



2017 VIRGINIA LAW ENFORCEMENT CHALLENGE APPLICATION

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

Click here for a copy of the LEC How-To Guide: <http://bit.ly/2pG1F0j>

Agency (as it would appear on an award): _____

Agency Category: _____

Total Number of Sworn Personnel: _____ Total Number of Uniformed Officers on the Street: _____

Submitter(s) (main point of contact for application): _____

Department: _____

Address: _____ City: _____ State: _____ Zip: _____

Submitter Phone: _____ Submitter Email: _____

Department Head: _____ Email: _____

APPLICATION ATTACHMENTS PACKET

CHECKLIST

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

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

SPECIAL AWARD CONSIDERATIONS

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

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

SUBMISSION DISCLOSURE QUESTIONS

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

1. Total roadway crashes in 2014: _____
2. Total roadway crashes in 2015: _____
3. Total roadway crashes in 2016: _____
4. Total fatal crashes in 2014: _____
5. Total fatal crashes in 2015: _____
6. Total fatal crashes in 2016: _____
7. Total injury crashes in 2014: _____
8. Total injury crashes in 2015: _____
9. Total injury crashes in 2016: _____

IMPAIRED DRIVING

For guidance on completing your Impaired Driving attachments, please refer to page 5 of the How-To Guide:

<http://bit.ly/2pG1F0j>

1. This agency has a written policy making impaired driving enforcement a priority: yes ____ no ____
2. Number of officers who received training in 2016 in impaired driving: _____
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:
yes ____ no ____
4. Number of Impaired Driving Arrests in 2014: _____
5. Number of Impaired Driving Arrests in 2015: _____
6. Number of Impaired Driving Arrests in 2016: _____
7. Total number of fatal and injury crashes related to Impaired Driving in 2016: _____
8. Percentage of fatal and injury crashes related to Impaired Driving in 2016: _____
9. This agency is allowed to conduct Impaired Driving Checkpoints: yes ____ no ____
10. Number of Special Enforcement Efforts in 2016 for Impaired Driving (saturation patrols, checkpoints, etc.): _____
11. Output Statistics: How many DUI citations were issued in target areas?: _____
12. Output Statistics: How many DUI citations were issued during the target times?: _____
13. Output Statistics: How many contacts were made? (total): _____
14. Output Statistics: How many contacts in target areas?: _____

OCCUPANT PROTECTION

For guidance on completing your Occupant Protection attachments, please refer to page 6 of the How-To Guide:

<http://bit.ly/2pG1F0j>

1. This agency has a written policy making safety belt and child passenger safety enforcement a priority:
yes ____ no ____
2. This agency has a written policy requiring officer safety belt use: yes ____ no ____
3. Does your state have a Primary Seat Belt Enforcement Law?: yes ____ no ____
4. Your state's average safety belt use percentage rate in 2016: _____
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016: _____
6. Your jurisdiction's safety belt use percentage rate at the end of 2016: _____
7. Number of officers who received training in 2016 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 2014: _____
10. Number of Seat Belt Citations in 2015: _____
11. Number of Seat Belt Citations in 2016: _____
12. Number of Child Seat Citations in 2014: _____
13. Number of Child Seat Citations in 2015: _____
14. Number of Child Seat Citations in 2016: _____
15. Number of Special Enforcement Efforts in 2016 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): _____
19. Output Statistics: How many contacts were made in target areas?: _____

SPEED AWARENESS

For guidance on completing your Speed Awareness Submission attachments, please refer to page 8 of the How-To

Guide: <http://bit.ly/2pG1F0j>

1. This agency has a written policy making speed enforcement a priority: yes ____ no ____
2. Number of officers who received speed-related training in 2016: _____
3. This agency participates in officer recognition programs for speed detection and apprehension: yes ____ no ____
4. Number of Speeding Citations in 2014: _____
5. Number of Speeding Citations in 2015: _____
6. Number of Speeding Citations in 2016: _____
7. Total number of 2016 fatal and injury crashes related to speed: _____
8. Percentage of 2016 fatal and injury crashes related to speed: _____
9. Number of Special Enforcement Efforts in 2016 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/2pG1F0j>

1. This agency has a written policy making this issue a priority: yes____ no
2. Number of officers who received training related to this issue in 2016: _____
3. This agency participates in officer recognition programs for this issue: yes____ no____
4. Number of citations issued involving this issue in 2014: _____
5. Number of citations issued involving this issue in 2015: _____
6. Number of citations issued involving this issue in 2016: _____
7. Total number of 2016 fatal and injury crashes related to this issue: _____
8. Percentage of 2016 fatal and injury crashes related to this issue: _____
9. Number of Special Enforcement Efforts in 2016 for this issue: _____
10. Output Statistics: How many citations were issued in the target areas?: _____
11. Output Statistics: How many citations were issued during the target times?: _____
12. Output Statistics: How many contacts were made? (total): _____
13. Output Statistics: How many contacts were made in target areas?: _____
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:

IMPAIRED DRIVING

I. Problem Identification

The Bedford Police Department works diligently increase traffic safety and ensure the residence of the Town of Bedford are safe on the roads. The Bedford Police Department continually strives for zero Alcohol Related Injury Crashes and we are happy to report that actions taken have diminished the problem. .

