



2017 VIRGINIA LAW ENFORCEMENT CHALLENGE APPLICATION

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

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

Agency (as it would appear on an award): Hanover County Sheriffs Office
 Agency Category: Sheriff
 Total Number of Sworn Personnel: 215 Total Number of Uniformed Officers on the Street: 156
 Submitter(s) (main point of contact for application): Sgt. Richard R. Doran
 Department: Patrol Division
 Address: 7522 County Complex Rd. City: Hanover State: Va. Zip: 23069
 Submitter Phone: 804 830-1788 Submitter Email: rrdoran@hanovercounty.gov
 Department Head: Colonel David R. Hines Email: drhines@hanovercounty.gov

APPLICATION ATTACHMENTS PACKET

CHECKLIST

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

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

SPECIAL AWARD CONSIDERATIONS

Impaired Driving*	<u> X </u>
Occupant Protection*	<u> X </u>
Speed Awareness*	<u> X </u>
Bike/Pedestrian Safety	<u> </u>
Commercial Motor Vehicle Safety	<u> </u>
Distracted Driving	<u> </u>
Motorcycle Safety	<u> </u>
Technology	<u> </u>
Traffic Incident Management	<u> </u>
State/Local Issue is Special Award Consideration**	<u> </u>
yes	<u> nX </u>
If yes, which one?	<u> </u>

**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: 1266
2. Total roadway crashes in 2015: 1379
3. Total roadway crashes in 2016: 1423
4. Total fatal crashes in 2014: 13
5. Total fatal crashes in 2015: 11
6. Total fatal crashes in 2016: 8
7. Total injury crashes in 2014: 414
8. Total injury crashes in 2015: 524
9. Total injury crashes in 2016: 436

IMPAIRED DRIVING

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

<http://bit.ly/22aMcCW>

1. This agency has a written policy making impaired driving enforcement a priority: yes no
2. Number of officers who received training in 2016 in impaired driving: 16
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:
yes no
4. Number of Impaired Driving Arrests in 2014: 385
5. Number of Impaired Driving Arrests in 2015: 233
6. Number of Impaired Driving Arrests in 2016: 230
7. Total number of fatal and injury crashes related to Impaired Driving in 2016: 41
8. Percentage of fatal and injury crashes related to Impaired Driving in 2016: 70%
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.): 146
11. Output Statistics: How many DUI citations were issued in target areas?: 23
12. Output Statistics: How many DUI citations were issued during the target times?: 23
13. Output Statistics: How many contacts were made? (total): 3360
14. Output Statistics: How many contacts in target areas?: 3360

OCCUPANT PROTECTION

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

<http://bit.ly/22aMcCW>

1. This agency has a written policy making safety belt and child passenger safety enforcement a priority:
yes no
2. This agency has a written policy requiring officer safety belt use: yes no
3. Does your state have a Primary Seat Belt Enforcement Law?: yes no
4. Your state's average safety belt use percentage rate in 2016: 87.5 _____
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016: 93% _____
6. Your jurisdiction's safety belt use percentage rate at the end of 2016: 92% _____
7. Number of officers who received training in 2016 in occupant protection: 16 _____
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: 255 _____
10. Number of Seat Belt Citations in 2015: 312 _____
11. Number of Seat Belt Citations in 2016: 203 _____
12. Number of Child Seat Citations in 2014: 114 _____
13. Number of Child Seat Citations in 2015: 119 _____
14. Number of Child Seat Citations in 2016: 126 _____
15. Number of Special Enforcement Efforts in 2016 for Occupant Protection: 62 _____
16. Output Statistics: How many citations were issued in target areas?: 203 _____
17. Output Statistics: How many citations were issued during the target times?: 203 _____
18. Output Statistics: How many contacts were made? (total): 290 _____
19. Output Statistics: How many contacts were made in target areas?: 290 _____

SPEED AWARENESS

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

Guide: <http://bit.ly/22aMcCW>

1. This agency has a written policy making speed enforcement a priority: yes no
2. Number of officers who received speed-related training in 2016: 183 _____
3. This agency participates in officer recognition programs for speed detection and apprehension: yes _____
no
4. Number of Speeding Citations in 2014: 1373 _____
5. Number of Speeding Citations in 2015: 1115 _____
6. Number of Speeding Citations in 2016: 1205 _____
7. Total number of 2016 fatal and injury crashes related to speed: 3 _____
8. Percentage of 2016 fatal and injury crashes related to speed: .24% _____
9. Number of Special Enforcement Efforts in 2016 for Speed: 99 _____
10. Output Statistics: How many citations were issued in target areas?: 62 _____
11. Output Statistics: How many citations were issued during the target times?: 62 _____
12. Output Statistics: How many contacts were made? (total): 202 _____
13. Output Statistics: How many contacts were made in target areas?: 202 _____

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 X
2. Number of officers who received training related to this issue in 2016: 156
3. This agency participates in officer recognition programs for this issue: yes _____ no X
4. Number of citations issued involving this issue in 2014: N/A
5. Number of citations issued involving this issue in 2015: 20
6. Number of citations issued involving this issue in 2016: 27
7. Total number of 2016 fatal and injury crashes related to this issue: 44
8. Percentage of 2016 fatal and injury crashes related to this issue: 48%
9. Number of Special Enforcement Efforts in 2016 for this issue: 40
10. Output Statistics: How many citations were issued in the target areas?: 15
11. Output Statistics: How many citations were issued during the target times?: 15
12. Output Statistics: How many contacts were made? (total): 32
13. Output Statistics: How many contacts were made in target areas?: 32
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:
38



Impaired Driving



Problem Identification

The Hanover County Sheriff's Office understands that Impaired Driving is a very serious problem in today's society that can cause economic and life altering affects. Each year, the Traffic Safety Unit tracks and evaluates county-wide crash data to determine the locations of alcohol related crashes. The Officer-in-Charge of the Traffic Safety Unit publishes an annual review of crash data to determine the areas with the highest concentration of alcohol related crashes. The crash data indicates the time and days of the week most appropriate for enforcement counter measures such as DUI patrols and sobriety checkpoints.

Policy

The Hanover County Sheriff's Office Traffic Law Enforcement AO 62-1 policy is attached for review. AO 62-1 encompasses the entirety of the Hanover County Sheriff's Office traffic law enforcement policy. The attached portion of AO 62-1 has been reduced to the applicable sections for Impaired Driving.



Impaired Driving

Planning

Virginia's Strategic Safety Highway Plan calls for emphasis in the following areas pertaining to Impaired Driving:

1. Identify and promote initiatives to prevent impaired driving
2. Strengthen DUI/DUID enforcement programs
3. Conduct education and training on impaired driving
4. Develop and implement programs to reduce underage drinking and driving
5. Develop and implement programs to reduce recidivism

The Hanover County Sheriff's Office has developed a plan to address the impaired driving points of emphasis. The plan coordinated our local educational efforts with national impaired driving campaigns. These educational efforts were joined by targeted impaired driving patrols and sobriety checkpoints during the time periods Hanover County experiences higher impaired driving motorists. Below is an excerpt from the Traffic Safety Unit's memo to the Captain of Uniform Operations pertaining to the impaired driving operational plan of the Hanover County Sheriff's Office:

“Following are the proposed 2016 - 2017 Traffic Safety Initiatives for the Sheriff's Office. The dates were obtained from the National Highway Traffic Safety Administration and previous years' traffic safety initiatives. This is a DMV Grant funded activity. The DMV calendar year will begin in October 2016 and run through September 2017.

October 2016

- National Teen Driver Safety Week)
- DUI Checkpoint - Friday October 14
(Buzzed Driving is Drunk Driving Halloween Campaign)
- DUI Patrols - Monday October 31”



Impaired Driving



Training

The Hanover County Sheriff's Office trained 16 officers in initial Standardized Field Sobriety Tests in 2016. These 16 officers received their training as part of their basic law enforcement academy training.

Public Information and Education

In 2016, the Hanover County Sheriff's Office utilized press releases and social media to distribute public information pertaining to impaired driving. On March 15, 2016 a press release titled "Hanover County Sobriety Checkpoints Scheduled for November & December" was released. Social media announcements were also made on the Fourth of July and New Year's Eve to coincide with the "buzzed driving is drunk driving" campaign.



