Problem Identification

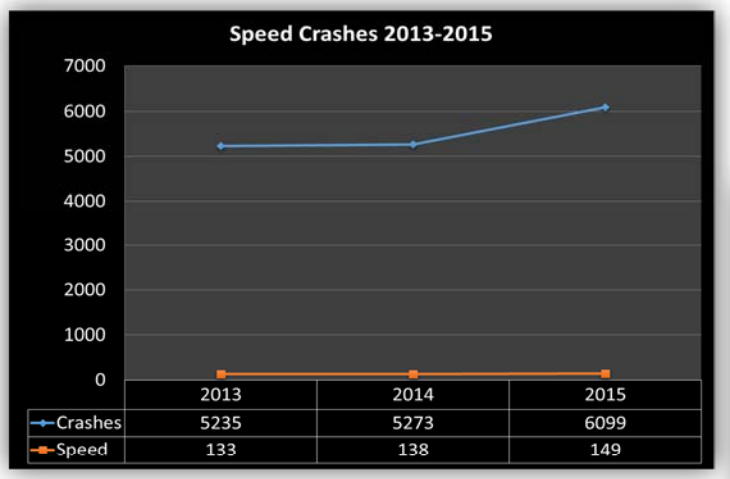
The Henrico County Police Division recognizes that few drivers consider speeding an immediate threat to their personal safety or the safety of others on the roadway. Speeding can have dangerous consequences to include:

- Reducing a driver's ability to negotiate curves or maneuver around obstacles in the roadway.
- Increasing the distance needed for a vehicle to stop.
- Increasing the distance a vehicle travels while the driver reacts to a hazard.
- Increasing the risk of crashes and injuries because other vehicles and pedestrians may not be able to judge distances correctly. (Source- NHTSA)

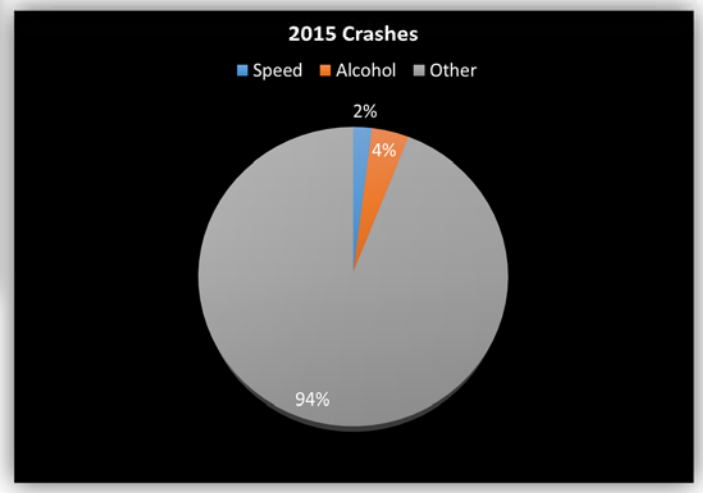
Henrico County has incurred a low percentage of speed related crashes over the last few years, but speeding still occurs in Henrico County. In 2015, Henrico County Police Division (Traffic Enforcement Unit) investigated nine fatal crashes**. Of those nine fatal crashes, only one was speed related. In addition, the Police Division investigated 6,099 reportable crashes in 2015. Of those crashes, 149 were speed related. Over the last three years, only two percent of reportable crashes in the county have been attributed to speed. In 2014, the Police Division investigated 5,273 reportable crashes with 138 being speed related, and in 2013 the Police Division investigated 5,235 reportable crashes with 133 being identified as speed related. In addition, the population of Henrico has grown over the past three years from 318,611 in 2013 to 325,283 in 2015. That is almost a ten percent population increase.**

Our number of speed related crashes is comparatively low compared to statistics across the nation, where speeding occurs in 33 percent of fatal crashes in this country. **Despite the decrease in speed related crashes and fatalities, the Police Division still considers speeding a priority for enforcement.**

Henrico County is divided into three service areas WEST, CENTRAL, and SOUTH. Quarterly high crash location information is obtained for all three districts, and operations are set forth throughout the year to conduct necessary enforcement in those high crash location areas.



This combination graph/chart compares the number of reportable crashes from 2013 to 2015 to those crashes caused by speed. Note the chart at the bottom of the graph that compares the actual numbers from each year of all reportable crashes and the number of crashes for each year that were speed related. It is apparent that the numbers for the crashes that are speed related stayed relatively consistent.



This chart illustrates that, out of all crashes (100%), four percent were alcohol related, and only two percent were speed related.

The most populous area is in the WEST District, which generates the majority of our traffic complaints (75% in 2015). We identified this as our problem location. As a result, we conducted the majority of the 2015 speed operations in the WEST district to focus on this ongoing issue. We identified the problem using the following methods.