Crash Data	2014	2015	2016
Alcohol Related Fatal Crashes	0	0	0
Percentage of Alcohol related fatalities to Total Fatality crashes	0	0	0
Alcohol Related Injury Crashes	1	0	1
Percentage of Alcohol Related Injury Crashes to Total Injury crashes	7%	0%	5%

The men and women of the Bedford Police Department place an emphasis on education and enforcement to reduce fatalities and injuries. Bedford Police Department utilizes the data from previous months and years in identifying and tracking the severity of a problem. The Police Department puts out a monthly data sheet showing hotspots for crashes and DUI arrests. The Shift supervisor will have directed patrol to these areas. These areas may change or stay the same depending on arrests and crashes during the month. The Town is 9 square miles but we have many major highways entering and exiting the town. (Route 460, Route 221, Route 122, and Route 43) We are also able to direct patrols through grants we receive to combat drivers who consume alcohol and drive.

As with many towns, counties and cities, arrest data and crash data reveals most individuals are detained for driving under the influence between 8PM and 3AM. This is calculated by arrest data and crash data.

II. Policy

The Bedford City Police Department has a written policy addressing Enforcement of Traffic Laws. Directive 4.37 reads:

It is the policy of the Bedford City Police Department to limit the likelihood of vehicle and pedestrian accidents by appropriate enforcement of vehicle motor laws. Traffic enforcement will be provided by all sworn personnel within the police department with specific emphasis on the following traffic violations:

- *Drunk or drugged driving*
- *Speeding*
- *Non-use of safety belts*
- *Non-use or incorrect use of child safety seats*

BEDFORD POLICE DEPARTMENT	
SUBJECT: Traffic Law Enforcement	Directive Number: 4.37
	Effective Date: February 24, 2003
STATE STANDARDS: OPR.07.01 - .04	Review Month: December (rev 12/07)
CALEA STANDARDS:	Chief of Police: J. E. Day
INDEX WORDS: enforcement, stopping, special categories, information, traffic law enforcement, mopeds	

This policy is for departmental use only and shall not apply in any criminal or civil proceedings. The Department policy should not be construed as a creation of a higher legal standard of safety or care in an evidentiary sense with respect to third party claims. Violations of this Directive will be basis for departmental administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. Policy

It is the policy of the Bedford Police Department to limit the likelihood of vehicle and pedestrian accidents by appropriate enforcement of vehicle motor laws. Traffic enforcement will be provided by all sworn personnel within the police department with specific emphasis on the following traffic violations:

- Drunk or drugged driving
- Speeding
- Non-use of safety belts
- Non-use or incorrect use of child safety seats

II. Procedures- General

A. General

1. ALL enforcement actions should be accomplished in a firm, fair, impartial and courteous manner. Traffic laws shall be enforced without regard to race, sex, nationality, location of the operator's residence, or the nature of the vehicle (type, model, whether commercially or privately owned).
2. Before taking enforcement action, officers must consider the circumstances of the law violation and decide on a course of action, which relies on experience, training, and judgement.
3. Officers shall enforce the same laws consistently under similar circumstances.

4.37-1

G. Inspections

Officers may stop any motor vehicle or trailer to inspect its equipment, operation, serial or engine numbers, or any property-carrying motor vehicle or trailer to inspect its contents or load (§ 46.2-103 and -104). These stops shall be used judiciously, reasonably and shall not violate §19.2-59.

H. Persons charged with revoked/suspended operator's license

A Virginia Uniform Summons shall be issued when an officer has stopped a motorist who is driving with a revoked or suspended operator's license (§ 46.2-301). An officer who sees a person driving, who is known to be under suspension or revocation, may swear out a warrant if unable to stop the violator.

I. Speed enforcement

Excessive speed is a major cause of death and injury on national highways. Officers shall uniformly enforce speed laws within the City of Bedford. Procedures for the enforcement of laws applying to speed will vary in accordance with the type of equipment used.

1. Pacing:

The officer shall follow the vehicle being paced at a constant interval for an adequate distance, normally two or more city blocks, to obtain a speedometer reading. Speedometers shall be calibrated at least every six months and the calibrations filed with the clerks of the district and juvenile courts.

2. Radar:

The following guidelines govern the use of radar, which shall be operated in compliance with manufacturer's instructions. All departmental radar units meet current NHTSA standards.