Impaired Driving



Public Information and Education

In addition to press releases and social media campaigns, the Hanover County Sheriff's Office continued its outreach to the public through educational programs. In 2016, the Hanover County Sheriff's Office hosted its annual Citizens Police Academy. During this 10-week program, topics are taught in DUI enforcement and general traffic law. During the DUI phase, students are shown DUI arrest procedures from start to finish. Also in 2016, the Hanover County Sheriff's Office continued its Explorer Program. This year-round program allows interested youth to learn about the functions of law enforcement. They receive instruction in the areas of occupant protection, speed enforcement, and DUI detection.

On February 4, 2016 the Hanover County Sheriff's Office also participated in "Operation Sticker Shock." This program is a youth led prevention program that targets persons 21 years of age or older who might illegally purchase alcohol for underage persons. Local youth place stickers on alcoholic beverages within stores. The stickers remind buyers of the consequences of providing minors with alcohol. This program represents a partnership between youth, licensed establishments, concerned parents and community members, prevention professionals, and law enforcement personnel.

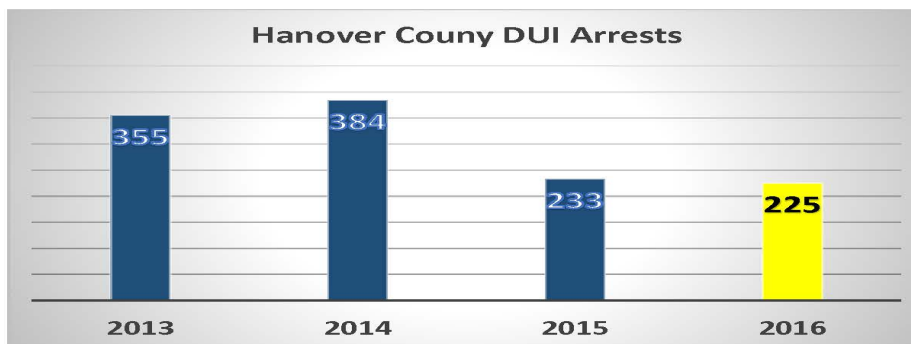


Enforcement

Impaired Driving



In 2016, the Hanover County Sheriff's Office conducted **199** special enforcement efforts including **141** DUI patrols, **55** "Click it Or Ticket Patrols", and **3** sobriety checkpoints. The 144 DUI and sobriety checkpoints totaled **1,436** enforcement hours. These efforts created **3,360** contacts resulting in **23** Impaired Driving arrests. An additional **102** impaired driving arrests were made during routine patrol hours. In total, the Hanover County Sheriff's Office totaled **225** impaired driving arrests in 2016.





Impaired Driving

Enforcement



2016 TRAFFIC SAFETY INITIATIVES



<u>DATE</u>	<u>CAMPAIGN</u>	<u>ACTIVITY</u>	<u>DUI ARRESTS</u>	<u>ARRESTS</u>	<u>SUMMONS</u>
January Patrols	Don't Let Fans Drive Drunk	DUI Patrols - 24	2	10	43
February Patrols	Don't Let Fans Drive Drunk	DUI Patrols - 4	0	3	16
3/12/2016	St. Patrick's Day	DUI Patrols - 8	2	4	16
3/18/2016	St. Patrick's Day	Checkpoint	0	3	73
April Patrols	None	DUI Patrols - 10	1	3	23
May Patrols	Memorial Day Holiday	DUI Patrols - 3	0	0	10
May CIOT	Click It or Ticket	CIOT Patrols - 27	1	5	152
June Patrols	None	DUI Patrols - 3	0	0	9
July Patrols	July 4 Holiday	DUI Patrols -16	3	10	37
August Patrols	None	DUI Patrols - 20	2	0	45
September Patrols	Drive Sober or Get Pulled Over	DUI Patrols - 23	6	6	53
October Patrols	Halloween Impaired	DUI Patrols - 8	0	1	25
November Patrols	Holiday Impaired	DUI Patrols - 8	2	5	19
November CIOT	Click It or Ticket	CIOT Patrols - 28	0	7	151
12/2/2016	Smart Safe and Sober	Checkpoint	0	8	32
12/16/2016	Smart Safe and Sober	Checkpoint	2	27	21
December Patrols	Smart Safe and Sober	DUI Patrols -14	2	10	47
Totals		141 DUI Patrols 3 Checkpoints 55 CIOT Patrols	23	102	772



Impaired Driving



Outcomes

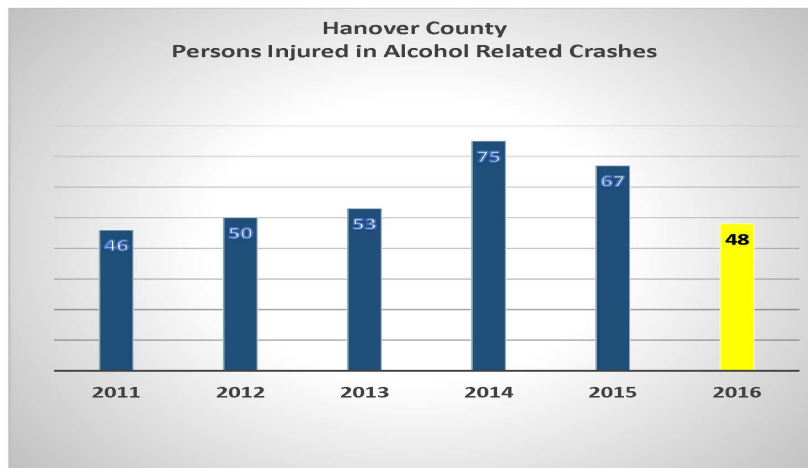
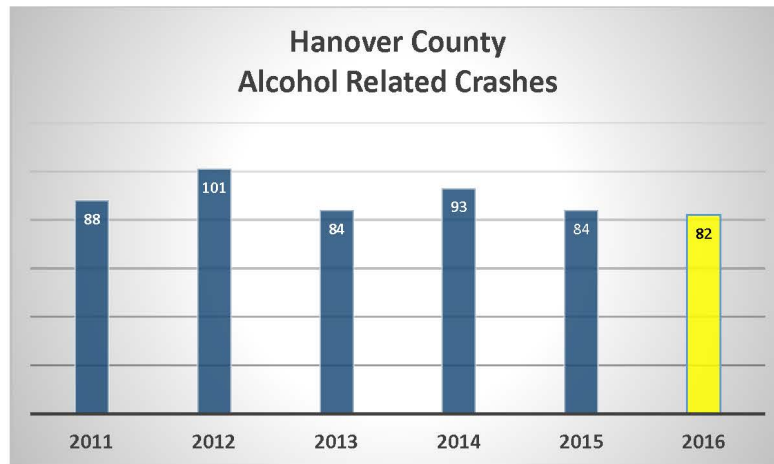
During 2016 Hanover County Sheriff's Office Impaired Driving Initiatives continued with a consistent approach to enforcement of DUI/DUID laws with the county experiencing a 1.2% decrease in alcohol related crashes. The county also experienced a significant drop in alcohol related crashes involving injury by a decrease of 50.8% (59 in 2015 vs. 29 in 2016). This had a direct impact on the number of people injured in these crashes. The number of people injured in these crashes dropped from 67 in 2015 to 41 in 2016 marking a 38.8% decrease.

During the previous three years the county was experiencing an increase in vehicle crash fatalities; 2013 (11), 2014 (13), 2015 (11). However, fatalities saw a dramatic 45.5% decrease with 6 in 2016, with four of those relating to alcohol which was a increase of two alcohol related deaths over 2015 and another fatality was declared a suicide.



