points as well as selective enforcement targeting aggressive driving, speeders, those not wearing their safety belts, impaired driving and other forms of poor driving behavior. While there has been an increase in call volume, deputies have maintained consistent traffic enforcement efforts. Members of the Law Enforcement Division provide outreach to the community as well as training to the Community and of Law Enforcement Agencies around the area. We currently have five radar instructors on staff

The Sheriff's Office in 2015, became very diligent in measuring the occupant protection or seatbelt usage rate. Every month, on a minimum of three occasions, the rate usage is calculated at three different intersections of a minimum of 300 vehicles. This shows the usage rate during different times and locations and how to enhance the message to the target population. As an agency, we also realize there is a lower usage rate among you drivers, especially those in high school so monthly we have seatbelt checks at Gloucester High School. Not only does this make sure they are wearing them, but also gives us a count for a targeted population of young driver. During our calculation, we vary times and locations, but stay consistent on re-checking these to make sure we are getting our message across. This has still led us back to the youth, especially teen age drivers, thus targeting

them as we mentioned at the high school. Another lower population is the males through their mid 30's. As you will see in our Public Information and Education aspect we targeted both of these groups through fast food restaurants and food, reminding them to buckle



up with pens and breath mints. This a high use drive through time allows for overall success. What we use our breath mints that are given in drive thru windows and in carryout orders so that people while consuming the product, will hopefully see the breath mint and in turn remember to use their safety belt. We also use pens at restaurants with the Click it or Ticket message on there to help people as they are signing the check, remember to put their seatbelt on when they get back in their vehicles. This is a simple message, but one that can be put out and in turn, be very successful in helping to increase the seatbelt usage rate and in turn, lower traffic injuries and fatalities due to non-buckled occupants.



Training:

In 2015, 53 deputies were trained in occupant protection. All received training on occupant protection through in house mandated training. This training covered all aspects of why it is important, what to look for and how to enforce these laws. We have found that many times officers do not see the violation in this regards due to not feeling comfortable with the aspects of the law. This in turn makes it essential that we train diligently and allow the officers to have the knowledge base needed for success and help us make our roadways safer.

<i>Training</i>	<i>Number Trained in 15'</i>
Regional Academy	1
Auxiliary Academy	0
Other	52
Total Trained	53

Public Information and Education:

Gloucester County Sheriff's Office has always been very involved in the community and this year was no different. Not only did Gloucester County Sheriff's office work with Chick-Fil-A Gloucester High school to help with teens wearing seat belts, but it also did in the community as well.

The Gloucester County Sheriff's Office conducted multiple seat belt check points through-out the county encouraging people to buckle up for safety.



The Click it or Ticket campaign is nothing new to most Law Enforcement Agencies but Gloucester Sheriff's Office continues to try and create new and innovative ways to inform the community about how important it is to buckle up. While SIDNE is meant to show teens how dangerous it is to drive while impaired the go-kart that is used for demonstration has two seat belts that are to be used at all times when the vehicle is moving. This shows that even at



a

slow speed it is important to be properly secured in whatever vehicle that is in motion.

Above: Master Deputy Nick Leaver assisting a citizen with his seat belt

Also as stated above Gloucester County Sheriff's Office teamed up with Gloucester High School and Chick-Fil-A to help inform teens at the High school to Buckle Up for Safety. We also worked with DMV again in 2015 to have scrolling boards placed at the exit entrance areas on Route 17 of the county itself and also near the areas in the courthouse with high traffic volume. This was a scrolling reminder to all motorist to ensure they were buckled. We also place over 250 click it or ticket yard signs out and over 500 flyers in local business.



Flyers like the one below can be seen all over the county in local restaurants and businesses

Enforcement:

In 2015, the Gloucester County Sheriff's Office wrote 69 Occupant Protection summons. This was a slight% decrease from 2014's, 76. This decrease is attributed to a better belt usage rate, consistently in the mid 80 percentage range.

Type of Occupant Protection	2015	2014	2013
Safety Belt	69	76	177
Child Safety Seat	9	11	9

The above numbers were done through both grant funded saturation patrols as well as grant funded checkpoints. There were approximately five different seat belt checkpoints, not to include the ones done at

the high school. There was also approximately twenty eight saturation patrols done in 2015. In 2015, approximately 220 grant funded enforcement hours completed during the saturation patrols and checkpoints and as many free hours as possible during routine patrol. It is estimated that GCSO spent over 100 hours of routine duty to this problem. In 2015, Gloucester County Sheriff's Office worked in conjunction with the Virginia State Police to help combat the lack of safety belt usage, and child safety seat usage and increase the percentage of usage even higher. Seat Belt check points were set up in many different locations throughout the county and they were

done during peak traffic hours. This was to not only to get the message out to the community, but also



about how important it is to wear your seat belt but also on how to wear it properly.