- a. The radar unit must be properly installed in the vehicle and connected to the appropriate power supply.
- b. Operators must thoroughly understand the effective range of the radar unit, so observations can support the speed meter readings.
- c. The operator must choose an appropriate location relative to traffic accident/complaint experience in which speed has been identified as a contributing cause. The location must be conducive to the safe and effective operation of RADAR.
- d. The radar unit shall be calibrated to ensure accuracy in checking speed. The operator must follow the manufacturer's recommended methods of checking

4.37-6

Directive 4.38 Section II Paragraph B further details the Bedford City Police Department's policy regarding persons suspected of being under the influence of drugs or alcohol while operating a motor vehicle. It reads:

Officers shall be alert for suspected DUI offenders. Officers shall use and document standardized roadside sobriety tests. In addition, the portable Alco-sensor, if available, shall be offered to each suspected driver. Officers must carefully document the behavior of the DUI beginning with observations of driving. Once the violator has been stopped, the officer shall note the suspect's appearance, responses to stimuli, speech, and admissions of drinking or drug ingestion

BEDFORD POLICE DEPARTMENT	
SUBJECT: DUI and DUID	Directive Number: 4.38
STATE STANDARDS: OPR.07.03 (a)	Effective Date: February 24, 2003
CALEA STANDARDS:	Review Month: December (rev 2/18/08)
Chief of Police: J. E. Day	
INDEX WORDS: laws, responsibilities, breathalyzer, sobriety test, arrest, blood test, breath analysis, accident, special situations	

This policy is for departmental use only and shall not apply in any criminal or civil proceedings. The Department policy should not be construed as a creation of a higher legal standard of safety or care in an evidentiary sense with respect to third party claims. Violations of this Directive will be basis for departmental administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. Policy

The Department recognizes that subjects, who operate a motor vehicle while impaired due to consumption of alcohol, or by the use of drugs/narcotics, present a serious threat to the safety of themselves and others. It shall be the policy of this Department to protect the community by identifying impaired drivers on the roadway and placing the appropriate charges when justified.

II. Procedures

A. LAWS

It is unlawful for any person to drive or operate any motor vehicle, engine, or train while such person has a blood alcohol concentration of 0.08 percent or more or while such person is under the influence of any narcotic drug or any other self-administered intoxicant or drug of whatsoever nature, or combination of such drugs, to a degree which impairs his ability to drive or operate any motor vehicle, engine or train safely. The term motor vehicle includes pedal bicycles with helper motors (Mopeds), while operated on the public highways (§46.100 as reference by §18.2-268.2 of the Code of Virginia). The following code sections are typically used for DUI/DUID incidents:

1. 18.2-266 – DUI
2. 18.2 – 266.1 – Persons under 21 driving after illegally consuming alcohol (.02-.07)
3. 18.2-267 – Preliminary breath test
4. 18.2-269 – Presumptions from alcohol content of blood
5. 46.2-391.2 – Administrative suspension of license
6. 18.2-268.1 – 18.2-268.12

B. Responsibilities

Officers shall be alert for suspected DUI offenders. Officers shall use and document standardized roadside sobriety tests. In addition, the portable alco-sensor, if available, shall be offered to each suspected driver. Officers must carefully document the behavior of the DUI beginning with observations of driving. Once the violator has been stopped, the officer shall note the suspect's appearance, responses to stimuli, speech, and admissions of alcohol or drug ingestion.

4.38-1

III. Planning

The Bedford Police Department uses several methods of planning for locations and times of events. We have supervisors who have been trained in DDACTS and the Department is implementing Data Driven policing. We continually evaluate the effectiveness of these methods and look for ways to improve analysis. This is the method we use to show our hot spots and direct officers into these areas.

Unified Patrol Plans: Unified Patrol Plans are utilized for direct patrol locations by all platoons of the department. Traffic Crash data, citizens' complaints, and officer input are used to construct the Unified Patrol Plan which is distributed to all platoon supervisors monthly. Results are recorded and then added to the mix when completing the next month's plan.

Accessible Data: We utilize a flat panel display but during part of this year the display was disabled so we have been distributing the hot spot data through emails and paper copies to the shifts. This data is discussed at roll call by the sergeants.

Selective Enforcement: Officers work DMV Alcohol Grant Selective Enforcement patrols during the hours of 8PM and 3AM, which is the highest probability for violation based on historical data.

NHTSA / Traffic Safety Campaigns: The Bedford Police Department works with all of the NHTSA and Drive Smart traffic safety campaigns in an effort to reduce crashes and injuries by educating drivers of all ages. We place emphasis on traffic safety programs that educate the drivers of the dangers of speed, alcohol and occupant protection. We are involved in the 460 Blitz, Click it or Ticket, and Drive Sober or Get Pulled over.