Impaired Driving

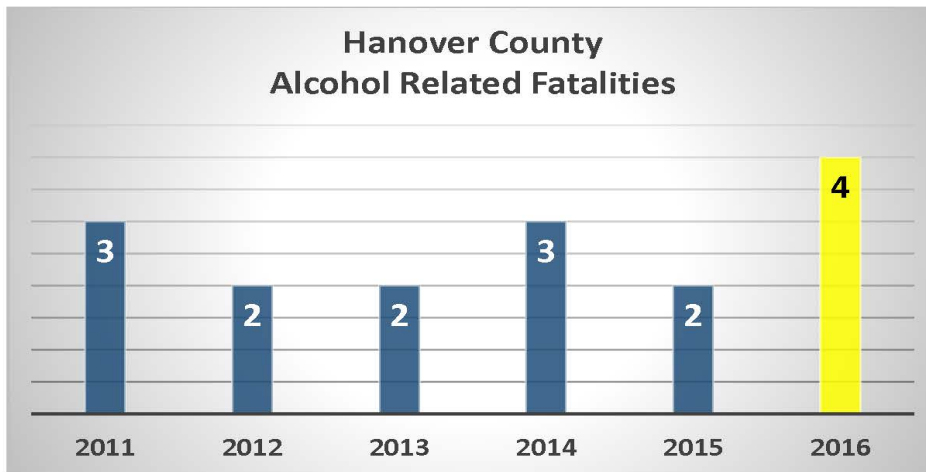
Outcomes






Impaired Driving

Outcomes



 ADMINISTRATIVE ORDER	APPROVED BY:
	<i>David R. Hines</i>
	COLONEL DAVID R. HINES SHERIFF
SUBJECT: TRAFFIC LAW ENFORCEMENT	SERIES: 62
	NUMBER: 1
	EFFECTIVE DATE: 1/1/1996
	REVISION DATE: 3/24/2015
<small>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.</small>	

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.

12. Alcohol Counter Measures Program

- A. The arrest of an individual for driving under the influence differs significantly from other traffic law violations. Any person who operates a motor vehicle while under the influence of alcohol or other self-administered intoxicants or drugs poses an unpredictable hazard to law abiding motorists; therefore, each officer of the Hanover Sheriff's Office will make an intensified effort to remove this type of driver from the highway. The Office has established a proactive alcohol enforcement program that has as its goal the reduction of crashes involving alcohol. The program components are listed below.
- B. The Officer-in-Charge of the Traffic Safety Unit will publish an annual review of crash data to determine the areas with the highest concentration of alcohol related crashes, and times and days of week most appropriate for enforcement counter measures. The Captain of Patrol Operations will also provide enforcement recommendations, check point location recommendations, and suggestions as to patrol techniques to the Commander of Uniform Operations.
- C. The Commander of Uniform Operations will be responsible for assignment of personnel for enforcement duty, for design of check point, for liaison with the Commonwealth Attorney, and the Courts. In addition, the Commander of Uniform Operations is responsible for:
 - 1) Assignment of regular patrols to cover the high crash locations times/days within the county, with emphasis on the violations that have caused the crashes.
 - 2) Assignment of targeted DUI patrols to concentrate on violation areas, times and days that relate to Alcohol infractions.

2. DUI Enforcement Procedures

- A. General: Driving under the influence has been interpreted by various courts to mean the ability to operate a motor vehicle is reduced or impaired by the consumption of alcoholic beverages or other drugs. It does not imply that the operator of a motor vehicle be in a state of alcoholic or drug-induced stupor or be entirely incapable of exercising physical control of vehicle. Driving under the influence of intoxicants is an offense generally associated

with leisure-time activity. Consequently, most arrests are made during evening hours or in the early morning hours after taverns close or social gatherings end. Although the intoxicated driver may be observed any day of the week, weekends and holidays reflect an increase of offenses and arrests.

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

C. Locating and Stopping

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

- a) Sitting through a green light.
- b) Weaving.
- c) Very slow speed.
- d) Excessive speed.
- e) Disregard for stop signs or signals.

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

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

4) Follow established procedures for stopping traffic violators.

D. Officer-Driver Contact

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

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

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

- 4) Suspected drivers will be offered the following standardized field sobriety tests:
 - a) Walk and Turn, One leg stand, and other tests as necessary.
 - b) Alco-sensor/alcolyser tests-indicates amount/degree of alcohol present in the blood. Driver must be advised he has the option of taking this test, if available, and that the results cannot be used against him in court.
- 5) The test results and driving behavior should be collectively weighed in the decision to make an arrest; however, the suspect driver may refuse these tests. If so, the officer may arrest on the basis of observations of driving behavior. The suspect driver, whose dexterity performance is unacceptable yet chemical test reveals no alcohol consumption, should be carefully observed for signs indicating drug usage or abuse. Officers may also arrest in this case on the basis of observations of driving behavior and dexterity alone.

E. Handcuffing DUI Suspects: See AO 71-1, "Prisoner Transportation."

F. Transporting DUI Suspects: See AO 71-1, "Prisoner Transportation."

G. Arrested Suspect's Vehicle: See AO 66-2, "Towing or Impounding Vehicles."

H. Processing DUI

- 1) Provisions and procedures outlined in the Code of Virginia Section 18.2-266 through 18.2-273 should be applied without regard to age to any suspected intoxicated driver.
- 2) Every driver arrested for driving under the influence will be advised of the law requiring a blood or breath test to be taken and the penalty for refusal. (Implied Consent Law)
 - a) Breath Test

If the violator submits to the breath test for intoxication, it will be administered by a qualified breathalyzer operator. Normally, the test will be conducted at PRJ or at the Ashland Police Department.
 - b) Blood Test
 - i) Every officer will carry as part of his/her issued equipment, a blood collection kit that has a current

expiration date provided by the Virginia Department of Forensic Science.

ii) The officer will transport the suspected D.U.I. to PRJ or the Memorial Regional Medical Center or an appropriate medical center. Emergency room or hospital personnel will advise the officer where to go and what to do. The suspect is not to leave the officer's sight during this time. The use of cleansers that contain alcohol should be avoided when preparing a DUI suspect for a blood sample collection. The officer must observe the blood draw process and record the steps taken on the DUI checklist. The officer will provide the physician, registered nurse, or technician with the provided blood collection kit so that samples may be taken. The officer shall follow the instructions provided with the vials outlining how they are to be packaged. The medical staff member drawing the blood must initial or sign the label attached to each blood vial. The suspect is not to handle the blood, sample vials, or boxes under any conditions.

- (a) Note the conditions under which the blood is drawn (sterile).
- (b) Note the name of the person drawing the blood and their occupation. They must be a doctor, registered nurse, graduate laboratory technician, or a nurse authorized by a Circuit Court Order.
- (c) Get the state card number and date of expiration showing the person is one of the above.
- (d) If you assisted in drawing the blood, be prepared to testify to the following. If you only observed the blood being drawn, be prepared to say you observed the following:
 - [1] Person drawing blood washed hands.
 - [2] Cellophane vial wrappers were sealed before opening.
 - [3] Syringe package was sealed before opening.

- [4] Needle package was sealed before opening.
 - [5] Soap or Povidone-Iodine U.S. prep pad was sealed before opening.
 - [6] Gauze package was sealed before opening.
 - [7] Note area from which blood was drawn (left arm, etc.).
 - [8] Area was washed with soap and water or Povidone-Iodine U.S. prep pad.
 - [9] 10cc of blood was placed in each vial.
 - [10] Each vial was sealed and initialed by the officer.
 - [11] You verified the information on each vial.
 - [12] You place each vial back in the white cardboard box initial the seals. Initial the box, and seal flap with the tape provided.
- c) Once the above is completed, transport the suspect to the magistrate's office where the necessary warrants will be obtained. Per code, it is the responsibility of the suspect or his/her counsel to contact the Division of Forensic Science in reference to the second blood vial.
 - d) When the officer is finished processing the prisoner, the cardboard box containing the vials will be placed into an evidence locker with a Request for Laboratory Examination prior to the end of the shift.
- 3) If the violator further refuses to take a test, the officer will execute the refusal form.
 - 4) Departmental forms will be completed accounting for the incident and indicating the results of any tests that have been administered. The following are examples:
 - a) The use of the DUI Checklist Form is valuable in processing the suspected violator/drinking driver. This form shall be utilized and completed, to the extent the cooperation of the

suspect allows, on every person arrested for Driving under the Influence. Officers should retain copies of these forms for use in court and subsequently to assist ASAP evaluation.



Occupant Protection

Problem Identification

The Hanover County Sheriff's Office recognizes the importance of occupant protection. Each year, hundreds of citizens in the Commonwealth of Virginia are seriously or fatally injured in motor vehicle crashes. Many of these life changing injuries and deaths could have been avoided through the use of occupant protection devices. In an effort to reduce the number of injuries and/or fatalities, educational programs and uniform enforcement methods concerning occupant protection devices within the county should be applied by all officers. Each year, the Hanover County Sheriff's Office conducts an occupant protection survey in order to gauge the use of occupant protection devices and to measure the success of educational awareness and enforcement efforts.

