ADMINISTRATIVE ORDER	APPROVED BY: David R. Hines COLONEL DAVID R. HINES SHERIFF

SUBJECT: TRAFFIC LAW ENFORCEMENT	SERIES: 62
	NUMBER: 1
	EFFECTIVE DATE: 1/1/1996
	REVISION DATE: 3/24/2015

ACCREDITATION STANDARDS: CALEA: 1.1.4, 61.1.2, 61.1.3, 61.1.4, 61.1.5, 61.1.6, 61.1.7, 61.1.8, 61.1.9, 61.1.11, 61.1.12, 82.2.4; VLEPSC: ADM.02.04, OPR.02.02, OPR.07.01, OPR.07.02, OPR.07.03, OPR.07.10.

POLICY

Objectives of traffic law enforcement are to reduce traffic crashes and injuries, and to facilitate the safe and expeditious flow of vehicular and pedestrian traffic through voluntary compliance with traffic regulations. The Hanover County Sheriff's Office seeks to achieve this objective through a combination of education and enforcement.

The Sheriff's Office seeks to educate the public regarding traffic regulations through programs aimed at exposing specific problems, and by publishing traffic crash and injury statistics.

Enforcement action will be taken upon detection of an illegal and potentially hazardous act, without regard for such factors as attitude, intent, or excuse. Enforcement action may consist of a warning, summons, or arrest.

Traffic enforcement is one of the many tasks performed by officers, but for violators it is frequently an emotionally traumatic experience. In many cases, this is the only contact that a person has with law enforcement. Officers should strive to make each contact educational and to leave the violators with the impression that the officer has performed a necessary task in a professional manner.

The Sheriff's Office conducts statistical and visual surveys to determine by location, time and day of week which violations are causing crashes. Based upon the information obtained, personnel are deployed to take enforcement action. In addition, when complaints are received regarding a specific traffic problem in a particular area, personnel are assigned to investigate and take appropriate enforcement action.

PURPOSE

The purpose of this administrative order is to prescribe procedures for traffic law enforcement, preventive patrol, proactive enforcement, and relationships with motorists, pedestrians, and the courts.

11. 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 officers. Procedures for the enforcement of laws applying to speed will vary in accordance with the type of equipment used.

A. Pacing: The officer 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 the calibration certificate will be maintained by the Sheriff's Office Fleet Manager. The Fleet Manager will provide a copy to the officer for use in court proceedings.

B. RADAR/LIDAR: RADAR/LIDAR should be utilized where vehicle speed is excessive or of hazard to other motorists or pedestrians. Efforts for the utilization can be planned and coordinated based on guidance from supervision or direct assigned calls for service related to speed complaints. Additionally, the utilization can coincide with the officer's patrol responsibilities within their assigned zone.

The following guidelines are established for the use of RADAR/LIDAR, which will always be operated in compliance with manufacturer's instructions. All departmental RADAR/LIDAR units meet current NHTSA standards. Generally, the following procedures are applicable to operation of RADAR/LIDAR units:

1) The RADAR/LIDAR unit must be properly installed in the vehicle and/or connected to the appropriate power supply.

2) The effective range of the particular RADAR/LIDAR unit must be thoroughly understood by the operator, so visual observations can support the speed meter readings.

3) The operator must choose an appropriate location in accordance with the directions of his command officer relative to speeding complaints, school zones, and areas of traffic crashes related to speed and other areas where speed enforcement is needed because of noted

violations. The location must also be conducive to the effective and safe operation of RADAR/LIDAR.

4) The RADAR/LIDAR unit will be properly calibrated to insure 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/LIDAR units or apparent malfunction should be promptly reported to the Commander of Uniform Operations.

5) The following elements must be established in court; by the officer, when RADAR/LIDAR speed charges are placed:

   a) 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/LIDAR speed check.

   b) Officer qualifications and training in use of RADAR/LIDAR.

   c) The RADAR/LIDAR unit was operated properly.

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

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

   f) Speed limit in the zone in which officer was operating and where such signs were posted.

6) RADAR training is given to all officers during the Field Training Program and periodically by manufacturer's representatives, officers, in court testimony, should be able to cite/display training received or certified issued.

7) LIDAR training is given to selected officers with a minimum of 1 year experience as a certified RADAR operator. This training is in accordance with manufacturer and NHTSA guidelines and certifies the officer to operate a LIDAR unit.

8) The Commander of Uniform Operations is responsible to ensure 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 Clerks of the District and Juvenile Courts and the Sheriff's Office.