



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): _____ Roanoke County Police Department _____
 Agency Category: _____ Municipal _____
 Total Number of Sworn Personnel: 142 Total Number of Uniformed Officers on the Street: 90
 Submitter(s) (main point of contact for application): _____ Sgt. Raymond S Torres _____
 Department: _____ Roanoke County Police Department _____
 Address: 5925 Cove Road City: Roanoke State: VA Zip: 24019
 Submitter Phone: 540-777-8649 Submitter Email: rtorres@roanokecountyva.gov
 Department Head: Chief Howard Hall Email: hhall@roanokecountyva.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 <u>each</u> award) (optional)	_____

SPECIAL AWARD CONSIDERATIONS

Impaired Driving*	<u>X</u>
Occupant Protection*	<u>X</u>
Speed Awareness*	<u>X</u>
Bike/Pedestrian Safety	_____
Commercial Motor Vehicle Safety	_____
Distracted Driving	_____
Motorcycle Safety	_____
Technology	_____
Traffic Incident Management	_____
State/Local Issue is Special Award Consideration**	
yes	no - <u>X</u>
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: 1016
2. Total roadway crashes in 2015: 1045
3. Total roadway crashes in 2016: 1132
4. Total fatal crashes in 2014: 3
5. Total fatal crashes in 2015: 7
6. Total fatal crashes in 2016: 4
7. Total injury crashes in 2014: 258
8. Total injury crashes in 2015: 298
9. Total injury crashes in 2016: 349

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 X no
2. Number of officers who received training in 2016 in impaired driving: 75
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:
yes X no
4. Number of Impaired Driving Arrests in 2014: 246
5. Number of Impaired Driving Arrests in 2015: 246
6. Number of Impaired Driving Arrests in 2016: 214
7. Total number of fatal and injury crashes related to Impaired Driving in 2016: 21
8. Percentage of fatal and injury crashes related to Impaired Driving in 2016: 1.8 %
9. This agency is allowed to conduct Impaired Driving Checkpoints: yes X no
10. Number of Special Enforcement Efforts in 2016 for Impaired Driving (saturation patrols, checkpoints, etc.): 140
11. Output Statistics: How many DUI citations were issued in target areas?: 81
12. Output Statistics: How many DUI citations were issued during the target times?: 164
13. Output Statistics: How many contacts were made? (total): 2650
14. Output Statistics: How many contacts in target areas?: 1625

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: 79 %
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016: 86 %
6. Your jurisdiction's safety belt use percentage rate at the end of 2016: 89 %
7. Number of officers who received training in 2016 in occupant protection: 90 %
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: 781
10. Number of Seat Belt Citations in 2015: 751
11. Number of Seat Belt Citations in 2016: 615
12. Number of Child Seat Citations in 2014: 49
13. Number of Child Seat Citations in 2015: 47
14. Number of Child Seat Citations in 2016: 36
15. Number of Special Enforcement Efforts in 2016 for Occupant Protection: 153
16. Output Statistics: How many citations were issued in target areas?: 226
17. Output Statistics: How many citations were issued during the target times?: 312
18. Output Statistics: How many contacts were made? (total): 1100
19. Output Statistics: How many contacts were made in target areas?: 800

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: 60
3. This agency participates in officer recognition programs for speed detection and apprehension: yes no
4. Number of Speeding Citations in 2014: 5545
5. Number of Speeding Citations in 2015: 6405
6. Number of Speeding Citations in 2016: 4632
7. Total number of 2016 fatal and injury crashes related to speed: 39
8. Percentage of 2016 fatal and injury crashes related to speed: 3.4 %
9. Number of Special Enforcement Efforts in 2016 for Speed: 550
10. Output Statistics: How many citations were issued in target areas?: 2597
11. Output Statistics: How many citations were issued during the target times?: 3103
12. Output Statistics: How many contacts were made? (total): 7850
13. Output Statistics: How many contacts were made in target areas?: 5095

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: 90
3. This agency participates in officer recognition programs for this issue: yes ___ no X
4. Number of citations issued involving this issue in 2014: 4269
5. Number of citations issued involving this issue in 2015: 4180
6. Number of citations issued involving this issue in 2016: 3390
7. Total number of 2016 fatal and injury crashes related to this issue: 143
8. Percentage of 2016 fatal and injury crashes related to this issue: 12.6%
9. Number of Special Enforcement Efforts in 2016 for this issue: 274
10. Output Statistics: How many citations were issued in the target areas?: 1965
11. Output Statistics: How many citations were issued during the target times?: 2104
12. Output Statistics: How many contacts were made? (total): 3325
13. Output Statistics: How many contacts were made in target areas?: 1655
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:
45

Roanoke County Police Department, VA
Impaired Driving



Problem Identification

Since 1990, when the Roanoke County Police Department was established, there has been an emphasis on the reduction of impaired driving offenses through enforcement and educational efforts. For reporting purposes in the State of Virginia, an alcohol-related crash involves a driver that has been identified as consuming alcohol or drugs regardless of impairment. The continued efforts by the Department have kept crashes involving such a driver at an average of 7.4% during the last ten years as shown in the table below.