Policy

The Hanover County Sheriff's Office Traffic Law Enforcement AO 62-1 and Operation of Police Vehicles AO 42-1 policies are attached for review. AO 62-1 encompasses the entirety of the Hanover County Sheriff's Office traffic law enforcement policy. AO 42-1 encompasses the entirety of safe police vehicle operation, but specifically states, "Occupant safety restraining devices (seat belts) shall be worn by all occupants during vehicle operation." The attached policies have been reduced to the applicable sections for Occupant Protection.



Occupant Protection



Planning

Virginia's Strategic Safety Highway Plan calls for emphasis in the following areas of occupant protection:

1. Educate the public on the importance of using safety belts
2. Conduct high-visibility safety belt enforcement campaigns
3. Improve child occupant protection through education, outreach and enforcement

The operational plan for the Hanover County Sheriff's Office is a multi-layered approach that touches on each of the points of emphasis. Throughout the year, the Sheriff's Office participated in various activities designed to promote the awareness of occupant protection along with enforcement efforts designed to demonstrate our commitment to achieve the goal of 100% seat belt usage. The educational campaign includes the announcement of our participation in the Click-It or Ticket campaign. This announcement is accompanied by our year long occupant protection initiatives. These initiatives will be explained in the Public Information and Education section. In order to gauge the effectiveness of our educational and enforcement efforts, a pre-survey of occupant compliance was completed before our enforcement efforts began. After the enforcement efforts were completed, a post-survey was conducted. The results of both surveys will be examined in the Outcomes section.



Occupant Protection



Public Information and Education

The Hanover County Sheriff's Office utilizes public information and education in its efforts to increase awareness and voluntary compliance pertaining to the use of occupant protection devices. These efforts include educational seminars by School Resource Officers at the four county high schools, a youth Explorers program, Youth Police Academy, Citizens Police Academy and the Senior Citizens Police Academy. The Hanover County Sheriff's Office strongly believes in the use of public information and education to gain voluntary safety belt compliance before the accident happens.

In 2016, the Hanover County Sheriff's Office School Resources Officers conducted 38 training seminars speaking on the importance of occupant protection. This class is taught in conjunction with the Driver's Education curriculum. The Explorers program along with the Youth Police Academy provide Hanover County youth with instruction and education in the areas of occupant protection. The Youth Police Academy is a 5-day academy held every June for Hanover County's rising 9th through 12th graders. During June 18-22, 2016 15 youth attended the Youth Police Academy.

In 2016, The Hanover County Sheriff's Office also taught traffic safety in its annual Citizens Police Academy and Senior Citizens Police Academy.



Occupant Protection



Public Information and Education

Occupant protection is one of many traffic safety topics covered during both programs. Between September 13, 2016 and November 15, 2016, 31 citizens attended the Citizens Police Academy. An additional 18 citizens attended the Senior Citizens Police Academy between April 5, 2016 and June 14, 2016.

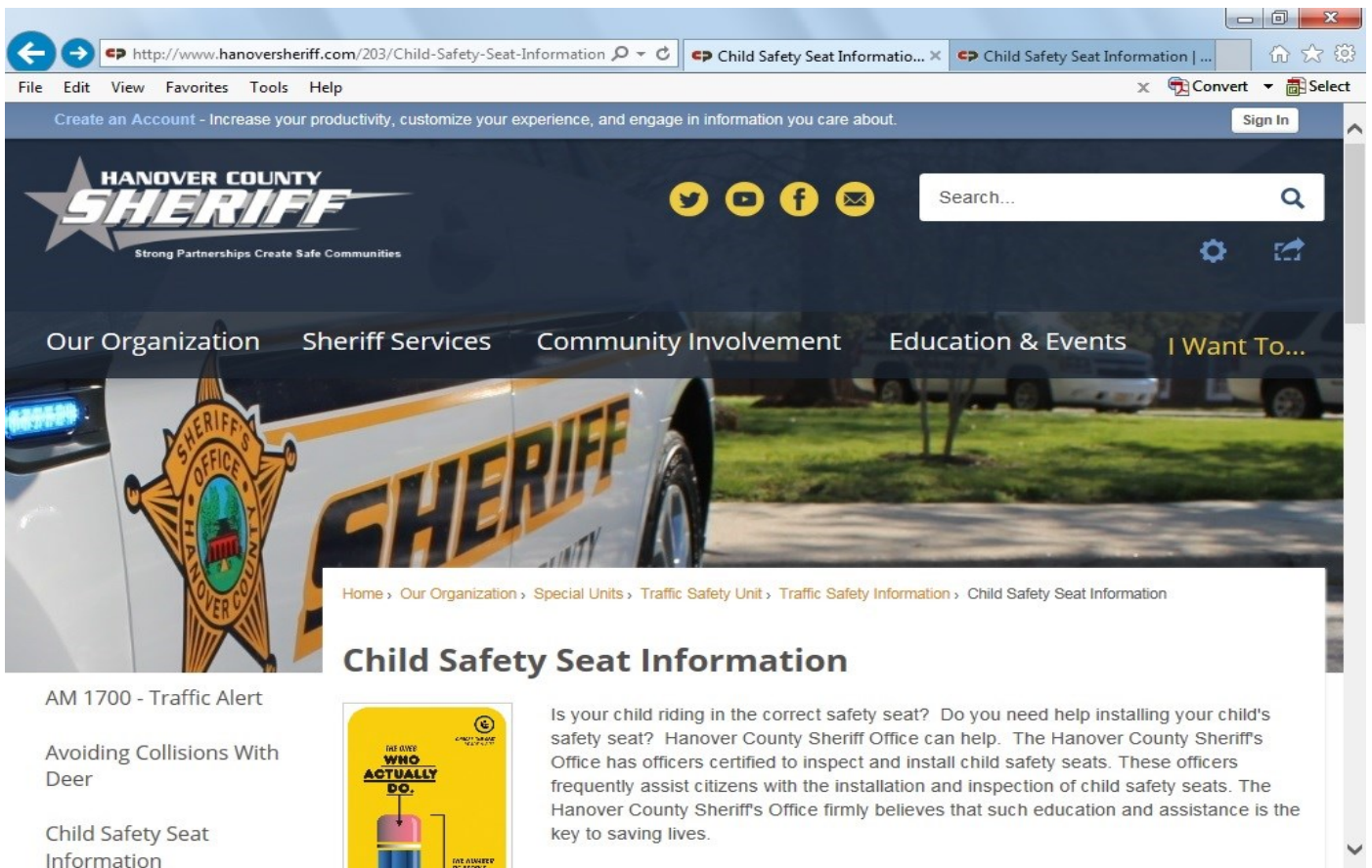
Hanover continues to educate future and newly licensed drivers through the school system. School Resource Officers offer instruction on proper driving and the perils and consequences of impaired driving during the school year. SRO's provided 38 classes to high school level students during the 2016 school year.



Occupant Protection

Public Information and Education

The Hanover County Sheriff's Office's website features an entire section dedicated to providing information on child safety seats. This information includes at which ages and how various child safety seats should be used. It also provides citizens with information on how to have their child safety seat inspected or installed by a certified Hanover County Sheriff's Office member. Twenty eight child safety seat inspections and installations were conducted in 2016.





Occupant Protection

Enforcement

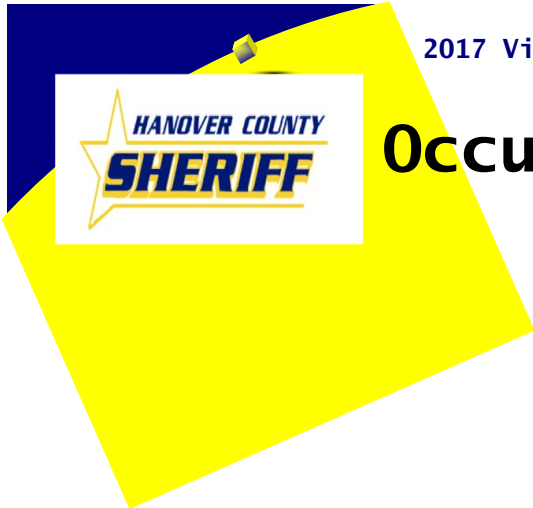
In 2016, the Hanover County Sheriff's Office conducted **62** Click-It or Ticket special enforcement efforts for Occupant Protection. During these Click-It or Ticket special enforcement efforts, **290** contacts were made resulting in **203** safety belt citations issued. The total occupant protection enforcement efforts totaled **209** seat belt and **126** child seat citations issued in 2016. In all, **335** occupant protection citations were issued in 2016 compared to the **431** issued in 2015.