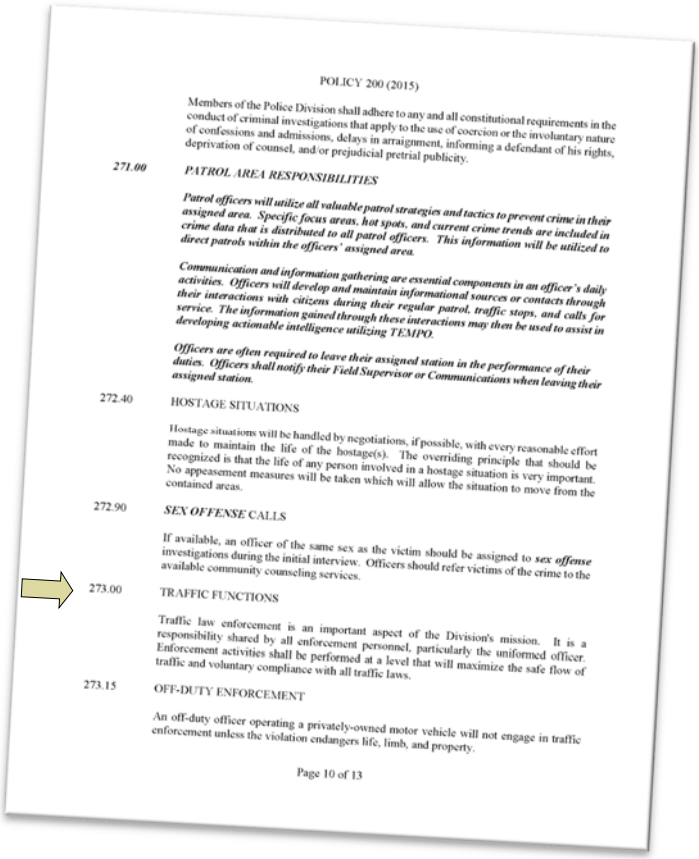
The Police Division's Traffic Enforcement Unit receives many complaints throughout the year from its citizens regarding speeding issues within the county. Citizens have several options to report complaint(s). One option is to submit the complaints through the Division's Traffic Safety Internet webpage. Another option is to call in the complaint to the Traffic Enforcement Unit's Safety Officer. Citizens may also call the Communications Center's non-emergency number or emergency number if they feel the complaint is life threatening and/or occurring in their presence. Finally, complaints can be posted on social media sites such as Facebook and Twitter. The complaints received by the Safety Officer are evaluated, entered into a database, and assigned to officers for enforcement actions. **The Police Division received 110 complaints in 2015 and used 486 labor hours, resulting in 762 violation citations issued.**

The Traffic Enforcement Unit also uses other methods to identify speeding problems. The StealthStat device identifies problems by collecting traffic crash data such as peak times of speeders and the average speed of those vehicles. This device is attached to a utility pole, tree, or positioned in a decoy vehicle where it collects data from passing vehicles while drivers remain unaware that they are being monitored. The data that is received from the StealthStat assists in determining the validity of traffic complaints, and **once it is determined to be a valid complaint, officers can determine what times and where they are needed to conduct speed enforcement.**

The Traffic Enforcement Unit also identifies speeding problems using data gathered from the SMART (Speed Monitoring Awareness Radar) Trailer. The Smart Trailer captures and compiles traffic speed data in areas where it is placed. The trailer is highly visible so that drivers are made aware of their speed as they pass by. The data helps the Traffic Enforcement Unit plan future enforcement efforts.

Policy

The Henrico County Police Division has written directives and guidelines as they pertain to speed enforcement. These are communicated through the Division's Directives, which outline Traffic Enforcement, RADAR/LIDAR enforcement, and the calibrations of these instruments in addition to other operating policies. Below are the excerpts from the Division's Policy and Directive as they relate to speed



POLICY 200 (2015)

Members of the Police Division shall adhere to any and all constitutional requirements in the conduct of criminal investigations that apply to the use of coercion or the involuntary nature of confessions and admissions, delays in arraignment, informing a defendant of his rights, deprivation of counsel, and/or prejudicial pretrial publicity.

271.00 ***PATROL AREA RESPONSIBILITIES***

Patrol officers will utilize all valuable patrol strategies and tactics to prevent crime in their assigned area. Specific focus areas, hot spots, and current crime trends are included in crime data that is distributed to all patrol officers. This information will be utilized to direct patrols within the officers' assigned area.

Communication and information gathering are essential components in an officer's daily activities. Officers will develop and maintain informational sources or contacts through their interactions with citizens during their regular patrol, traffic stops, and calls for service. The information gained through these interactions may then be used to assist in developing actionable intelligence utilizing TEMPO.

Officers are often required to leave their assigned station in the performance of their duties. Officers shall notify their Field Supervisor or Communications when leaving their assigned station.