IV. Training

The Bedford Police Department values the importance of on-going training of officers. We have faced challenges over the past few years of turn over and our senior officers moving to more lucrative opportunities. This challenge has placed us in a situation in which the majority of our officers which includes some of our sergeants are at or below 5 years of experience. All of our officers who graduate from the police academy are trained in the use of Standardized Field Sobriety Testing. All officers in the department participated in training regarding the new laws. Each patrol officer received roll call training in regards to Impaired Driving. In addition patrol officers participated in peer to peer training during shift. The Field Training Program addressed Impaired Driving issues with new officers, with an added benefit of refreshing the information for senior shift officers.

V. Public Information and Education

The Bedford Police Department recognizes the importance of giving the public information and educating the public on vehicle safety. The Bedford Police Department works on improving and constantly educating the public to include teens and adults. During 2016 the Bedford Police Department organized and participated in events and opportunities to educate and inform the public of traffic safety.

We are very proud of our “golf cart” program in reaching the teen driver. A Golf Cart is used as a Simulator for driving under the influence. Teens love driving the course “Unimpaired” then a second lap “Impaired” using the impairment goggles. We also utilize a walk and turn line with the Impairment Goggles, providing hands on experience to the youth of the dangers of drinking and driving as well as just walking. The Bedford Police Department collaborates with the Bedford County Sheriff’s office to train new drivers

attending high school and driver education in the dangers of driving under the influence through the use of the Golf cart or the impaired driving simulator.

The Golf cart program is also used during a Camp we provide for free to children ages 9 to 14 years old. We use this to train about 150 children on the dangers of impaired driving so they can return home and discuss the dangers with their parents.

The Bedford Police Department utilizes the media and social media to educate. The Police Department facebook page is used to educate citizens of the dangers of impaired driving especially during National and State awareness Campaigns. and random blasts encourage drivers to safe by having a designated driver. We hand out Smart Safe and Sober materials and the like, at events throughout the community.

We believe that as we educate the public and the youth of our community we will be providing a safer community to operate vehicles on the road.

VI. Enforcement

During 2016 the Bedford Police Department arrested a total of 39 offenders driving under the Influence. All 39 arrests were made during the target times of 8PM to 3AM. The officers working patrol are able to work concentrated efforts in the areas that are “hot spots” and stop drivers who are operating vehicles impaired but also deter others from their actions.

Selective enforcement patrols for alcohol violations, funded through DMV grant, concentrated on traffic enforcement with targeted locations driven by previous data.

Enforcement was conducted using Operator License checks and DUI Check points. These checkpoints were held with in the town limits and in other jurisdictions with established mutual aid agreements. The officers attended checkpoints throughout the region so we could cooperate and encourage citizens to operate their vehicle in a safe manner.

VII. Outcomes

We believe our 2016 Impaired Driving Programs were very successful. Continued decrease in Impaired Driving Arrests with equal enforcement. In addition during 2016 there was only 1 injury related to impaired driving and no fatalities.

Impaired Driving Arrests 2014	50
Impaired Driving Arrests 2015	35
Impaired Driving Arrests 2016	35

Chief Foreman and the men and women of the Bedford Police Department are proud of our efforts to reduce crashes injuries and impaired driving and we are looking forward to the difficult challenges in 2017 and continued excellent results.

OCCUPANT PROTECTION

I. Problem

The Bedford Police Department works diligently to increase occupant protection and ensure the citizens of Bedford are safe on the roadways. We are happy to report that in 2016 we again repeated our numbers of Zero unrestrained related crash fatalities but we had one injury with an unrestrained driver.

Crash Data	2014	2015	2016
Unrestrained Related Fatalities	0	0	0
Percentage of Unrestrained fatalities to Total Fatalities	0%	0%	0%
Unrestrained Related Injuries	0	0	1
Percentage of Unrestrained Injuries to Total Injuries	0%	0%	6%

During 2016 we conducted seatbelt surveys and our usage was high. Traditionally the usage rates are high within the town. In fact in during 2015 we received recognition for having the highest seat belt usage through “Click It or Tickit”. This year we ended with a 91 percentile usage rate when we had a member of our civilian staff conduct a survey. We began the year with an 88% usage rate with the survey conducted by a civilian so we improved though out the year. We are proud that the citizens of the town wear their seatbelts but our officers have issued citations to those that are stopped not wearing the seatbelt.

II. Policy

Safety Belt Enforcement

Research clearly indicates that the use of safety belts has significant effect in reducing the number of deaths and the severity of injuries resulting from traffic crashes. Strong evidence also indicates that the level of public compliance with a law of this nature has a direct relationship to the number of persons who will survive a serious traffic crash. Therefore, enforcement is considered essential in achieving citizen compliance.