2016 TRAFFIC SAFETY INITIATIVES

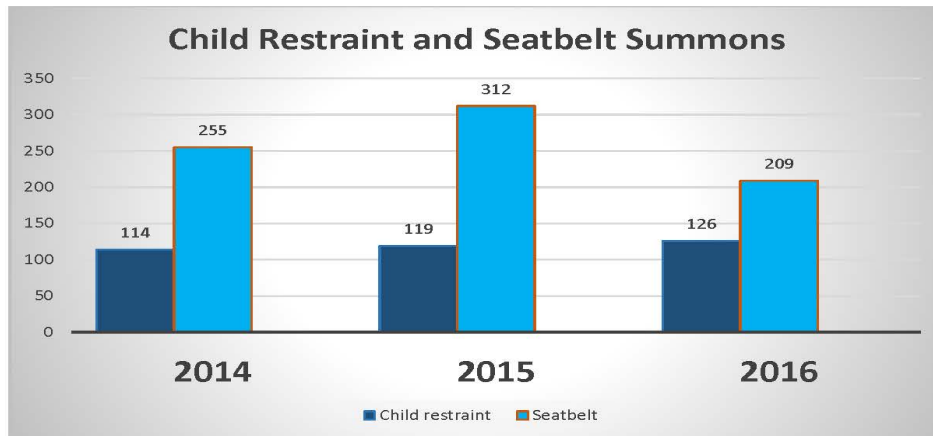


<u>DATE</u>	<u>CAMPAIGN</u>	<u>ACTIVITY</u>	<u>DUI</u> <u>ARRESTS</u>	<u>ARRESTS</u>	<u>SUMMONS</u>
January Patrols	Don't Let Fans Drive Drunk	DUI Patrols - 24	2	10	43
February Patrols	Don't Let Fans Drive Drunk	DUI Patrols - 4	0	3	16
3/12/2016	St. Patrick's Day	DUI Patrols - 8	2	4	16
3/18/2016	St. Patrick's Day	Checkpoint	0	3	73
April Patrols	None	DUI Patrols - 10	1	3	23
May Patrols	Memorial Day Holiday	DUI Patrols - 3	0	0	10
May CIOT	Click It or Ticket	CIOT Patrols - 27	1	5	152



Occupant Protection

Enforcement

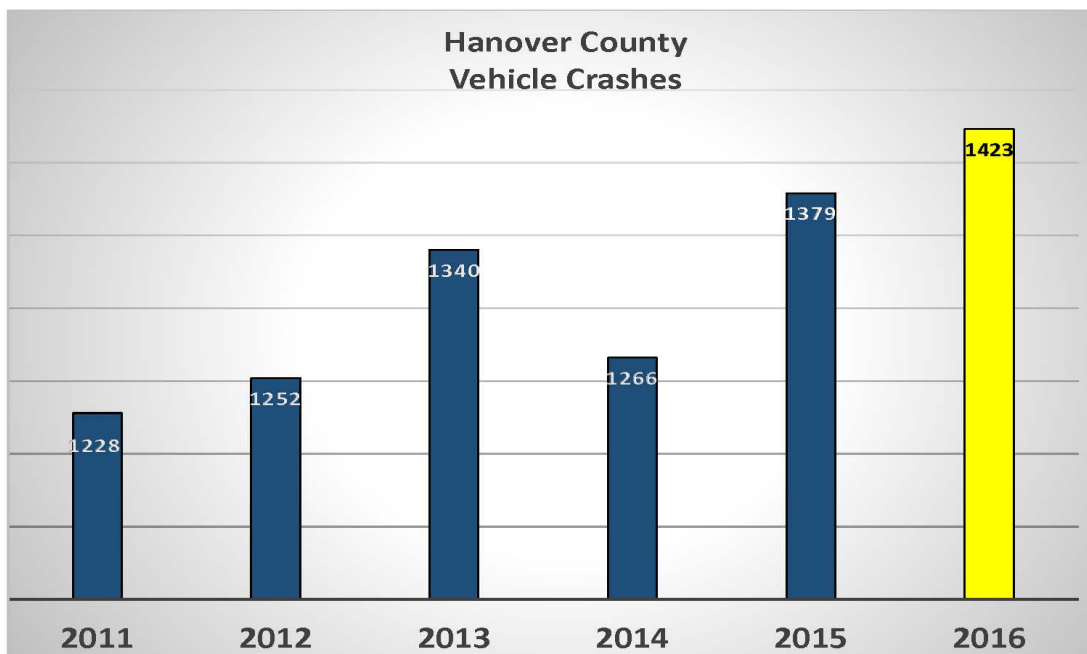




Occupant Protection

Outcomes

Hanover County Sheriff's Office Occupant Protection initiatives in 2016 proved to be effective. Although the county experienced an increase in motor vehicle accidents from 1,379 in 2015 to 1,423 in 2016, the accidents that resulted in fatalities dropped from 11 in 2015 to 8 in 2016.

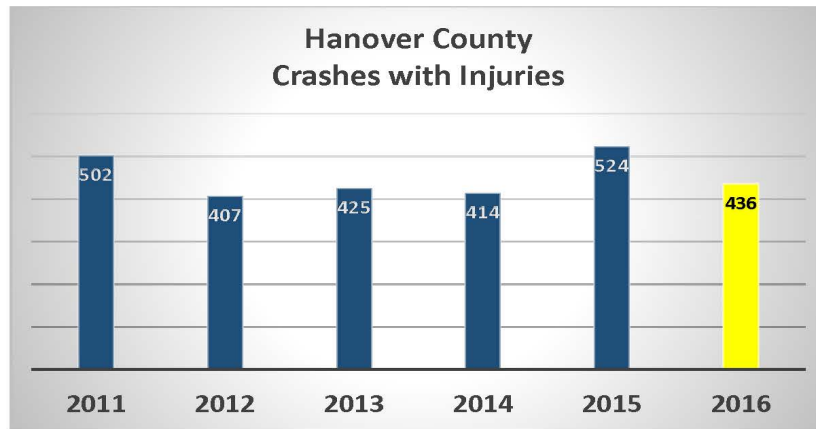




Occupant Protection

Outcomes

While Hanover County experienced a 3.1% increase in vehicle crashes the county did observe a significant drop in the number of injuries overall. Accidents with injuries decreased from 524 in 2015 to 464 in 2016. Although there were more traffic crashes in Hanover County in 2016, the total number of injuries were reduced by a significant 11.5%, a percentage well outside a statistical anomaly.





Occupant Protection


Outcomes

Hanover County continues to enjoy a high occupant protection use rate which is apparent in the significant reduction in vehicle crash injuries. The Hanover County Sheriff's Office conducted a Seat Belt Survey on June 6, 2016 at the intersection of Mechanicsville Turnpike and Elm Road. 100 drivers were observed and 92 were wearing a seat belt. As a result of Hanover County's exceptionally high seat belt usage rate, the Hanover County Sheriff's Office was awarded the Virginia Click-It or Ticket Seat Belt Use Award and the Highest Seat Belt Usage Award. Hanover County had a Saved by the Belt award winner in 2016 as well. Jeffrey Lee Jones was struck on the left front of his vehicle when another vehicle crossed the center line. Mr. Jones' vehicle flipped onto its passenger side. Mr. Jones was able to crawl out his vehicle sustaining only minor injuries. He most likely would have sustained more significant injuries had it not been for the appropriate use of his seat belt.



From L to R:
Maj. T. Woody, Dep. D. Edwards, Col. D. Hines, Mr. Jones,
Ms. K. Burt (DMV), Dep. S. Pegram, Dep. M. Tilley, Capt. K. Epling,
Lt. K. Mullen.

2016 Click It or Ticket Awards Presentation

 ADMINISTRATIVE ORDER	APPROVED BY:
	<i>David R. Hines</i>
	COLONEL DAVID R. HINES SHERIFF
SUBJECT: TRAFFIC LAW ENFORCEMENT	SERIES: 62
	NUMBER: 1
	EFFECTIVE DATE: 1/1/1996
	REVISION DATE: 3/24/2015
<small>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.</small>	

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.

18. Seat Belt and Child Safety Enforcement


Every year hundreds of citizens within the Commonwealth are fatally injured in traffic crashes. Many of these deaths could be avoided with the use of seat belts and approved child safety seats. In an effort to reduce the number of injuries and/or fatalities, educational programs and uniform enforcement methods concerning occupant protection devices within the county should be applied by all officers.