Gloucester County Sheriffs believes that it isn't just enough to wear your seat belt. Wearing your seat belt properly is key. Making sure the



community especially young people understand that if not warn the correct way other Injuries can happen because of the seat belt.

Outcome:

As a result of the extra patrols in the area and also the check points, Gloucester County has seen a decrease in unrestrained related injuries during crashes the past three years. There were only 2 fatalities due to not being restrained. So out of the approximately 260 vehicle accidents that happened in Gloucester County in 2015, only 23 of those had injuries that were caused by being unrestrained. What can be drawn from these statistics is that more people are wearing their seat belts in Gloucester, and in turn injuries from the crashes are decreasing because the community is wearing their seat belts. While Gloucester County is below the Commonwealth average for seat belt use, we have seen a steady increase in use over the past 3 years. Gloucester County Sheriff's Office Deputies continue to inform the community to "Click it or Ticket", as well as enforcing the law as needed The top three Occupant Safety summons writers for 2015 were:



In 2015, once again the Chair of Gloucester board of Supervisors got into the fight with "Click it or Ticket", in partnership with the National Highway Traffic Safety Association and Gloucester County Sheriff's Office created "The Proclamation".



Which stated during the "Click it or Ticket", mobilization in Gloucester County. Since then the partnership between the three organizations has worked diligently to bring



awareness to the community. The Gloucester County Sheriff's Office will continue to work hard at improving the overall seatbelt use in the county. Hopefully the hard work and dedication of the Sheriff's Office will pay off this year and GCSO will be above the state average and hopefully the national average.

Speeding



Problem Identification:
Speeding in Gloucester County is a major problem. The George Washington Memorial Highway or Rt. 17 runs from the southernmost point of



Above: The toll the end of the Colman Bridge, this is the southernmost point of 17 in Gloucester.

Gloucester County to the northernmost point of the county, and right through the heart of Gloucester as well. The majority of Rt. 17 is a 55mph zone but when driving through areas like Gloucester Point and just south of the Gloucester Courthouse area that is all a 45mph zone. Those are very



populated areas with a lot of businesses and can be heavy traffic areas. While driving through these areas people regularly are doing above 55mph. With the amount of traffic in the area as well as people entering and exiting Rt 17, going above the posted speed limit can be extremely hazardous. When driving to the north of the Gloucester Courthouse area Rt. 17 is a 55mph zone and the road becomes long, straight and open for the most part. There is also much less when it comes to business and traffic when you get to the north part of the



county. As you can see in the picture above, 17 has dense wooded area around it and in many parts is very wide open. Because of this many drivers tend to increase speed in some places to almost 20mph over the speed limit, so speed can be in excess of 65 to 70 mph. One of the reasons the speed limit is 55mph is Rt 17 is not 64 or 95 which are made for vehicles to do that kind of speed. Both 64 and 95

run through heavily populated areas and also have fencing running along many parts of the roadway, this helps to keep the animals off the road way.

What was just described about Rt 17 can be said of the people that travel on John Clayton Memorial Highway as well. Most of John Clayton is open and flat but again like Rt 17 most of John Clayton goes through less populated areas and can be hazardous at high speed. Also some of the other major side roads shoot off Rt 17 (Hickory Fork, Guinea, and many of the roads in the north end of the county).

Gloucester County is growing and as it grows the population increases. That means more people on the roads in Gloucester County. The survey statistics for 2015 showed that there are approximately 70,000 people who travel Gloucester County daily. The Route 17 corridor was studied as this is the heaviest road for volume and it showed problematic issues within the framework of the road. Due to high volume, often one car speeding can create problems that can be devastating. Early in 2015, a survey was done by GCSO personnel to find the problems and create an impact study and a way to combat these issues.

It was found during this survey by GCSO personnel, through community input and eyes on behavior that late night speeding was as common place as during the heavy traffic times. In response to that, 50% of our overtime for selective enforcement was placed during this time, especially on secondary major

roadways. We had six different large initiatives to help combat speeding from neighborhoods to secondary major roadways to the major roadway of Route 17. The 2014 crash data was examined as well and it found that there were 413 total reportable crashes, 231 of which had injuries. Of these 231, 54 were related to speed, thus making it a 23% rate. This was on average with the rate for the past several years. With the aforementioned information, a plan was put in place by combatting the overnight speeding problems on secondary roadways. We as an agency also continued working diligently on our main roadways during rush hour for the safety of all. In 2014, there was also four fatal crashes and two of those were related to speed. In 2015, the preliminary numbers show that there were only two fatal crashes on the highways of Gloucester County, and only one was related to speed. That is a 50% drop, and two more saved lives. The injury crash data was also reduced to 160 injury crashes on the preliminary data which is a drop of over 40 compared the past three years. This reduction was accomplished through 150 hours of overtime directed to this problem along with more than 200 hours of directed patrol. The GCSO understands this is a problematic issue and one that must be addressed. Thus the need for the more than 350 directed hours. This does not include the usual patrol times.