1. Each officer will insure that at every traffic enforcement contact, the use of safety restraints is addressed, to include positive reinforcement if proper use of the safety restraint is observed. ALL vehicle occupants should be checked for compliance.
2. When safety restraints are not being used correctly, officers should provide the appropriate educational information to encourage their proper use.
3. If the non-use or intentional misuse of safety restraints is noted, the appropriate enforcement action should be taken

M. Safety Belt Enforcement

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2. When safety restraints are not being used correctly, officers should provide the appropriate educational information to encourage their proper use.
3. If the non-use or intentional misuse of safety restraints is noted, the appropriate enforcement action should be taken.
4. To achieve the overall goal of reducing injuries and deaths in motor vehicle crashes the department should set an objective of at least 82% occupant protection compliance by the motoring public.

IV. Special Traffic Problems

A. Identification and referral of drivers recommended for reexamination to the Department of Motor Vehicles (DMV)

1. During routine traffic law enforcement activities, officers frequently encounter persons whom they suspect of being incompetent, physically or mentally disabled, or having other conditions that might prevent the person from exercising reasonable and ordinary care in operating a motor vehicle. In all such cases, in addition to whatever enforcement he or she may take, the officer shall notify DMV of these findings or suspicions, giving the violator's full name, date of birth, operator license number, and a brief description of the disability noted.
2. A driver deficiency report may be used for this purpose.

B. Pedestrian and bicycle safety

1. The Chief of Police shall review traffic accident records, at least annually, to determine what enforcement actions are needed to provide a proactive pedestrian/bicycle safety enforcement program. The Chief may recommend enforcement measures including steps to:
 - a. Reduce or eliminate human environmental factors leading to accidents.

The Bedford City Police Department has a written policy instructing all employees to wear the seat belt when operating a vehicle while on duty and encourages seat belt use by officers while off duty as well. Directive 4.06 Paragraph VI reads

III. Planning

The Bedford Police Department uses several methods of planning for locations and times of events. Some supervisors and staff have been trained in DDACTS and the Department is implementing Data Driven policing. We continually evaluate the effectiveness of these methods and look for ways to improve analysis.

Unified Patrol Plans: Unified Patrol Plans are utilized for direct patrol locations by all platoons of the department. Traffic Crash data, citizens' complaints, and officer input are used to construct the Unified Patrol Plan which is distributed to all platoon supervisors monthly. Sergeants collect hot spot data for crashes and tickets and report this to the staff at the shift briefing. The monthly plan is provided in paper format and through email.

The data is placed on a flat panel display in the officers briefing room. During 2016 this display was out of service for part of the year so we have used the email system and paper copies to continue to make the officers aware of the hotspots.

We have not received grants for selective enforcement related to occupant protection but we still concentrate officers looking for offenders during the early morning hours and early evening hours when people are traveling to and from work. Our DATA has shown that this is the time people violate the seatbelt laws and have crashes without restraints.

NHTSA / Traffic Safety Campaigns: The Bedford Police Department works with all of the NHTSA and Drive Smart traffic safety campaigns in an effort to reduce crashes and injuries by educating drivers of all ages. We place emphasis on traffic safety programs that educate the drivers of the dangers of speed, alcohol and occupant protection. We are involved in the 460 Blitz, Click it or Ticket, and Drive Sober or Get Pulled over. Click it or ticket and Buckle up Bedford have been campaigns we have been involved in. During 2016 we worked the Bedford County Sheriff's Office with the Bedford Buckle Up. The Sheriff's Office provided signs such as the click it or ticket yard signs. As of today these signs are still placed throughout the entrances to town and within the town.

IV. Training of Officers

The Bedford Police Department values the importance of on-going training of officers. Three officers received specialized training in Occupant Protections. All officers in the department participated in training regarding the new laws. Each patrol officer received roll call training in regards to Occupant Protection. We currently have one officer trained in Child Safety Seat installation. This has been a challenge with the turn over in the staff over the past few years. We have a Goal of training 5 or more officers in Child Safety Seat installation this year, 2017.

V. Public Information and Education

The Bedford Police Department recognizes the importance of giving the public information and educating the public on vehicle safety. The Bedford Police Department works on improving and constantly educating the public to include teens and adults. During 2016 the Bedford Police Department organized and participated in events and opportunities to educate and inform the public of traffic safety. The Bedford Police Department has a “airbag sled” the air bag sled is used during different events to educate the adults, tens and children on the importance of wearing your seatbelt. The sled provides education on the impact of the air bag and importance of the use of the seatbelt as a restraint.

The Bedford Police Department utilizes the media and social media to educate. Campaigns and random blasts encourage wearing seatbelts. We hand out Smart Safe and Sober materials and the like, at events throughout the community.