272.40 HOSTAGE SITUATIONS

Hostage situations will be handled by negotiations, if possible, with every reasonable effort made to maintain the life of the hostage(s). The overriding principle that should be recognized is that the life of any person involved in a hostage situation is very important. No appeasement measures will be taken which will allow the situation to move from the contained areas.

272.90 ***SEX OFFENSE*** CALLS

If available, an officer of the same sex as the victim should be assigned to ***sex offense*** investigations during the initial interview. Officers should refer victims of the crime to the available community counseling services.

273.00 TRAFFIC FUNCTIONS

Traffic law enforcement is an important aspect of the Division's mission. It is a responsibility shared by all enforcement personnel, particularly the uniformed officer. Enforcement activities shall be performed at a level that will maximize the safe flow of traffic and voluntary compliance with all traffic laws.

273.15 OFF-DUTY ENFORCEMENT

An off-duty officer operating a privately-owned motor vehicle will not engage in traffic enforcement unless the violation endangers life, limb, and property.

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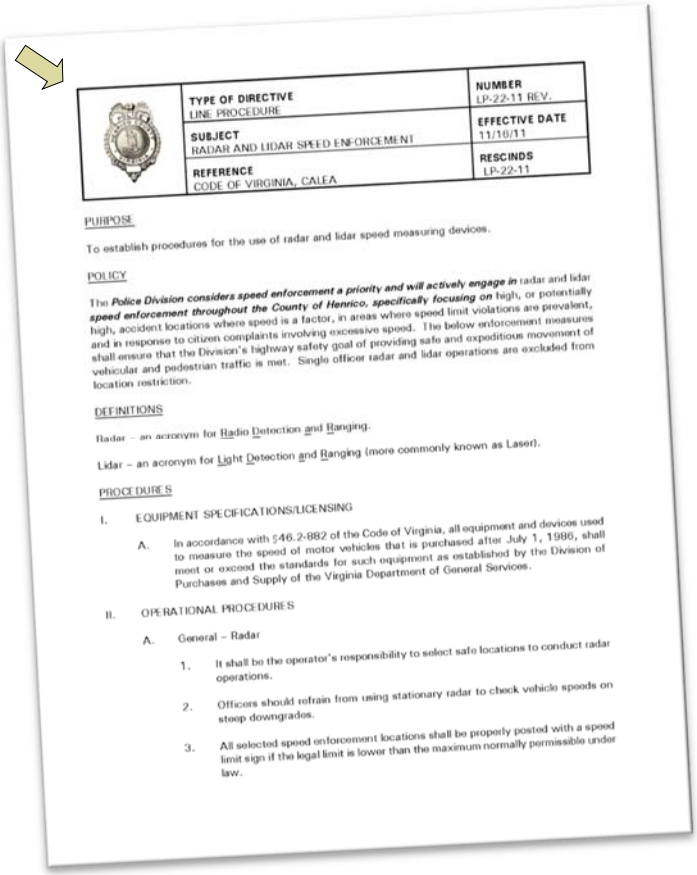
enforcement and calibration.

Policy

273.00 Traffic Functions (page 10 of 13 pages above)

> *Traffic law enforcement is an important aspect of the Division's mission. It is a responsibility shared by all enforcement personnel, particularly the uniformed officer. Enforcement activities shall be performed at*

a level that will maximize the safe flow of traffic and voluntary compliance with all traffic laws.



TYPE OF DIRECTIVE LINE PROCEDURE	NUMBER LP-22-11 REV.
SUBJECT RADAR AND LIDAR SPEED ENFORCEMENT	EFFECTIVE DATE 11/16/11
REFERENCE CODE OF VIRGINIA, CALEA	RESCINDS LP-22-11

PURPOSE

To establish procedures for the use of radar and lidar speed measuring devices.

POLICY

The ***Police Division considers speed enforcement a priority and will actively engage in*** radar and lidar ***speed enforcement throughout the County of Henrico, specifically focusing on*** high, or potentially high, accident locations where speed is a factor, in areas where speed limit violations are prevalent, and in response to citizen complaints involving excessive speed. The below enforcement measures shall ensure that the Division's highway safety goal of providing safe and expeditious movement of vehicular and pedestrian traffic is met. Single officer radar and lidar operations are excluded from location restriction.

DEFINITIONS

Radar – an acronym for Radio Detection and Ranging.

Lidar – an acronym for Light Detection and Ranging (more commonly known as Laser).

PROCEDURES

I. EQUIPMENT SPECIFICATIONS/LICENSING

A. In accordance with §46.2-882 of the Code of Virginia, all equipment and devices used to measure the speed of motor vehicles that is purchased after July 1, 1986, shall meet or exceed the standards for such equipment as established by the Division of Purchases and Supply of the Virginia Department of General Services.