Gloucester County Sheriff's Office has set forth policy that informs deputies that they need to obey the speed limit unless emergency lights and siren are activated. This is legal for Law Enforcement Officers do to 46.2-920 which is the exemptions for emergency situations.

General Order OP010.0

Purpose:

This policy is issued for the purpose of delineating policy, providing guidelines, establishing rules

governing the operation of County vehicles, and outline procedures for specific incidents. This policy is also intended to guide a Deputy Sheriff's discretion in matters of vehicular pursuits.

Procedure (B 9-12)

9. *In addition to the provisions of this policy, the operation of County vehicles is governed by the*

Motor Vehicle Laws of the Commonwealth of Virginia and the County of Gloucester.

10. *Except for the very limited period of time in which pacing is accomplished, emergency response or pursuit driving shall require the use of emergency equipment. Under certain limited conditions such as open highway with no traffic, the siren may be used intermittently with the emergency lights in constant operation. Police vehicle operation under these conditions requires extreme caution.*

11. *The nature of certain crimes in progress may call for the use of the siren to be discontinued upon close approach to the location of the occurrence, and although such action is authorized by the Code of Virginia, section 46.2-920, police vehicle operations under these conditions require prudent judgment and extreme caution.*

12. *The operator of any police vehicle equipped with the "Wig-Wag" light system shall have the system, in addition to emergency equipment, in operation during daylight hours when responding to an emergency or while in pursuit. Vehicles not so equipped will have the headlights illuminated. Use of the "Wig-Wag" system during the hours of darkness is prohibited.*



Procedure (B 17 a,b)

17. Operation of the Police Vehicle under emergency conditions (Priority I response)

A. When responding priority 1 the emergency vehicle shall be operated at speeds:

i. no greater than 20 miles per hour above the posted speed in speed zones where the normal posted speed is 45 miles per hour or above, and;

ii. no greater than 10 miles per hour above the posted speed in speed zones where the normal posted speed is less than 45 miles per hour.

iii. When responding to priority 1 calls the emergency vehicle shall not be operated above the posted speed limit in school zones while the reduced speed for the school zone is in effect.

iv. The emergency vehicle when responding priority 1 may be operated at 10 miles above the posted speed limit in other reduced speed zones such as construction zones.

v. At all times the operator of an emergency vehicle must operate that vehicle with due regard for safety of citizens and other law enforcement personnel.

vi. The supervisor may override the speed limit restrictions considering the

nature of the call (such as Signal-13 or 14), road conditions, traffic conditions, population density and weather

B. The specific exemptions for emergency vehicle operation is contained in §46.2-920 and should be reviewed by all personnel.

The above is police pertaining to the Gloucester County Sheriff's Office.

The next policies stated below are pertaining to speed enforcement that is conducted but Gloucester County Sheriff's Office.

General Order OP340.0

Purpose:

It is the purpose of this policy to encourage members of the Sheriff's Office to increase education and safety by special priority enforcement of traffic violations.

Procedure (D, E)

D. Aggressive Driving Enforcement.

1. Deputies shall pay special enforcement attention to operators of motor vehicles who demonstrate aggressive driving. Those traits include but are not necessarily limited to:

a. following too close

b. weaving in and out of traffic

c. changing traffic lanes quickly in an unsafe manner

d. excessive speed for conditions

- e. observable actions of the driver including shouting, arm waving, brandishing firearms or weapons, repeated honking of the horn, impacting another vehicle
- f. driving off the roadway
- g. other observed violation

E. Speed Enforcement

1. Deputies shall participate in the detection and apprehension of speed violators during selective enforcement activities.
2. Speed violations may be enforced by qualified personnel through the use of RADAR, LIDAR, other authorized speed measurement devices, or patrol vehicle pace.
3. Speed enforcement training will be made available to all law enforcement deputies within one year after the basic academy.



General Order OP360.0

Purpose:

The purpose of this directive is to provide a policy for uniform enforcement of traffic law violations to include: driving under the influence of alcohol or drugs, operating a vehicle after driving privileges have been suspended or revoked, speed violations, other hazardous violations, off-road vehicle violations, equipment violations, public carrier and commercial vehicle violations, juvenile violations, violations committed by non-residents, both out of the area and out of state; newly enacted laws and/or

regulations; violations resulting in traffic crashes; and pedestrian and/or bicycle violations. This directive also establishes a written procedure for handling traffic violations committed by non-residents of the Gloucester Sheriff's Office service area, juvenile violators, foreign diplomatic/consular officials and military personnel.