The Department provided education and child safety seat checks at our “Safety Day” during a large event in the community called “Centerfest” which is held every year in September. The department is a fit station through he health department so we take the education on the proper installation and correct seat seriously and it is important to the Department.

VI. Enforcement

Officers of Bedford Police Department educate drivers on seat belt usage on a daily bases. We participate in the Click It or Ticket Campaign as well. During 2016 officers wrote a total of 102 Seat Belt Citations and 7 Child Seat Citations. We do not track “warnings”. We increased our enforcement by about 50% in both areas from 2015. The young officers we have understand the importance of enforcement and education in these areas.

VII. Outcomes

The Bedford Police Department had 1 injury in 2016 related to being un restrained. We have set our goal to no injuries or fatalities related to being unrestrained in 2017. These injuries and deaths are preventable through education and enforcement.

SPEED AWARENESS

I. Problem

Bedford Police Department works diligently to keep the percentage of Speed Related Injury Crashes below 10%. This year we had 4 crashes related to speed with in the town. The town as stated previously has 4 major road traveling through. One of the roads is route 460. This is a major road that is used for people to travel east and west within the state. This road is heavily patrolled by officers because the speed varies between 50 and 60 with in parts of town.

Crash Data	CY 2014	CY 2015	CY 2016
Speed Related Fatal Crashes	0	0	0
Percentage of Speed Related fatalities to Total Fatality Crashes	0%	0%	0%
Speed Related Injury Crashes	0	0	4
Percentage of Speed Related Injury Crashes to Total Injury crashes	0%	0%	5%

II. Policy

The Bedford Police Department has a written policy addressing Enforcement of Traffic Laws. **Directive 4.37** reads:

It is the policy of the Bedford City Police Department to limit the likelihood of vehicle and pedestrian accidents by appropriate enforcement of vehicle motor laws. Traffic enforcement will be provided by all sworn personnel within the police department with specific emphasis on the following traffic violations:

- *Drunk or drugged driving*
- *Speeding*
- *Non-use of safety belts*
-

BEDFORD POLICE DEPARTMENT

SUBJECT: Traffic Law Enforcement	Directive Number: 4.37
	Effective Date: February 24, 2003
STATE STANDARDS: OPR.07.01 - .04	Review Month: December (rev 12/07)
CALEA STANDARDS:	Chief of Police: J. E. Day

INDEX WORDS: enforcement, stopping, special categories, information, traffic law enforcement, mopeds

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II. Procedures- General

A. General

1. ALL enforcement actions should be accomplished in a firm, fair, impartial and courteous manner. Traffic laws shall be enforced without regard to race, sex, nationality, location of the operator's residence, or the nature of the vehicle (type, model, whether commercially or privately owned).
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H. Persons charged with revoked/suspended operator's license

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1. Pacing:

The officer shall follow the vehicle being paced at a constant interval for an adequate distance, normally two or more city blocks, to obtain a speedometer reading. Speedometers shall be calibrated at least every six months and the calibrations filed with the clerks of the district and juvenile courts.

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4.37-6

- *Non-use or incorrect use of child safety seats*

Each of the below items is further explained with the **Directive 4.37 – Section 3**. Below are subparagraphs of the policy section that provide more explanation of the items listed above:

I. Speed enforcement

Excessive speed is a major cause of death and injury on national highways. Officers shall uniformly enforce speed laws within the City of Bedford. Procedures for the enforcement of laws applying to speed will vary in accordance with the type of equipment used

III. Planning

The Bedford Police Department uses several methods of planning for locations and times of events. Supervisors and members of the department have been trained in DDACTS and the Department is implementing Data Driven policing. We continually evaluate the effectiveness of these methods and look for ways to improve analysis. The department uses hot spots to determine areas in which we need more patrol. These areas have more crashes and crimes. The police department uses directed patrol through methods such as a unified patrol plan and data being distributed.

Unified Patrol Plans: Unified Patrol Plans are utilized for direct patrol locations by all platoons of the department. Traffic Crash data, citizens' complaints, and officer input are used to construct the Unified Patrol Plan which is distributed to all platoon supervisors monthly. Sergeants work together and this plan is distributed and provided to the officers at briefing. The plans are updated on a monthly basis.

Accessible Data: During 2016 a flat panel display, located in the line-up room, briefs officers round the clock with hotspot mapping of traffic incident, larceny, and DUI information. This method has been out of service for during part of 2016 so we have implemented methods such as email and paper copies being provided to officers and sergeants. These copies have the hotspots and location in which the officers need to provide extra patrol when available. Officers use this information when spending discretionary during their patrol shift.

Selective Enforcement: Officers work Saturation Patrol and Selective Enforcement Patrol DMV Speed Grant Selective Enforcement patrols Monday through Friday, between 1200 hrs. to 1900 hrs. This is the highest probability for violation based on historical data.