II. OPERATIONAL PROCEDURES

A. General – Radar

1. It shall be the operator's responsibility to select safe locations to conduct radar operations.

2. Officers should refrain from using stationary radar to check vehicle speeds on steep downgrades.

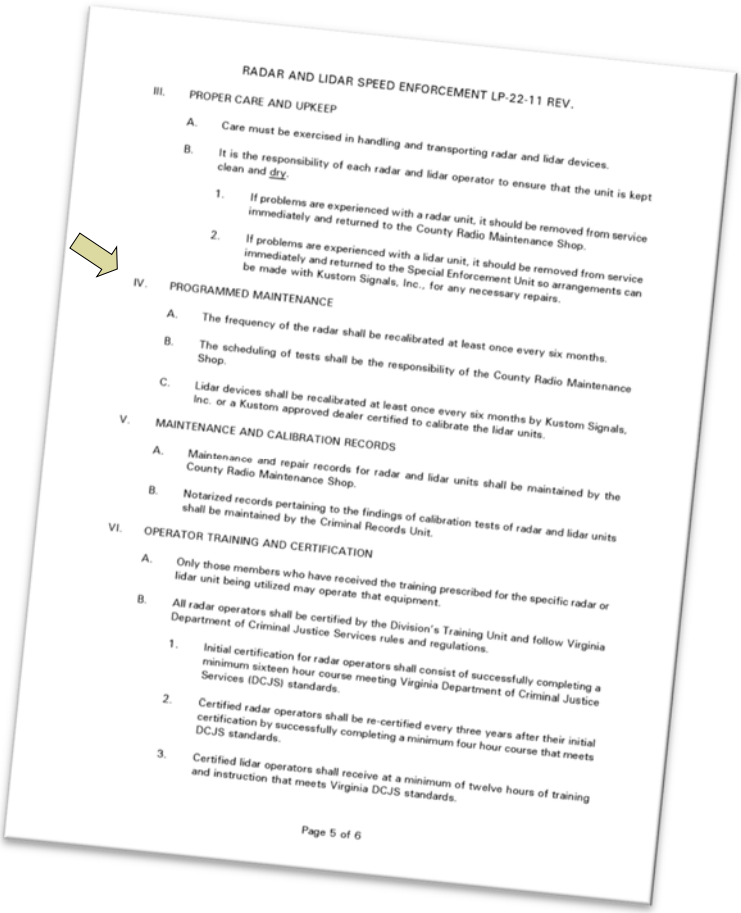
3. All selected speed enforcement locations shall be properly posted with a speed limit sign if the legal limit is lower than the maximum normally permissible under law.

LP-22 (Line Procedure) (excerpts from LP 22 which consists of 13 pages as shown above)

*The **Police Division considers speed enforcement a priority and will actively engage in RADAR and LIDAR speed enforcement throughout the County of Henrico, specifically focusing on** high, or potentially high, accident locations where speed is a factor, in areas where speed limit violations are prevalent, and in response to citizen complaints involving excessive speed. The below enforcement measures shall ensure that the Division's highway safety goal of providing safe and expeditious movement of vehicular and pedestrian traffic is met. Single officer radar and LIDAR operations are excluded from location restriction.*

C. Testing the Calibration on RADAR and LIDAR Units

The RADAR or LIDAR unit must be checked for accuracy at a minimum of two times by the operator. This check for accuracy shall be conducted at the beginning of the officer's assigned shift and again at the end of the officer's assigned shift.



RADAR AND LIDAR SPEED ENFORCEMENT LP-22-11 REV.

III. PROPER CARE AND UPKEEP

A. Care must be exercised in handling and transporting radar and lidar devices.

B. It is the responsibility of each radar and lidar operator to ensure that the unit is kept clean and dry.

1. If problems are experienced with a radar unit, it should be removed from service immediately and returned to the County Radio Maintenance Shop.

2. If problems are experienced with a lidar unit, it should be removed from service immediately and returned to the Special Enforcement Unit so arrangements can be made with Kustom Signals, Inc., for any necessary repairs.

IV. PROGRAMMED MAINTENANCE

A. The frequency of the radar shall be recalibrated at least once every six months.

B. The scheduling of tests shall be the responsibility of the County Radio Maintenance Shop.

C. Lidar devices shall be recalibrated at least once every six months by Kustom Signals, Inc. or a Kustom approved dealer certified to calibrate the lidar units.

V. MAINTENANCE AND CALIBRATION RECORDS

A. Maintenance and repair records for radar and lidar units shall be maintained by the County Radio Maintenance Shop.

B. Notarized records pertaining to the findings of calibration tests of radar and lidar units shall be maintained by the Criminal Records Unit.

VI. OPERATOR TRAINING AND CERTIFICATION

A. Only those members who have received the training prescribed for the specific radar or lidar unit being utilized may operate that equipment.