Procedure (C 1-5)

C. Speed Enforcement

1. Only deputies trained and certified in RADAR usage shall utilize the agency's RADAR units for speed enforcement purposes.
2. Only Sheriff's Office authorized equipment will be used in RADAR traffic enforcement.
3. Deputies utilizing RADAR for speed enforcement purposes shall maintain all records and operate the equipment as established by training guidelines.
4. Deputies utilizing RADAR will ensure that the equipment has a valid calibration date and is working properly. Any equipment which is malfunctioning, or has an expired calibration date, shall be turned in to the Technology and Support Services Captain for maintenance and/or repair.
5. Deputies operating units not equipped with RADAR, before issuing a summons for speeding shall:
 - a. Pace the speeding vehicle for at least 2/10ths of a mile.
 - b. Maintain a record of their unit's speedometer calibration.

Planning:

The Gloucester County Sheriff's Office understands that speeding in the county is one of the most if not the most violated offense. At the same time GCSO also knows that completely eradicating speeding in the county is an impossible task.

So, the Gloucester County Sheriff's Office takes on speeding as stated in the how to eat an elephant proverb, one bite at a time. As stated above there is no possible way that GCSO can completely do away with speeders but the Gloucester County Sheriff's Office is eating away at the problem with more selective/special enforcement efforts. Also GCSO is working in and with the community to get the message out to slow down. Not only is Gloucester County Sheriff's working with the community to combat speeding but GCSO works with the Virginia State Police as well.

Training:

In 2014, all officers received recertification for RADAR and LIDAR. This year's scheduled in house training was dedicated to enforcement and overall objectives within the speed

program. There were also 2 deputy recruits that were in the regional academy and were taught speed enforcement in 2015.

The Gloucester County Sheriff's Office uses two Lidar machines currently. One is used on the south side of Gloucester and the other for the north.



Trained Deputies/Recruits 2015

	Speed Enforcement	Radar/Lidar Speed Measurement
Deputies	51	53
Recruits	2	0
Total	53	53

Public Information:

Getting the public involved in traffic safety is a major part of what Gloucester County Sheriff's Office likes to do. While it is Gloucester County Sheriff's Office job to enforce the law, community involvement is a big help. GCSO encourages the community to call in and let the deputies know if they see people driving

recklessly on the roads, whether that be speeding or erratic driving. Because of this each year the calls by the public go up. The public is not afraid to inform the police about problem drivers and many times when they call in GCSO is able to intercept the vehicle that the caller is describing.

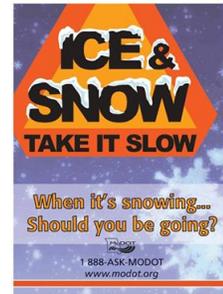
With the number of young people driving in Gloucester increasing by the year. As well as the number of people who travel on Route 17, it is important to keep the community informed on the dangers of speeding and the consequences if you are caught speeding. An example of this would be on Main Street in Gloucester signs have been posted under the 25pmh speed limit sign stating there is an extra \$200 fine for speeding in that area. Also anyone who lives in Virginia understands that the weather is extremely unpredictable. Snow into late March and even April isn't unheard of, and in the spring and summer month's severe thunderstorms and coastal storms happen regularly.



This being said GCSO is extremely strict when it comes to driving to what the road conditions allow.

GCSO posts on its Facebook page about inclement weather and to drive safe.

Gloucester County Sheriff's Office works are to keep the Facebook page



updated regularly with information about the department as well as the road conditions

Enforcement: In 2015, Gloucester County Sheriff's Deputies wrote a total of 652 speeding summons which was up 14% from the year before. Also there were 41 reckless driving summons written. The number of tickets that were written in 2015 was up nearly 9% to 1,610 summons.



When you look at many of the locations that the websites like

www.speedtrap.org

and waze inform people about, they tend to be problem areas for speed in Gloucester County. As stated above the main

goal for Gloucester County Sheriff's Office is to keep the community safe and that includes the drivers who live in the county as well as the

drivers passing through the county. So even though people may know some locations where GCSO Deputies run radar and lidar regularly, that just means people will be less likely to speed in the area, and the less speeders there are the safer the roads will be. As the numbers show in the below table speeding tickets as well as reckless driving tickets have gone down the past 3 years.

Speed Related Tickets

(Past 3 Years)

	2015	2014	2013
Speeding	652	560	635
Reckless	41	24	33
Total	693	584	668

Some of the special enforcement dates coincided around holidays and other dates around the start of high travel times (example: the summer months). Also during the first few weeks of school enforcement was stepped up in school zones for safety purposes.

Outcome:

Out of the 160 crashes with injury that occurred in 2015, 54 of those were speed related injury crashes. Out of the 54 speed

related injury crashes only 1 of those were speed related fatal crashes.

As you can see with the numbers and charts in this chapter this a correlation between the decrease in speeding and injury related crashes over the past 3 years. So I think it is safe to say that the increase in enforcement as well and public information has helped to decrease the numbers over the past 3 years, and drastically helped again in 2015.

In 2015, the 3 top speeding summons writers were:



Master Deputy Leaver

Deputy Shiflett

Deputy Schnurr

These 3 Deputies accounted for 33% of the speeding and reckless summons written in 2015. Master Deputy Leaver wrote 86 summons, Deputy Shiflett wrote 82 summons



and Deputy Schnurr wrote 49. These three outstanding officers were recognized at our annual GCSO Christmas Luncheon.