A. Enforcement

- 1) Officers observing the violation of a primary offense should make every effort to identify the proper use of occupant safety devices as prescribed by 46.2-1094 and 46.2-1095 before initiating the traffic stop. Enforcement action may consist of a warning or summons as listed in paragraph 1.
- 2) The Commander of Uniform Operations will approve an annual Traffic Safety Initiative, which will include directed patrols and checkpoints aimed at seat belt enforcement in conjunction with the office's participation in the statewide "Click It or Ticket" Campaign.

B. Educational Programs

- 1) The Captain of Patrol Operations is responsible for coordinating child safety seat inspections throughout the county with the appropriate Shift Commander, during the calendar year. These inspections will be offered as a free educational service to the public.
- 2) In addition to publicized events, citizens may request assistance with a child safety seat inspection or installation by scheduling an appointment with a certified officer.
- 3) Whether conducted at a public event or on an individual basis, the certified officer conducting the inspection or installation will complete a Virginia Department of Health Safety Seat Checklist. The checklist will be completed for each child seat installation or inspection and forwarded to the designated Patrol Shift Commander.

 ADMINISTRATIVE ORDER	APPROVED BY:
	<i>David R. Hines</i>
	COLONEL DAVID R. HINES SHERIFF
SUBJECT: OPERATION OF POLICE VEHICLES	SERIES: 41
	NUMBER: 2
	EFFECTIVE DATE: 1/1/1996
	REVISION DATE: 9/30/2014
ACCREDITATION STANDARDS: CALEA: 41.2.1, 41.3.1, 41.3.3; VLEPSC: OPR.01.01, OPR.01.02, OPR.01.03, OPR.01.04, OPR.01.06.	

POLICY

All Hanover County Sheriff's Office personnel who operate police vehicles will comply with safe driving procedures outlined herein with particular attention paid to procedures for responding to calls for police service or engaging in pursuits. Emergency warning devices shall be used to a minimum, but consistent with both legal requirements and the safe performance of the police function and the safety of the public and Sheriff's Office personnel.

PURPOSE

The purpose of this policy is to establish procedures governing the operation of police vehicles, with special attention to emergency situations and pursuits.

11. Occupant safety restraining devices (seat belts) shall be worn by all occupants during vehicle operation. However, VA Code 46.2-1094(2) outlines exceptions for law enforcement. Exceptions to this may include:
 - A. While transporting persons in custody or traveling in circumstances which render the wearing of such safety belt system impractical.
 - B. On approach to any scene of an incident or service call where the officer believes a rapid departure from the vehicle may be required, the officer may

release the seat belt. Seatbelts will be worn at any time the vehicle is being operated under emergency conditions.

- C. When the wearing of safety belt restraint is prohibited due to medical or physical impairment. Written waiver from a medical doctor must be on file with the Sheriff's Office.
- D. Agency personnel driving motor vehicles to enforce laws governing motor vehicle parking.



Speed Awareness

Problem Identification

The Hanover County Sheriff's Office recognizes that excessive speed is the second greatest cause of death and injury on America's highways. As a result, officers participate in uniform methods of speed enforcement within the county. 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.

Policy

The Hanover County Sheriff's Office Traffic Law Enforcement AO 62-1 encompasses the entirety of the Hanover County Sheriff's Office traffic law enforcement policy. The attached policy has been reduced to the applicable sections for Speed Awareness.



Speed Awareness

Planning

The Hanover County Sheriff Office assigns officers on a daily basis to the complaint areas developed through statistical surveys and citizen complaints. The statistical surveys are used to determine the top accident causing locations in Hanover County. Based upon the information obtained, personnel are deployed to take enforcement action at these locations. In addition, when citizen complaints are received regarding a specific traffic problem in a particular area, personnel are assigned to investigate and take appropriate enforcement action. Each of the complaint areas are logged into a database, and officer's record their enforcement efforts including the date of enforcement, times of enforcement, number of traffic stops, and warnings and summonses issued.



SPEED DATA

BEAT_NO: 3035 **DATE_RECEIVED:** 6 /5 /2015 **TRACKING NUMBER:** 599
LOCATION: RICHARDSON RD. **POSTED_SPEED LIMIT:** 25
CROSS_STREET: LICKINGHOLE RD.
COMPLAINANT: KATIE DUNN **ADDRESS:** 11030 RICHARDSON RD. **PHONE:** (804) 752-6960
COMPLAINT: SPEEDING IN THE AREA, VEHS. WITH LOUD EXHAUSTS, 90'S CAMARO AND RED HONDA CIVIC (AND OTHERS)

ENFORCEMENT ACTIVITY

<u>OFFICER:</u>	<u>DATE:</u>	<u>START TIME:</u>	<u>END TIME:</u>	<u># OF TRAFFIC STOPS:</u>	<u>WARNINGS:</u>	<u># SUMMONSES ISSUED:</u>
599 CVENGROS	6 /29/2015	1:35:00 PM	2:05:00 PM	2	2	0
599 MCINTEE	7 /14/2015	4:32:00 PM	5:02:00 PM	1	1	0
599 PITTMAN	7 /20/2015	7:30:00 AM	8:00:00 AM	0	0	0
TOTALS:				5	5	0

Example of a specific citizen speed complaint that is assigned to officers for investigation.



Speed Awareness

Training

The Hanover County Sheriff's Office currently has 174 officers certified as RADAR operators and 29 of those officers hold a LIDAR certification as well. RADAR training is given to all officers during the academy and LIDAR training is given to selected officers with a minimum of 1 year experience as a certified RADAR operator. Some of the 174 RADAR certified officers are now currently assigned to patrol related positions, but they maintain their RADAR certification in the event they return to Patrol.

CERTIFICATION

Hanover County Criminal Justice Training Academy

3/17/2016 09:45 AM

Hanover County Sheriff's Office

ACE ID	Certification	Cert Date	Date Due
2209 [REDACTED]	Hanover County Sheriff's Office Radar Operator	9/2/2014	12/31/2017
15127 [REDACTED]	Hanover County Sheriff's Office Radar Operator	9/2/2014	12/31/2017
3660 [REDACTED]	Hanover County Sheriff's Office Radar Operator	9/1/2015	12/31/2018
10515 [REDACTED]	Hanover County Sheriff's Office Radar Operator	10/17/2014	12/31/2017
16728 [REDACTED]	Hanover County Sheriff's Office Radar Operator	6/12/2013	12/31/2016
16896 [REDACTED]	Hanover County Sheriff's Office Radar Operator	10/17/2014	12/31/2017



Speed Awareness

Public Information and Education

The Hanover County Sheriff's Office has two mobile radar trailers to use as an educational tool for citizens, making them aware of their own speed. These two trailers are deployed in one of two ways. The first is from a complaint from a citizen about speeding on a particular section of highway. The second is from data obtained either from speeding ticket records or from individual officers who have knowledge of the area they work.