NHTSA / Traffic Safety Campaigns: The Bedford Police Department works with all of the NHTSA and Drive Smart traffic safety campaigns in an effort to reduce crashes and injuries by educating drivers of all ages. We place emphasis on traffic safety programs that educate the drivers of the dangers of speed, alcohol and occupant protection. We are involved in the 460 Blitz, Click it or Ticket, and Drive Sober or Get Pulled over.

IV. Training

The Bedford Police Department values the importance of on-going training of officers. All officers in the department participated in training regarding the new laws. Each patrol officer received roll call training in various areas of speed enforcement. In addition patrol officers participated in peer to peer training during shift. The Field Training Program addressed Speed Enforcement with new officers, with an added benefit of refreshing the information for senior shift officers. We have one sergeant during 2016 who was trained as a radar instructor and a Lidar instructor. This officer was able to provide the proper training to officers to ensure equipment is being used properly and they are aware of issues related to driving and violating speed laws.

V. Public Information and Education

The Bedford Police Department recognizes the importance of giving the public information and educating the public on vehicle safety. The Bedford Police Department works on

improving and constantly educating the public to include teens and adults. During 2016 the Bedford Police Department organized and participated in events and opportunities to educate and inform the public of traffic safety. The Bedford Police Department has a facebook page and website which provide educational materials to adults, teens and children about traffic safety. Education is of utmost importance as we reduce speed related crashes, fatalities and injuries.

The Bedford Police Department utilizes the media and social media to educate. Campaigns and random blasts encourage drivers to safe by having a designated driver. We hand out Smart Safe and Sober materials and the like, at events throughout the community

We also use special events throughout the year to provide education to teens and children.

VI. Enforcement

During 2016 the Bedford Police Department issued 492 citations for speeding. This is an increase of 48% from previous year. The officers are working hard through enforcement to educate drivers on the dangers of speed and have them slow down and drive safely. Additional enforcement was conducted using Operator License checks and DUI Check points. These checkpoints were held with in the town limits and in other jurisdictions with established mutual aid agreements.

VII. Outcomes

Bedford Police Department continues to place an emphasis on education. Our patrols remain strong so we attribute the lower number to education. The low number of crashes related to speed and low number of injuries are positive. We are still striving for no injuries and not crashes related to speed. During 2017 will continue to work to meet these goals though selective enforcement and directed patrols. It is important to all members of the department that we keep are citizens safe on the roads of the Town and the Commonwealth.

The Department will continue training officers as we increase our staffing and work with the younger staff. As mentioned we have a patrol staff which averages less than 5 years of service. Our youngest sergeant has recently just reached his 5 year mark with working in Law Enforcement.

STATE/LOCAL ISSUE

I. Problem

The Bedford Police department is aware of the problems of Impaired driving, distracted driving and pedestrian safety for teens in the community. During 2014 a teen driver struck a pedestrian which was elderly and that person was the one fatality accident for the year. During 2012 we had two children together struck by a vehicle during Halloween. In 2009 we had a fatality of a young person who was texting and driving who ran into the wrong lane of traffic. In 2014 we had a person driving impaired strike a patrol vehicle head on because they were driving on the wrong side of the road. These are all incidents that occurred within the town limits but they are all problems related to the drivers in the Commonwealth. These are problems we began to work to educate and take actions to reduce.

II. Policy

The Bedford Police Department has a written policy addressing Enforcement of Traffic Laws. **Directive 4.37** reads:

It is the policy of the Bedford Police Department to limit the likelihood of vehicle and pedestrian accidents by appropriate enforcement of vehicle motor laws. Traffic enforcement will be provided by all sworn personnel within the police department with specific emphasis on the following traffic violations:

- *Drunk or drugged driving*
- *Speeding*
- *Non-use of safety belts*

BEDFORD POLICE DEPARTMENT

SUBJECT: Traffic Law Enforcement	Directive Number: 4.37
	Effective Date: February 24, 2003
STATE STANDARDS: OPR.07.01 - .04	Review Month: December (rev 12/07)
CALEA STANDARDS:	Chief of Police: J. E. Day

INDEX WORDS: enforcement, stopping, special categories, information, traffic law enforcement, mopeds

This policy is for departmental use only and shall not apply in any criminal or civil proceedings. The Department policy should not be construed as a creation of a higher legal standard of safety or care in an evidentiary sense with respect to third party claims. Violations of this Directive will be basis for departmental administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. Policy

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- Drunk or drugged driving
- Speeding
- Non-use of safety belts
- Non-use or incorrect use of child safety seats

II. Procedures- General

A. General

1. ALL enforcement actions should be accomplished in a firm, fair, impartial and courteous manner. Traffic laws shall be enforced without regard to race, sex, nationality, location of the operator's residence, or the nature of the vehicle (type, model, whether commercially or privately owned).
2. Before taking enforcement action, officers must consider the circumstances of the law violation and decide on a course of action, which relies on experience, training, and judgement.
3. Officers shall enforce the same laws consistently under similar circumstances.