While speeding is still a problem in Gloucester County, GCSO has seen a decrease in



speeding in some of the major trouble spots (George Washington Memorial Highway Route 17, John Clayton Memorial Highway Route 14, and Hickory Fork are among a few). The message to the community and

people who live outside Gloucester County has been sent that speeding is unacceptable and will not be tolerated here. Gloucester County is becoming known as a place not to speed, and hopefully 2016 will continue the trend of the past 4 plus years.

Impaired Driving

Problem Identification:

While Gloucester County did see two alcohol related traffic fatalities in 2015, the overall alcohol related injury crashes dropped from 104 to 80. The Gloucester County Sheriff's Gloucester County Sheriff's Office has one of the busiest travel routes in VA, US Route 17. Route 17 stretches approximately 30 miles through Gloucester County from the Coleman Bridge to Middlesex County. Tens of thousands of drivers commute daily across the stretch of 17 to go to and from work or just normal travel. Many of the commuters live in Middlesex, Matthews, and West Point, but either work in or pass through Gloucester County to get to work. With all the travel on route 17, there is a greater opportunity for impaired driving. Route 17 isn't the only road that is a problem in Gloucester County. Guinea Rd, Hickory Fork, Glens Rd, Ark rd, and John Clayton Highway just to name a few.

Gloucester is also a very open county, there are not a great deal of bars located in

Gloucester that are within walking distance of most people's residence. That being said more people who go out to these place have to either drive or get a ride. Unfortunately, many people who live in rural areas don't think about having to drive home till they are already intoxicated.

The Gloucester County Sheriff's Office also understands that underage drinking in the United States is still a problem. According to the CDC 11% of all of the alcohol consumed in the United States being consumed by people ages 12 to 20. Out of the 11% of the 12 to 20 year old's, roughly 10% of those drove after drinking.

Below are some of the impaired driving policies that Gloucester County Sheriff's Office has.

General Order OP340.0

Purpose

It is the purpose of this policy to encourage members of the Sheriff's Office to increase education and safety by special priority enforcement of traffic violations.

Procedure

A. Impaired Driving

- 1. Law Enforcement Deputies shall make every reasonable effort to detect and apprehend impaired*

or intoxicated motor vehicle operators through the following means:

a. Saturation Patrols.

b. Check Points.

c. Standard shift patrol.

d. Participation in special, local, regional, and national enforcement initiatives.

e. Education and enforcement.

f. Training in Intoxilyzer operations will be made available to all deputies who express an interest or who are referred to this class by their supervisor.

g. Advanced drug recognition expert and/or Standardized Field Sobriety Training Instructor may be made available to all deputies who are certified general instructors and who have at least (3) three-years time-in-service.

General Order OP360.0

Purpose

The purpose of this directive is to provide a policy for uniform enforcement of traffic law violations to include: driving under the influence of alcohol or drugs, operating a vehicle after driving privileges have been suspended or revoked, speed violations, other hazardous violations, off-road vehicle violations, equipment violations, public carrier and commercial vehicle violations, juvenile violations, violations committed by non-residents, both out of the area and out of state; newly enacted laws and/or regulations; violations resulting in traffic

crashes; and pedestrian and/or bicycle violations. This directive also establishes a written procedure for handling traffic violations committed by non-residents of the Gloucester Sheriff's Office service area, juvenile violators, foreign diplomatic/consular officials and military personnel.

Procedure

A. Driving under the influence of alcohol/drugs

1. DUI/DUID enforcement will be performed in accordance with State Code and General Order 111.1 and §18.2-266 of the Code of Virginia

B. Operating a vehicle after driving privileges have been suspended or revoked

1. Enforcement for operating a vehicle after privilege to drive has been suspended or revoked will be performed in accordance with General Order 109.0 and Section §46.2-301 of the Code of Virginia.

General Order OP370.0

Purpose

The purpose of this policy is to establish procedures for handling persons charged with driving while under the influence of alcohol or drugs.

Procedure

A. Deputies may arrest a person for driving under the influence of alcohol/drugs prior to obtaining a warrant under the following circumstances (pursuant to §19.2-81 of the Code of Virginia):

1. The person charged must have committed the offense in the presence of the deputy, or

2. When the person charged is arrested at the scene of a motor vehicle accident.

B. Deputies should obtain a warrant, prior to arrest, for the person to be charged under the following circumstances:

1. When the person to be charged, willfully leaves the scene of a motor vehicle accident, or

2. When the accused has been taken away from the accident scene to a hospital.

3. A warrant will also be obtained when the accused, after being properly arrested, refuses to submit to a blood or breath test.