RADAR TRAILER SCHEDULE - 2016

DO NOT ADD/EDIT/DELETE THIS FILE

RT #	SET-UP	OFFICER	LOCATION	RELATED LOCATION INFORMATION	TAKE-DOWN	OFFICER
1	3-Jan	MANEY	Brandy Creek Drive	near Lark Way	8-Jan	HUGHES
1	10-Jan	HUGHES	Walnut Grove Drive	near Cornfield Lane	15-Jan	MANEY
1	17-Jan	HUGHES	Combs Drive	area of Oakham Drive	22-Jan	MANEY
1	24-Jan	MANEY	Linderwood Drive	Ashcreek subdivision	5-Feb	HUGHES
1	31-Jan	MANEY	Linderwood Drive	Ashcreek subdivision	5-Feb	HUGHES
1	7-Feb	HUGHES	Guenevere Place		12-Feb	MANEY
1	14-Feb	MANEY	Brooking Way	near Chenault Way	26-Feb	HUGHES
1	21-Feb	MANEY	Brooking Way	near Chenault Way	26-Feb	HUGHES
1	28-Feb	MANEY	Verdi Lane	Face Pole Green/between Atlee Church & Bell Creek Rd	4-Mar	HUGHES
1	6-Mar	HUGHES	Wedged Stone Drive	off of Bethany Church	11-Mar	MANEY
1	13-Mar	HUGHES	Providence Run Road	between Providence Park & Providence Green	18-Mar	MANEY
1	20-Mar	MANEY	Pond Grass	near Old Estates Way	25-Mar	HUGHES
1	27-Mar	MANEY	Pond Grass	near Old Estates Way	25-Mar	HUGHES
1	3-Apr	HUGHES	Little Sorrel Drive	near Red Cloud Ct - face away from Travellers Way	8-Apr	AYRES
1	10-Apr	HUGHES	Little Florida Road	near 6272	15-Apr	LUCAS
1	17-Apr	AYRES	Greystone Creek		22-Apr	HUGHES
1	24-Apr	AYRES	Rose Hill Drive		29-Apr	HUGHES
1	1-May	HUGHES	Hunters Chase Drive	near Bugle Lane	6-May	LUCAS
1	8-May	HUGHES	Rutlandshire		13-May	AYRES
1	15-May	AYRES	Atlee Road	near Summer Walk	20-May	HUGHES
1	22-May	AYRES	Pimlico Drive	near J. David Lane	27-May	HUGHES
1	29-May	HUGHES	Turkey Road		3-Jun	AYRES
1	5-Jun	HUGHES	Verdi Lane	near Culley	10-Jun	HUGHES
1	12-Jun	HILL, D.	Raven Run Drive		17-Jun	STEVENS
1	19-Jun	AYRES	Brandy Creek Drive	near Lark Way	24-Jun	STEVENS
1	26-Jun	STEVENS	Vaughan Drive		1-Jul	AYRES
1	5-Jul	STEVENS	Old Cavalry	between Stronghold & Seige	8-Jul	HILL, D.
1	10-Jul	HILL, D.	Walnut Grove Drive	near Cornfield Lane	15-Jul	HUGHES
1	17-Jul	AYRES	Brigadier Drive	near the pool	22-Jul	HUGHES
1	24-Jul	HUGHES	Ashland Park Drive	near Hungry Jack Ct	29-Jul	AYRES
1	31-Jul	HUGHES	Atlee Road	near Marc Gregory Ct	5-Aug	AYRES

Portion of the RADAR trailer schedule for 2016.

Throughout the school year, School Resource Officers teach general traffic safety classes at our local high schools. The School Resource Unit has created its own presentation on the dangers of speeding; 38 such presentations were completed.




Speed Awareness

Enforcement

In 2016, the Hanover County Sheriff's Office conducted **99** special enforcement efforts for speed. During these special enforcement efforts, **202** contacts were made resulting in **143** warnings and **62** speeding citations issued. Officers issued another **1,143** speeding citations during normal patrol operations.

In all, **1,205** speeding citations were issued in 2016 compared to **1,115** issued in 2015.

 <p>ADMINISTRATIVE ORDER</p>	APPROVED BY:
	<i>David R. Hines</i>
	COLONEL DAVID R. HINES SHERIFF
SUBJECT: TRAFFIC LAW ENFORCEMENT	SERIES: 62
	NUMBER: 1
	EFFECTIVE DATE: 1/1/1996
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<small>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.</small>	

POLICY

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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.

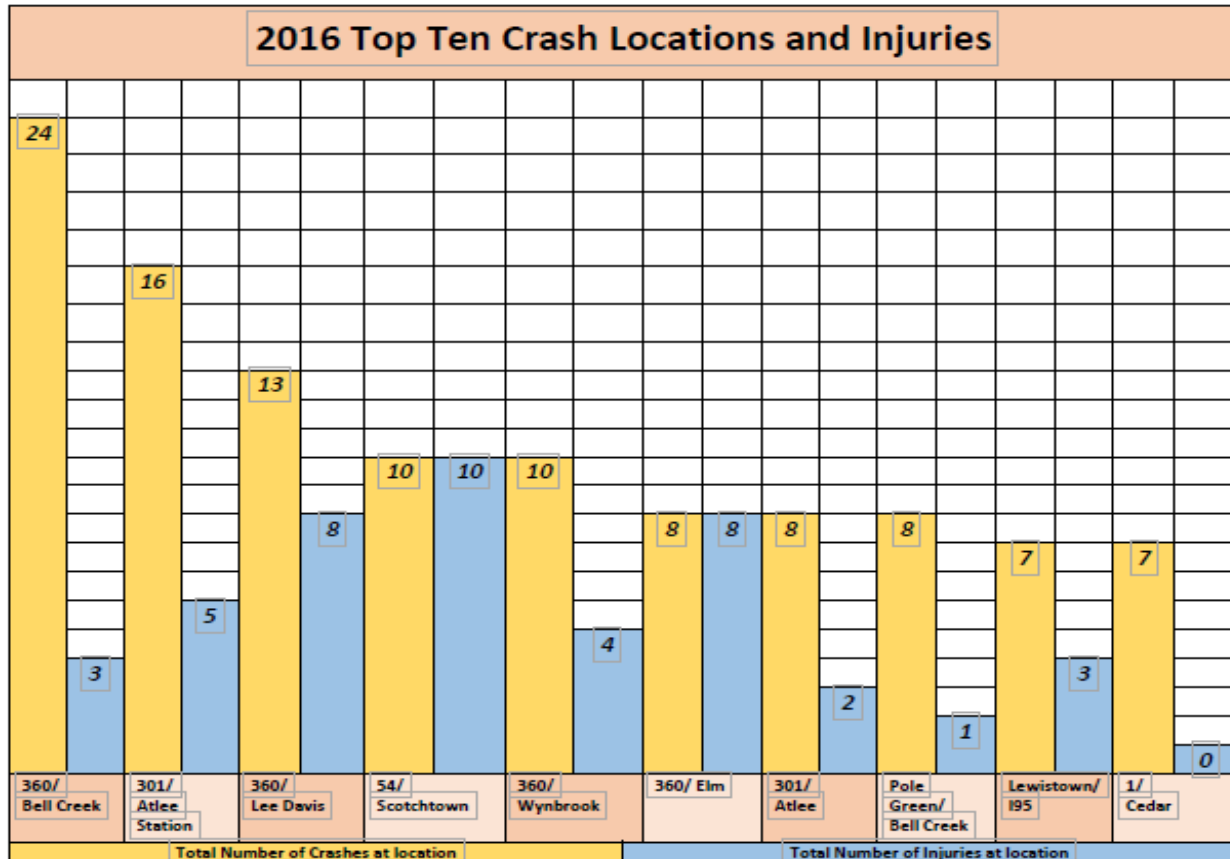
- 4) The RADAR/LIDAR unit will be properly calibrated to insure accuracy in checking speed. The operator must follow the manufacturer's recommended specific methods of checking calibration without exception. Any problems with the operation of RADAR/LIDAR units or apparent malfunction should be promptly 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.



Local Issue

Problem Identification

The Hanover County Sheriff's Office conducts an annual statistical survey to determine the locations in the county with the highest frequency of crashes. For the purposes of 2017 enforcement efforts, 2016 crash data was used to determine the ten locations with highest crash frequency. The 2016 crash data shows the majority of crashes occurred on the major thoroughfares in the county. The common causes of the crashes are following too close, red light violations, improper lane change, fail to yield, and improper turn. This information is then generated into a Top 10 Crash Locations list. These ten crash locations are entered into a traffic complaint database. Officers are then assigned enforcement efforts at these locations.





Local Issue

Policy

The Hanover County Sheriff's Office Traffic Law Enforcement AO 62-1 policy is attached for review. AO 62-1 encompasses the entirety of the Hanover County Sheriff's Office traffic law enforcement policy. The attached portion of AO 62-1 has been reduced to the applicable sections for Hanover County's Local Issue.

Planning

After the statistical survey was complete and the Top 10 Crash locations list was created, traffic complaints were logged at each of the 10 locations. Enforcement efforts were subsequently increased at these locations throughout 2016. The below is part of a memorandum explaining the Goals and objectives pertaining to the Top 10 Crash Locations in 2016.

II. Reduction of the number of accidents at the Top Ten Locations by 14%. (111 in 2016 versus 128 in 2015)

1. Through educating the community on safe driving techniques through schools and business associations, and the media by utilizing Uniform Patrol, Crime Prevention, and the Public Information Officer.
2. With sufficient staffing, supervision will coordinate 5 red light enforcement details a quarter.
3. Conduct a combined 1000 radar enforcement details for the year.
4. If personnel are available, coordinate at least 2 traffic check points per month.
5. Work with VDOT to correct problem areas when identified as causes of vehicle crashes



Local Issue

Training

The Hanover County Sheriff's Office conducted roll call training pertaining to our local issue, the intersections with the highest frequency of traffic crashes. Each officer was instructed on the frequency of crashes at each of the ten locations, and the most common types of offenses resulting in crashes. Officers were additionally instructed to conduct special enforcement efforts at the ten locations and document their activity on a traffic complaint log. The following two pages are the documents pertaining to the Top 10 Crash Locations in 2016 that were covered during roll call training.