B. All radar operators shall be certified by the Division's Training Unit and follow Virginia Department of Criminal Justice Services rules and regulations.

1. Initial certification for radar operators shall consist of successfully completing a minimum sixteen hour course meeting Virginia Department of Criminal Justice Services (DCJS) standards.

2. Certified radar operators shall be re-certified every three years after their initial certification by successfully completing a minimum four hour course that meets DCJS standards.

3. Certified lidar operators shall receive at a minimum of twelve hours of training and instruction that meets Virginia DCJS standards.

Page 5 of 6

LP-22 - IV. PROGRAMMED MAINTENANCE *(excerpt from page 5 of 13 pages as shown above)*

A. The frequency of the radar shall be recalibrated at least once every six months.
B. The scheduling of tests shall be the responsibility of the County Radio Maintenance Shop.
C. LIDAR devices shall be recalibrated at least once every six months by Kustom Signals, Inc. or a Kustom approved dealer certified to calibrate the LIDAR units.

Planning

Henrico Police uses a planning model that mirrors the Virginia Highway Safety Plan. This plan guides us in areas that have been identified through traffic complaints, Stealth Stat device, SMART Trailer, and quarterly high crash locations. The Police Division uses the "Four E's" just as the Virginia Highway Safety Plan utilizes to develop and plan enforcement:

ENGINEERING - Layout of the roadway, problems that are present and traffic volume.
ENFORCEMENT - What enforcement action is necessary to relieve the problem; what time(s) of day?
EDUCATION - How do we get the message to our citizens about the problem? (local media, public service announcements, social media, brochures, billboards, educational seminars)
EMERGENCY RESPONSE - What is our response to the problem? What is the resolution? Result of efforts?

Using this process outlined above, we addressed speed complaints that were received in the WEST operations area that were consistently problematic in the following ways:

a) **We first looked at the engineering of the roadway with the assistance from our traffic engineering department to determine what if any problems exited with the roadway.**
b) **We deployed the SMART Trailers and or Stealth Stat to determine when enforcement needed to be conducted and what resources were needed.**
c) **We put out messages via social media outlets such as Facebook and Twitter to get the message out to the motoring public**
d) **We found that, although there was not necessarily a problem with the engineering of these roadways, we were able to determine the times of day when enforcement was necessary. We then planned enforcement accordingly and saw that people were paying attention to the social media posts by the number of "likes" and "retweets".**

The complaints were eventually resolved with consistent enforcement.

The Henrico Police Division's Traffic Enforcement Unit sets goals at the beginning of the year based on statistics from the previous year to address problems. The Traffic Enforcement Unit analyzes the data to determine high crash locations and areas where speeding is prevalent. The data provides time and day of the most occurrences so that enforcement actions can be planned accordingly throughout the year.

The Traffic Enforcement Unit conducts "Roll Call" training once a monthly to discuss our response to the problem as well as and plan details of upcoming operations and programs. We also conduct "Debriefs" of operations and programs that were performed during the month. These operations are documented, which is required by the Division, using the Division's Operations Plan Form (HCPD-383). This is a detailed form that lists the summary of the event or incident, objectives, threats/hazards, comments/notes, briefing, resources needed/used, personnel and their assignments as well as other information. This form helps ensure a well-planned, effective operation for each event, initiative or operation which must be conducted to meet the Group's annual goals.

In 2015, 75% of the speed complaints the Traffic Enforcement Unit received were from the WEST district. In response, the Traffic Enforcement Unit would first utilize either its two SMART (Speed Monitoring Awareness RADAR Trailer) or its two StealthStat devices. (photo page 8)

The SMART trailers were deployed along roadways where complaints were common or roadways identified where speeding is an ongoing problem. These highly visible trailers make drivers aware of their speed through a display as they pass by. The trailers are also capable of capturing and compiling data on average traffic speeds which helps the Traffic Enforcement Unit further plan enforcement efforts.

The StealthStat device is utilized to collect traffic data such as peak times of speeders and the average speed of those vehicles. This device is attached to a utility pole, tree, or mounted in a decoy vehicle to collect the data from passing vehicles while drivers are unaware they

are being monitored. It provides data to officers to show if a complaint is to be founded or unfounded. It further breaks down the time of day when speeding is prevalent which allows better time management in deploying and scheduling officers to address the complaint.

In 2015, Henrico Police implemented its TEMPO (**T**echnology **E**nhanced **M**odern **P**olicing **O**perations) Dashboard which improves operational efficiency and officer safety. The TEMPO Dashboard is an electronic interface for software which manages all police information and software applications on all officers' laptop and desktop computers. The software/interface was engineered by Henrico's own IT (Information Technology Department) in collaboration with Henrico Police Officers. This system enables officers to perform their duties electronically through these applications such as crash reports and E-Ticket to name a few.