C. Field Sobriety Tests

1. Deputies shall request that the accused submit to a series of at least three field sobriety tests. The tests should include, but not limited to:

a. The Walk and Turn

b. The Finger Count

c. The One Leg Stand

d. The A-B-C Recitation Test

e. The Horizontal Gaze Nystagmus Test (

2. The Alcosensor shall be offered to the accused.

a. It is not mandatory that the accused submit to the Alcosensor Test.

b. This prescreening device should be administered last upon completion of the initial field sobriety tests.

D. If the accused is placed under arrest for Driving Under the Influence, the deputy shall advise the accused of the Implied Consent Law pursuant to §18.2-268.2 of the Code of Virginia.

1. The accused, upon being charged with Driving Under the Influence; shall, by law submit to a breath test. The blood test will not be an option unless:

a. The breath test is unavailable; or

b. The accused is physically unable to submit to a breath test.

2. The accused upon being charged with Driving under the Influence, may be required to submit to a blood test to determine the drug or both drug and alcohol content of his blood if the arresting deputy has reasonable cause to believe the accused is under the influence of drugs or a combination of drugs and alcohol.

3. If the accused refuses to submit to the appropriate test, he shall be taken before a magistrate, who will explain to the accused again the Implied Consent Law. If the accused still refuses, he will be charged with violation of §18.2-268.3 (Refusal of Test).

E. Breath Test

1. If the accused submits to a breath test, he will be transported to the booking area of the Gloucester County Jail where the breath test will be conducted using equipment and procedures approved by the Division of Forensic Science.

2. The arresting deputy can administer the breath test if he is a licensed

breathalyzer operator.

F. Obtaining and Handling the Blood Sample

1. If the accused is required to submit to a blood test, said blood test will be administered pursuant to §18.2-268.6 of the Code of Virginia.

2. Vials with certificate of Blood Withdrawal labels, which are provided by the Division of Forensic Science for collection of the blood samples, will be used. Processing instructions can be found within the kit.

a. DFS - Biological Specimens box (White in color). Always verify Integrity Seal is not compromised.

b. Blood-withdrawal vials are vacuumed sealed, do not remove the ends.

3. The person withdrawing the blood must complete the certificate indicating the following:

a. Name of the accused

b. Name of the person taking the blood sample

c. Date and time the blood sample was taken

d. Arresting or accompanying deputy's name (This deputy must place his initials on the Certificate and should check the spelling of the accused's name)

e. Deputy's Badge/Personnel number

f. Name of Court (Gloucester County General District Court)

4. Each Certificate of Withdrawal will have unique vial numbers (upper right hand corner).

5. The deputy shall record both numbers in his notes/report before the vials are sealed within the DFS Blood Specimen box.

6. After the analysis is completed, the testing laboratory will remove the Certificate of Withdrawal, attach it to the Certificate of Analysis, and return it to court. (The testing laboratory will dispose of the vial and box.)

7. The arresting deputy will then place the blood vials for both the defendant and the Commonwealth within the self addressed DFS shipping kit container (white box).

8. A Request for Laboratory Examination (State Form DGS 70-001) will be completed by the arresting deputy. This laboratory request should indicate whether it is blood or drugs to be tested for. When testing for drugs if possible indicate the type of drug that DFS should be looking for specifically during said examinations.

a. The required DFS RFLE form should be folded and stored within the DFS self addressed shipping container. Failure to do so will preclude evidence from being analyzed.

9. The arresting deputy may inform the accused of the process for independent analysis which is described below:

a. Both blood vials are sent to DFS Richmond; Commonwealth's vial is tested according to the RFLE.

b. The defendant's vial is stored according to DFS protocols.

c. The defendant through his attorney may make a formal request through the courts to order independent analysis of their specimen.

d. Should the court make the order, the courts in turn will notify DFS of said action and report lab selection and at the conclusion submit a certificate of independent analysis to the courts.

H. Deputies charging juveniles with Driving Under the Influence will follow the same procedures for handling adult D.U.I./D.U.I.D. offenders with the following exceptions:

1. The accused juvenile will be taken before a juvenile intake officer where petitions are to be obtained.

2. A juvenile arrest form will be completed on the accused juvenile.

3. They may be released to either a parent or legal guardian.

4. The accused juvenile's court date will be set for 9:00 a.m. in Juvenile and Domestic Relations Court.

I. Underage Consumption of Alcohol While Operating a Motor Vehicle:

1. It is illegal for any juvenile, or any adult under the age of twenty-one, to operate a motor vehicle after consuming alcohol. Any such person who is arrested for driving under the influence and has a BAC of .02 or greater, but less than .08, is in violation of §18.2-266.1.

J. Administrative Suspension of Driver's License:

1. The license and/or privilege to drive of the person arrested shall be administratively suspended for seven days if:

- a. The breath test of the accused is .08 or higher; or
- b. The accused refuses to submit to a breath test.