4.37-1

G. Inspections

Officers may stop any motor vehicle or trailer to inspect its equipment, operation, serial or engine numbers, or any property-carrying motor vehicle or trailer to inspect its contents or load (§ 46.2-103 and -104). These stops shall be used judiciously, reasonably and shall not violate §19.2-59.

H. Persons charged with revoked/suspended operator's license

A Virginia Uniform Summons shall be issued when an officer has stopped a motorist who is driving with a revoked or suspended operator's license (§ 46.2-301). An officer who sees a person driving, who is known to be under suspension or revocation, may swear out a warrant if unable to stop the violator.

I. Speed enforcement

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The officer shall follow the vehicle being paced at a constant interval for an adequate distance, normally two or more city blocks, to obtain a speedometer reading. Speedometers shall be calibrated at least every six months and the calibrations filed with the clerks of the district and juvenile courts.

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Each of the below items is further explained with the **Directive 4.37 – Section 3**. Below are subparagraphs of the policy section that provide more explanation of the items listed above:

III. Planning

The Bedford Police Department is aware of these issues so we began many years ago working in collaboration with other departments to train officers in educating our teens and citizens in the hazards of impaired driving and distracted driving.

We started a bike patrol within the police department in 2007 and have used this every year to work on improving pedestrian safety by being out during events in which the pedestrian traffic is heavy and working to keep people safe by alerting drivers and pedestrians of the congestion.

IV. Training

The Bedford Police Department is continually training officers in the use of the Golf Cart or the impaired driving/distracted driving simulator. We have annual training on the use of this vehicle.

We are training officers in bike patrol with our IPMBA certified instructor. Lt. Walker teaches at least one class annually. During these classes we teach and retrain officers in bicycle safety so they can educate teens and children to keep them safe of our streets,

We understand the importance of our officers being able to speak in public and educate citizens about the dangers so we can keep all of our citizens safe and meet our mission of ensuring all of our citizens have a good quality of life and we are treating them all with respect.

V. Public Information and Education

The Bedford Police Department recognizes the importance of giving the public information and educating the public on vehicle safety. We currently use our facebook page and website to provide educational tips about traffic safety and pedestrian safety to the adults and children in our community. We have worked hard to send information through these methods so people are aware of special events and activities.

We have many activities in which we provide education throughout the year. We have cop Camp in the summer in which we educate over 150 children about traffic safety distracted driving with the simulator. We also have our airbag sled at the camp discussing the use of seatbelts. We have a department who assists us in bringing segways and talking about how they are used by police but also how the children should be paying attention when on the street.

We also provide education in cooperation with our local hospital when they have a camp for about 40 children. We provide education with the impaired driving/distracted driving simulator. We take the time to have the children drive the cart and learn the dangers of both of these activities. We discuss the dangers to a pedestrian when someone is either driving impaired or distracted.

We have a safety day during “Centerfest” a local street festival that brings thousands of people to the streets of Bedford. We have booths set up and educational materials discussing the dangers of distracted driving, impaired driving and pedestrian safety. We work hard to provide a safe environment where the streets are closed and the bike officers patrol ensuring vehicles don’t enter unauthorized areas.

We work at Halloween providing glow sticks for the children so they will be seen as they walk on the streets of Bedford. Children come to the police station the week of Halloween, some with their parents and some come with the daycare centers they attend. The night of

Halloween the town has about 4000 children and adults enter to a main street, Longwood Ave, in Bedford. The streets are full and people have music and haunted houses. The bike patrol officers are on the street ensuring the safety of the children. We partner with VDOT to have signs out on the streets telling drivers that the streets are congested with pedestrians. We continue to give out glow sticks during the evening to ensure that all of the children stay safe.

VI. Enforcement

During 2016 the Bedford Police Department did not issue any citations for pedestrian violations or texting while driving. Officers on patrol gave warnings and watched for the safety of people on the street. We hope through our educational efforts that we do not have to charge individuals but they will comply with the laws to ensure we do not have injuries or fatalities with in the commonwealth or the Town.

VII. Outcomes

The Bedford Police Department has worked diligently to educate teens and adults alike about impaired driving, distracted driving and pedestrian safety. We did not have any injuries to pedestrians in 2016 and with all of the children on the streets during Halloween and Centerfest that is a success. We also had the children who walk home from many of our schools in which we consider a success when no children are injured walking and crossing the streets. The challenges still come with impaired and distracted driving as we continue to work to educate children who will educate adults about the dangers.