Above, an E-Ticket is shown as the officer guides it out of the in-vehicle printer. E-Tickets save time in speed enforcement.

The Police Division wanted to move to a more efficient and safer way for officers to issue summons. E-Tickets replace the handwritten summons that were time consuming and posed a threat to officer safety. Henrico Police was the first agency in the state to be a "control" test with six officers utilizing the system that consists of a hardwired printer inside the vehicle. The Virginia Supreme Court recognized the Henrico County Police Division as the model agency to go forward with implementing the e-ticket system throughout the state.

Training

In 2015, Henrico Police Officers received training and recertification in areas related to speeding and speed enforcement. **As shown in the chart below, there were 2,080 staff hours of training and/or recertifying officers in the areas of speed enforcement. In 2015, 254 officers in the Division received some sort of speed training as seen in the chart below, and of those Henrico Police trained 109 officers in Front Wheel Drive and All-Wheel Drive emergency vehicle operations (EVOT) as the transition begins to the new Ford Police Interceptors and Sport Utility Vehicles.**

SPEED TRAINING 2015	Number of Officers Trained	Number of Staff Hours
RADAR	24	576
LIDAR	7	108
RADAR/LIDAR Recertification	97	388
RADAR Instructor Recertification	17	136
FWD/AWD Training	109	872
TOTALS	**254**	**2,080**

Henrico Police hosted a Basic RADAR and LIDAR School which certified 31 Henrico Officers in RADAR

Above, the lead instructor for LIDAR/RADAR, right, coaches another officer through a practical exercise during training.

and LIDAR enforcement. This brings our compliment up to 375 RADAR/LIDAR Operators in the Police Division.

Public Information and Education

In 2015, Henrico County Police used news releases and social media to raise public awareness of speeding and the dangers that it presents. Throughout 2015, the Henrico Police Division's Public Information Office used social media sites such as Facebook, Twitter, and You Tube to educate and inform citizens on many areas of traffic safety to include speeding. Many of the postings were during holidays, back to school, social events and inclement weather.

Time Period	Number of Impressions (k=thousand)
Jan. 1 – Apr. 1	153.2 K
April 2 – Jul 1	249.9 K
July 2 – Oct. 1	157.0 K

Overall "impressions" (tweets delivered to twitter streams of a particular account) are shown in the chart above. It is impossible to list every tweet related to traffic safety. However, throughout the year we tweet many traffic safety related tweets that are not necessarily top tweets but are still valuable messages to our Twitter followers. A sample of traffic safety tweets and their impressions is seen below.

Date	Tweet topic	Number of Impressions
9-14	Child Safety Seat Check and Installation	1,131
9-12	Link to Drive Smart VA re: seat belt usage	1,723
9-8	Link to HPD YouTube bus safety video	988
9-8	Reminder – 1st day of school – enforcement in school zones	964
8-24	Child Safety Seat Check and Installation	1,389
7-30	Road closure – opening	3,314

Henrico County also has its own public access, cable channel (HCTV-17). The station informs citizens of upcoming RADAR/LIDAR enforcement sites where the Police Division will be addressing complaints. **In the fall, the station reminds the public of school openings so the drivers can be cognizant of their speed.**

The School Resource Officers as well as members in the Traffic Enforcement Unit address groups of students in county high schools throughout the year to emphasize safe driving behaviors, talk to parents, and to pass out safety brochures for those students about to receive their driver's license. The brochures contain information regarding the dangers of speeding and its enforcement in the county. They also include the dangers of alcohol, importance of buckling up and teen traffic laws. Traffic Enforcement Unit Sgt. Netherland reaches out to various private high schools in the county to relay the message about teen driving behavior.

On September 29th and 30th, 2015, Henrico Police along with State Police and Hanover County Sheriff's Office hosted the AAA I-Drive event at the Richmond International Speedway Complex in Henrico County. I-Drive is a two-day, teen driver safety and education event that hosted high school "Drivers Ed" students from Hanover County. The event has guest speakers and various stations that the students rotate through during the day learning about different aspects and dangers associated with driving. Hundreds of students attend the event over the two days.

This is the welcome presentation for I-Drive that was presented to hundreds of students over two days.

Over the past few years, Henrico County Police has developed a speed reduction program with the assistance of Henrico County Department of Public Works (HCDPW) called the Traffic Calming Program. This program is designed primarily for roads in Henrico County neighborhoods. The way the program works is that we will receive a complaint(s) from citizens about vehicles speeding through their neighborhood. When the complaint is received, we direct our citizens to our internet web page that contains information on speeding as well as a link to HCDPW's traffic calming Solutions webpage. The program has two phases. If it is determined through enforcement efforts that the complaint is legitimate and problematic, then we and HCDPW work together to determine the best plan for the neighborhood. The plan usually results in installing speed humps or physical changes in the roadway and increasing fines in this area for speeding vehicles. This changes driver behavior and creates safer neighborhood streets.