2. The arresting deputy shall:

- a. Personally serve upon the person arrested a Notice of Administrative Suspension of Driver's License (State Form DC-201);
- b. Promptly take possession of the arrested person's driver's license if issued by the Commonwealth of Virginia
- c. Licenses issued by another state will not be taken;
- d. Promptly deliver to the magistrate, the driver's license taken by the deputy and a copy of form DC-201;
- e. Deliver to the magistrate a sworn report containing information that identifies the person whose license is being suspended and the grounds on which the deputy believed the person arrested was driving under the influence.

State Form DC-311, Criminal Complaint)

1. Should the Magistrate meeting occur via teleconference the deputy shall provide all required reports and the defendant's license to the corrections officer who will prepare the package for submission to the court.

f. Notify Dispatch of the information regarding the person who has been administratively suspended so they can enter the information into VCIN.

3. The arresting deputy must be prepared to appear in Court in the event the operator or owner of the vehicle requests a review of the administrative suspension.

4. The deputy will be notified by the Commonwealth Attorney's Office if a review has been requested and when the deputy must appear in court.

5. The deputy must be prepared to present his grounds for the arrest and impoundment, to include supporting documentation (license and registration information, DMV driver's record, etc.).

K. Sobriety Checkpoints

1. All procedures set forth in this policy are applicable during any sobriety checkpoint.

2. The logistics and operation of the checkpoint will be governed by the SOP for sobriety checkpoints and the supervisor in charge of the checkpoint.

Planning:

Gloucester County Sheriff's Office has taking a very proactive approach to combating impaired driving. Gloucester County Sheriff's Office works with Virginia State Police, Gloucester County High School, MADD and other members of the community to set up and run enforcement areas as well as informing the community.

In 2015, Gloucester County Sheriff's Office planned and set up DUI check points in many different locations (locations include the Toll booth area on the Gloucester side of the



Coleman Bridge, specific parts of Route 17, and John Clayton Memorial Highway to name a few). Many of the check points that Gloucester County Sheriff's Office set planned were also in conjunction with the Virginia State Police. The check points were also set up on



specific dates and times when drunk drivers were known to be traveling. Major holidays where the community tends to drink heavily were targeted (Saint Patrick's Day, Cinco day Mayo, around Christmas time,etc). Also the check points were done during peak DUI time between 9 p.m. and 2 a.m.

DUI check points were not the only tools that Gloucester County Sheriff's Office planned to use to combat impaired driving, the power of



social media as well as the SIDNE program were used.

Training:

GCSO Deputies are trained yearly on Impaired Driving. Also regular information is put out through email or in the deputies bay bulletin board about new information that is related to impaired driving.

Deputies must stay current on the NHTSA standards, such as how to properly perform field sobriety tests, how to administer the preliminary breath test, and proper procedure for a DUI arrest.

The number of deputies trained for impaired driving is the same as the table that is given in Occupant Protection and is 100% of those involved in traffic safety measures. We know this is a critical aspect for success in traffic behavior and ensuring safer roads, and this is a vital aspect of that.

Public Information:

When it comes to impaired driving there can never be enough information given to the public. Gloucester County Sheriff's Office believes that the more information the public receives the more they will understand the need to be sober when you drive and the dangers of driving impaired. One way Gloucester County Sheriff's Office helps get the word out is SIDNE. The SIDNE vehicle goes to different functions in Gloucester County throughout the year (the



high school and the Daffodil festival are two). GCSO has multiple deputies who are trained to teach the public about how dangerous it is to drink and drive by letting them get hands on with the SIDNE vehicle. At the High school the SIDNE have become a hit and a great learning tool for understand how dangerous it is to not only drink and drive but also texting and driving. While texting while driving is considered a distracted driver it also impairs your ability to drive safely which is what is taught during the SIDNE course.

Not only is SIDNE a big help in informing the public about impaired driving but Gloucester County Sheriff's Office also uses Facebook to keep the public updated on things. When a holiday is coming up you will regularly see daily posts pertaining to driving sober and also giving information about the dangers of drinking and driving. Also Gloucester County Sheriff's Office posts pictures from DUI check points that are done throughout the county. Facebook has been a great tool that GCSO

has been able to use to keep in contact with the public and get their feedback on things. Using posts like the one about for the holidays and like the picture to the right have been very effective and the community like the proactive approach the GCSO has taken.

Enforcement:

In 2015, DUI check points were stepped up in an attempt lower the amount of drunk drivers in the community.



There 86 arrests were made for DUI in 2015 which was 9 more than the year before. With the DUI's arrests being more than the previous year, the Gloucester County Sheriff's Office also did see a decline in alcohol related crashes and injuries by roughly a third. Gloucester County Sheriff's Office was about to step up the enforcement and keep the injuries and fatalities down with grants from the Department of Motor vehicles, also Mothers against drunk drivers and NHTSA.

DUI Summons for the past 3 years

	2015	2014	2013
DUI Summons	92	83	82

As Gloucester County Sheriff's has seen an increase in the amount of DUI arrests in the past 3 years, it is helping keep the roads and drivers safer.