Local Issue

2016 TOP CRASH LOCATIONS ANALYSIS OF DATA

Location	# Crashes	#Injuries
1. Mechanicsville/Bell Creek	24	3
2. Chamberlayne/Atlee Station	16	5
3. Mechanicsville/Lee Davis	13	8
4. W. Patrick Henry/Scotchtown	10	10
5. Mechanicsville/Lee Wynbrook	10	4
6. Mechanicsville/Elm	8	8
7. Chamberlayne/Atlee	8	2
8. Pole Green/Bell Creek	8	1
9. Lewistown/I95	7	3
10. Washington/Cedar	7	0

There was a 14% decrease in the number of crashes at the county's ten most dangerous intersections during 2016 (111 in 2016 versus 128 in 2015). Despite the decrease in top ten intersection-related crashes, the county experienced a 3.1% increase in overall reported crashes (1,379 in 2014 versus 1,422 in 2016). This includes 99 deer/animal-related crashes in 2016.

Crashes involving an injury dropped by -11.5% as compared with 2015 (524 in 2015 versus 464 in 2016) and the number of people injured in those crashes also decreased by -14.1%. Although there was a decrease in the number of crashes at the top ten crash locations, injuries at these locations increased slightly (+9%) from 46 in 2015 to 49 in 2016.

Mechanicsville Turnpike continues to dominate the top ten report; followed by Chamberlayne Road. The majority of the top crash locations are directly related to areas of business.



Local Issue

Training

The 2016 crash data states that the majority of crashes continue to occur on the major thoroughfares in Hanover County. The common cause of these crashes continues to be following too close (66), fail to yield (53), followed by reckless driving (50), red light violations (35), and Improper Turn (8). This is somewhat indicative of poor driving habits such as driver inattention and unsafe following distances. As with previous years, most crashes are occurring during the lunch hour (crashes between 10:00am and 4:00pm) or during the evening rush hour (crashes between 4:00pm and 8:00pm).

Despite recent design improvements to the Chamberlayne Road corridor, Atlee Road to I-295 continues to be a hazardous stretch of roadway. The majority of these incidents are occurring in the southbound lanes of Rt. 301. Based on the location and timeframes of the occurrences, the position of the afternoon sun, downhill grade, partially obscured view (railroad overpass), and increased commercial and residential construction the intersections will continue to be in the top ten.

For the past several years the Hanover County Sheriff's Office has conducted a consistent approach to enforcement of DUI/DUID laws (398 in 2008, 402 in 2009, 352 in 2010, 433 in 2011, 435 in 2012, 355 in 2013, 384 in 2014, 233 in 2015 and 230 in 2016). The county experienced a -1.2% decrease in alcohol-related crashes during 2016. Along with that the number of alcohol-related crashes involving an injury also decreased by -50.8% (59 in 2015 versus 29 in 2016) the number of people injured in those crashes also saw a decrease by -38.8% (67 in 2015 versus 41 in 2016). The fatality rate remained consistent from 2008 to 2012 (8); however the trend had been climbing to eleven (11) fatal crashes in 2013 and thirteen (13) in 2014 and (11) in 2015. This year saw a dramatic decrease of -45.5% to (6) fatal crashes in 2016. Four were the direct result of intoxicated driving.*

*The above statistical data is only relevant to crash investigations conducted by the Hanover County Sheriff's Office and does not include investigations conducted by the Ashland Town Police or the Virginia State Police.



Local Issue

Enforcement Activity

In response to increasing enforcement efforts at each of the locations in the 2016 Top Crash Locations list, officers conducted **38** enforcement efforts resulting in **22** traffic stops. The 22 traffic stops resulted in **10** summonses and **12** warnings.



SPEED DATA

ZONE:	2023	DATE RECEIVED:	5/13/2015	TRACKING #	589
LOCATION:	MECHANICSVILLE TPK.		POSTED SPEED LIMIT:		
CROSS STREET:	LEE-DAVIS RD.		PHONE:		
COMPLAINANT:	PER LT. SIZEMORE		ADDRESS:		
COMPLAINT:	TOP 10 ACCIDENT LOCATION - GENERAL TRAFFIC/RED LIGHT ENFORCEMENT - ON GOING TRAFFIC DETAIL DURING DISCRETIONARY TIME				

ENFORCEMENT ACTIVITY

<i>OFFICER:</i>	<i>DATE</i>	<i>START TIME</i>	<i>STOP TIME</i>	<i># TRAFFIC STOPS</i>	<i># WARNINGS</i>	<i># SUMMONS</i>
	10/18/2016	2340	2355	1	0	1
	11/8/2016	1311	1335	0	0	0
	12/17/2016	2107	2121	0	0	0
	12/26/2016	625	715	0	0	0
	12/27/2016	645	725	0	0	0
	1/23/2016	700	730	0	0	0

Example of a traffic complaint.




Local Issue

Outcomes

Analysis of the Hanover County Sheriff's Office's response to the top 10 crash locations in Hanover County revealed the Sheriff's Office's efforts had the desired impact of reducing accidents at these locations. There was an 14% decrease in the number of crashes at the county's ten most dangerous locations in 2016. There were 111 crashes at these locations in 2016 compared to 128 in 2015. Accidents with injuries dropped 11.5% overall in Hanover County however there was a slight increase in injuries from 46 in 2015 to 49 in 2016 at these specified locations.

With an 14% decrease in the number of crashes at the ten most dangerous locations in Hanover County, the Hanover County Sheriff's Office was exceedingly successful in its objective of reducing the number of accidents at the top ten traffic problem locations.

 ADMINISTRATIVE ORDER	APPROVED BY:
	<i>David R. Hines</i>
	COLONEL DAVID R. HINES SHERIFF
SUBJECT: TRAFFIC LAW ENFORCEMENT	SERIES: 62
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	EFFECTIVE DATE: 1/1/1996
	REVISION DATE: 3/24/2015
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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.

PROCEDURES

4. Uniform Enforcement Policies for Traffic Law Violations.

The following guidelines for uniform traffic law enforcement actions in routine situations are provided to assist officers in making decisions as to whether or not a traffic summons is warranted.

- A. Speed violations. Should be a clearly convictable speed in court. May depend on location of violation (congested area, residential neighborhoods, school zone, etc.).
- B. Other hazardous violations. Consider degree of hazard, place, previous crash history of location, current directed patrol emphasis, etc.
- C. Equipment violations. With only annual inspections now required of vehicles, consider issuance of summons for any essential equipment defects.
- D. Public carrier/commercial vehicle violations. Consider the degree of violation and essential equipment defects when determining enforcement action. A Hanover County Sheriff's Office Commercial Motor Vehicle Certified Inspector may be called upon to assist.
- E. Other non-hazardous violations. Consider warning unless repetitive or flagrant.
- F. Multiple violations. May cite all if deemed necessary normally pick the most serious violation and warn on others.
- G. Newly enacted laws and/or regulations. Normally, a reasonable period of time is established during which only warnings will be given. Thereafter, officer should use discretion.
- H. DUI. See paragraphs 12 and 13, following.
- I. Occupant Protection - See paragraph 18, following.

5. Traffic Law Enforcement Practices

- a. Normal traffic enforcement involves visible traffic patrol by officers who

observe and handle traffic violations during the performance of their normal duties.

- i. Area patrol involves traffic enforcement within the officer's assigned area of responsibility (zones).
 - ii. Line patrol involves traffic enforcement along and concentrating on a particular section of roadway (Example: Route 360, 301, etc.).
 - iii. Directed patrol instructions can specify enforcement efforts in an area, on a line patrol, or at a specific location, depending on the nature of the hazard/violation being concentrated on.
- b. Stationary observation, either covert or overt, may be used as a technique to make observations about the flow of traffic at a particular location. Officers are encouraged, when completing reports or doing other activities which will keep them out of service for a short while, to park their patrol vehicles in a conspicuous location, where just the presence of the vehicle will serve to remind the other drivers of the need for compliance with traffic laws. Enforcement which requires the use of a covert location is less well accepted by the motoring public, but may, at times, be the only way to tackle a particular problem.