Enforcement

Henrico Police conducts many operations throughout the year to deal with the issue of speeding. **The Police Division conducts many of these operations during periods when traffic volume is high and speeding is more prevalent. The Strategic Highway Safety Plan identifies the months of May through August as the deadliest months for speed related crashes.**

Henrico Police participates in the "Click It Or Ticket" campaigns that take place each May and November. A zero tolerance approach is taken during these campaigns for occupant protection and speeding violations**. Since Virginia does not have a primary seatbelt law, with the exception of minors, officers must observe another violation in order to issue a seatbelt summons. During the 2015 campaigns, Henrico Police issued 1,324 speed summonses and 533 target area summons during these two "Click It Or Ticket" campaigns.**

During the month of April, Henrico and other local jurisdictions have their "Spring Breaks" which creates more traffic on our roadways. **For the sixth consecutive year, Henrico Police has conducted "Operation Spring Fever", an initiative that focuses on speeding, aggressive driving, and occupant protection violations. Henrico police issued a total of 1,190 speeding summons and of those, 176 were issued in target areas.**

Henrico Police developed and has conducted a summer traffic safety initiative that operates from Memorial Day in May through Labor Day in September entitled SPF-100 (Safety Prevents Fatalities 100%). This initiative mirrors the period that the Virginia Strategic Highway Safety Plan identifies as the deadliest months for speed related fatalities. **Last year, during 2015, we conducted our 7th year of SPF-100. During this period Henrico Police issued 3,946 speed summons with 651 of those summonses issued in our target areas.**

Henrico Police also conducts enforcement operations throughout the various holidays to address speeding as well as impaired driving and occupant protection. Through our Public Information Office, social media is used to deliver messages to our citizens to raise awareness and compliance of safe driving. The holidays/events the Police Division focuses on with campaigns/operations are Super Bowl weekend, St. Patrick's Day, Memorial Day, Fourth of July, Labor Day, Halloween and on travel days leading up to Thanksgiving and Christmas. The Traffic Enforcement Unit has "holiday patrols" each Friday and Saturday evening from Thanksgiving through New Year's Eve. These "patrols" are traffic focused. Our Internet web page, Facebook, Twitter, and YouTube are utilized to raise awareness of the dangers and consequences of speeding. **During these holiday enforcement efforts in 2015, Henrico Police issued a total of 871 speed summons with 275 of those in target areas.**

Each September when schools reopen, **Henrico Police focus its efforts during the first two weeks of the school year** to remind the motoring public to be aware of school zones, buses, and students. **The Police Division has conducted Operation Back to School since 2003, conducting highly concentrated school zone speed enforcement during this two week time period.** The week prior to schools reopening, the Henrico Police Traffic Enforcement Unit and the media relations officer

conduct an public information and educational campaign via social media and television (HCTV-17), to remind drivers that schools will be opening , so they need to be cognizant of their speed within school zones. The Traffic Enforcement Unit uses variable message boards that are placed in various school zones to inform drivers of the upcoming school year and to watch their speed. Henrico County has nine high schools, two technical schools, twelve middle schools, and 46 elementary schools. **During Operation Back to School in 2015, Henrico Police issued a total of 156 speeding summonses within that two week school period. Henrico Police stays strongly committed throughout the school year to speed enforcement in our school zones. In 2015 Henrico Police issued a total of 875 speeding summonses within our school zones.**

The SMART Trailer (below right) was deployed 14 times and the StealthStat was deployed 18 times throughout 2015. These pieces of equipment helped tremendously with our enforcement efforts with helping us narrow down times and areas where speeding was prevalent so we could plan operations accordingly.

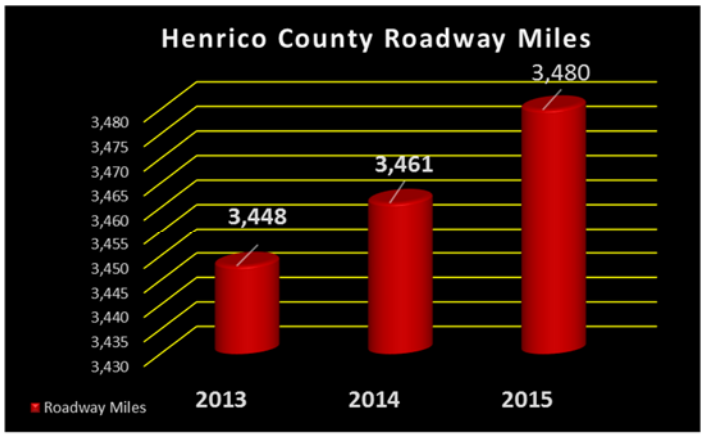
2015 Traffic Enforcement Unit Operations