Sgt. Leaver pictured here receiving his 2015 MADD award

Outcome:

Gloucester County Sheriff's Office number of DUI's per 10,000 people was lower than both the state and national average in 2015. Gloucester was at 27 DUI's for every 10,000 people while the Virginia was at 33 and the nation was at 44.



Master Deputy Leaver

Deputy Atkinson

Deputy Shiflett

Our top deputies for DUI summons and arrests this year are below:

Not only did Master Deputy Leaver have the most DUI arrests in GCSO, but he also received an award from Mothers Against Drunk Driving, for his efforts to protect Gloucester County against drunk drivers.

DUI enforcement will continue to be a priority in Gloucester County headed into 2016, and hopefully GCSO will have another year of zero fatalities. Gloucester County Sheriff's Office will also continue with informing the public about the need the drive sober, and strive to have no alcohol related injury crashes to go with the zero fatalities.



State/Local Issue

Problem Identification:

The area the Gloucester Sheriff's Office has noticed to be problematic over the past years has been aggressive driving. This can attributed to inattentive behavior, to frustration with others and overall poor attitude. Over the past several years, the GCSO has made this a priority issuing summons and educating the public in regards to the dangers of this. These driving behaviors can lead to crashes, brandishing of firearms among other concerns. We as an agency through surveys of the public in survey monkey, and complaints filed that this was an issue, especially during rush hour times and the summer with traveling vacationers. With the popularity of Virginia Beach and the Outer Banks, many people travel through our jurisdiction heading to the popular destinations. After we completed these surveys, we made it a priority to be visible on Route 17, especially during major traffic movement. We also had officers aware of these behaviors through in house training and roll call training.

In our policy manual under GCSO OP.340.0, aggressive driving behavior is

specifically outlined. Below is a copy of the policy.

D. Aggressive Driving Enforcement.

1. Deputies shall pay special enforcement attention to operators of motor vehicles who demonstrate aggressive driving. Those traits include but are not necessarily limited to:

- a. following too close*
- b. weaving in and out of traffic*
- c. changing traffic lanes quickly in an unsafe manner*
- d. excessive speed for conditions*
- e. observable actions of the driver including shouting, arm waving, brandishing firearms or weapons, repeated honking of the horn, impacting another vehicle*
- f. driving off the roadway*
- g. other observed violations*

Planning:

The GCSO as mentioned in the problem identification area worked diligently on placing officers in the areas of high complaints and shown during the survey. The survey was completed in May of 2015, prior to the typical start to vacation travel season. The Labor Day Holiday typically marks the conclusion of this time frame,

and we completed a post survey at this time. It was found that it was still a concern, however the police were highly visible and suppressed many of the concerns during that time period. Questions were also asked in regards to normal daily times and we worked diligently to ensure success of that as well. We have shown a decrease in crashes attributed to that through our own tracking, however currently we are not aware of any DMV or other tracking through the crash reports. As we move into 2016, we will continue to work on solving and completing this aspect as well and making sure our roads are safer for those citizens and visitors who are traveling through.

Training:

In 2015, all 53 officers through our in house training were given a legal update and concern over the aggressive driving behaviors. We supplemented this as well with specific roll call training five different times to Uniform Patrol and helped ensure they understood where to be and what to look for.

Public Information and Education:

The key for success is to get the information out. One area that we noticed was problematic was texting or phone use while driving, often leading to problems and making those around you upset. With

that in mind, Sheriff Warren started attending every licensing ceremony for new drivers, speaking on the dangers of speeding and making sure to wear their safety belt, but also aggressive driving and texting while driving. This is critical for success and at the end, he gives them a pamphlet with information on it and a wait to text thumb band. Any of these that can get across could certainly help save a life. At the end of our areas, we must make sure that we provide the best opportunity for our drivers, occupants and roads to be the safest possible. We continue also putting out many ideas and reminders to drivers and occupants through Facebook and the media. This helps remind them that we will be targeting aggressive driving behavior. Sheriff Warren goes on the radio at least every four to six weeks to remind listeners to buckle up, slow down, don't drink and drive, do not text and drive, but also to please be patient. We believe all too often people forget this when they are in a hurry.

Enforcement:

After making this a priority, officers issued summons for aggressive driving in the form of reckless driving, failing to obey highway signs, texting while driving among others,

84 different times. This has been critical to success and lowering the crash rate during the time in which was mentioned in the beginning.

Outcome:

As a result of the extra time and patrols, it was found that in 2014, there was 74 crashes attributed to aggressive or overly outward behavior, such as improper lane change among others, while operating a vehicle. In 2015, our statistics showed this lowering to 43 crashes attributed to this behavior. As we continue to enforce this behavior, again Master Deputy Nick Leaver and Master Deputy Jason Schnurr led the charge on this and were given recognition at our yearly award luncheon.

As mentioned