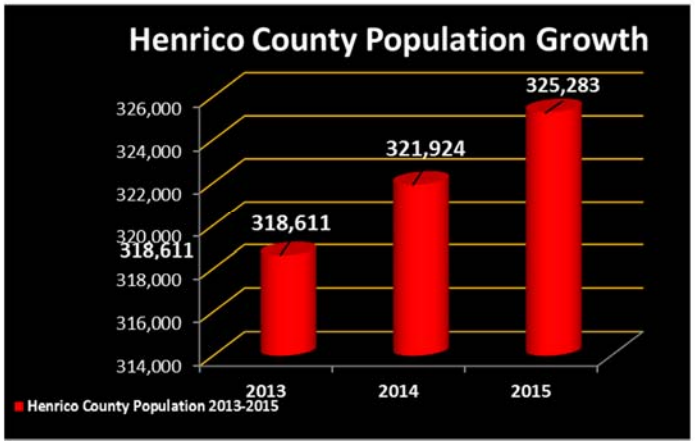
OPERATION	SPEED SUMMONSES	TARGET AREA SUMMONSES
Click It Or Ticket (MAY&NOV)	1,324	533
Spring Fever (APRIL)	1,190	176
SPF-100 (MEMORIAL DAY-LABOR DAY)	3,946	651
Holidays (YEAR ROUND)	871	275
School Zones (SEPT-JUNE)	875	156
TOTALS	**8,206**	**1,791**

Left, a Henrico Officer watches vigilantly for those not following posted speeds in school zones during school hours, which is one of our Traffic Enforcement Unit conducted throughout 2015. Pictured right is the SMART Trailer mentioned above.

Outcomes

Henrico County is located in Central Virginia. It consists of rural and suburban roadways. It has three major interstates that go through the county. They are I-95, I-64, and I-295. Henrico County presently has 3,480 miles of roadway. However, the county continues to grow annually and so do miles of roadways. The County had 3,448 miles of roadways in 2013, which grew to 3,461 miles of roadways by 2014. The county has gained 32 miles of roadway in the past three years to its current 3,480 miles of roadways. Its population has also grown from 318,611 in 2013 to 325,283 in 2015, which equates to more drivers on it roadways.





Henrico Police mirrors Virginia's Highway Safety Plan by expanding its enforcement efforts during the months of May through August. These are the months the Virginia Highway Safety Plan identifies as the deadliest months for speed related crashes. **Over the last three years the Police Division has consistently maintained a low percentage of speed related crashes (two percent). We attribute this low percentage to our year-round speed related enforcement and educational efforts.**

Henrico County saw a decrease in speeding summons over this past three years as documented in the chart on page ten. We attribute this decrease to increased drivers' awareness of speed and compliance to follow posted speed limits, which have resulted from our consistent and increased enforcement. In addition to our enforcement efforts, we also believe we have increased citizen awareness through our consistent public information, social media posts, and education efforts, which may have influenced this decline.

E-tickets accounted for 1,971 summonses the Police Division issued in 2015. It has been proposed to move all Virginia officers to the E-Ticket system. Henrico Police's E-Ticket model will be used throughout the State of Virginia per the Virginia Supreme Court.

The number of speed complaints in the WEST District that we identified as our top priority, was addressed with a number of enforcement efforts throughout the year. Henrico Police issued a total of 15,436 speed summons in 2015. 1,791 summons were issued in target areas (WEST District) during enforcement campaigns. Over 60 percent of the speed summons issued in 2015, were in the WEST district.

Annual Speed Summonses Comparison		
2013	**2014**	**2015**
19,978	17,106	15,436

This chart illustrates the decrease in speeding summonses issued over the last three years in Henrico County.

All 2015 speed related efforts, including raising awareness through social media; television; and speed related operations have helped us reduce speeding and keep our speed related crashes very low (two percent). Chief Douglas Middleton made speed enforcement one of the top priorities for our personnel during 2015.

Bottom left and above, "Meet the Motors" was an event we promoted on social media. **Our motor officers met citizens at a local mall in our target area to raise awareness of and educate citizens on speed enforcement and other traffic safety issues of interest to them**. This event was so successful, we held it twice at this location.

Henrico County Police Division's adherence to the Virginia Highway Safety Plan and the increase in speed related operations during the months of May – August have shown that we have significantly reduced speed related crashes and fatalities. We did not incur a speed related fatality during this time period in 2015.

Finally, to further illustrate its commitment to speed enforcement, Henrico Police annually recognizes top performing officers for their efforts in the area of speed enforcement. The efforts of these officers further prevent injury and fatal crashes, as well as slowing down drivers in general. **The officers pictured below were the top three producers in speed enforcement summons**.

Officer B. L. Jennings
1,059 Speeding Summonses

Officer S. J. Seidlitz
883 Speeding Summonses

Officer W. H. Rollins
673 Speeding Summonses