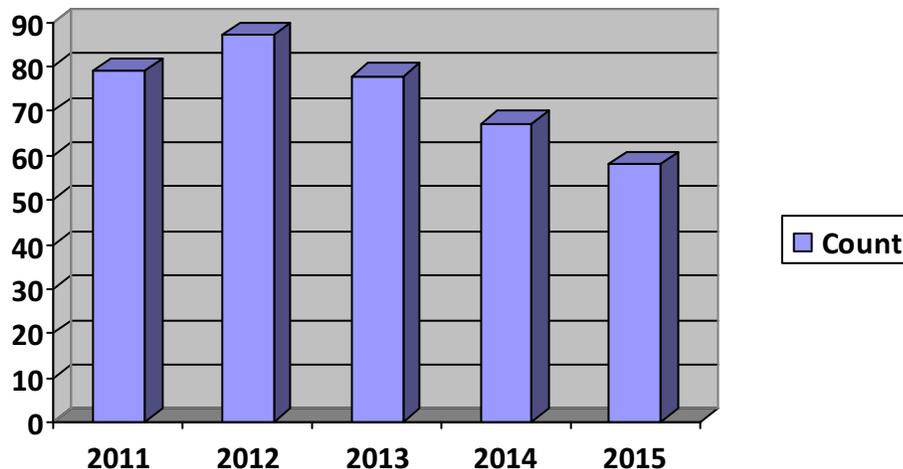
2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
8%	8.1%	8.2%	9.3%	6.5%	7%	7.2%	8%	6.9%	5.5%

As stated, the above percentages are based upon the number of drivers identified as having consumed alcohol or drugs involved in crashes. However, a further analysis of the crash reports revealed that a smaller percentage of those drivers were identified as actually being impaired by alcohol or drugs. The table below shows the percentage of drivers identified as being actually impaired during crash investigations from 2006-2015.

2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
6.1%	5.5%	5.7%	5.1%	4.7%	4.2%	5.4%	5.1%	4.8%	3.3%

The two following tables show some overall impaired driving crash statistics over the past five years in Roanoke County.

Impaired Crashes by Year



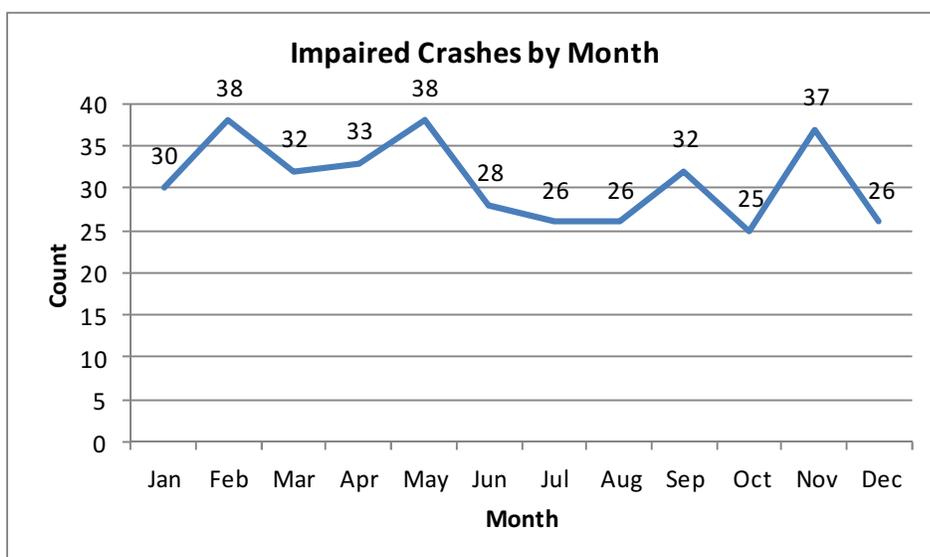
Impaired Crashes by Year

Year	Fatality	Property Damage	Personal Injury	Total
2011	2	57	20	79
2012	0	68	21	89
2013	2	54	22	78
2014	1	43	23	67
2015	2	37	19	58

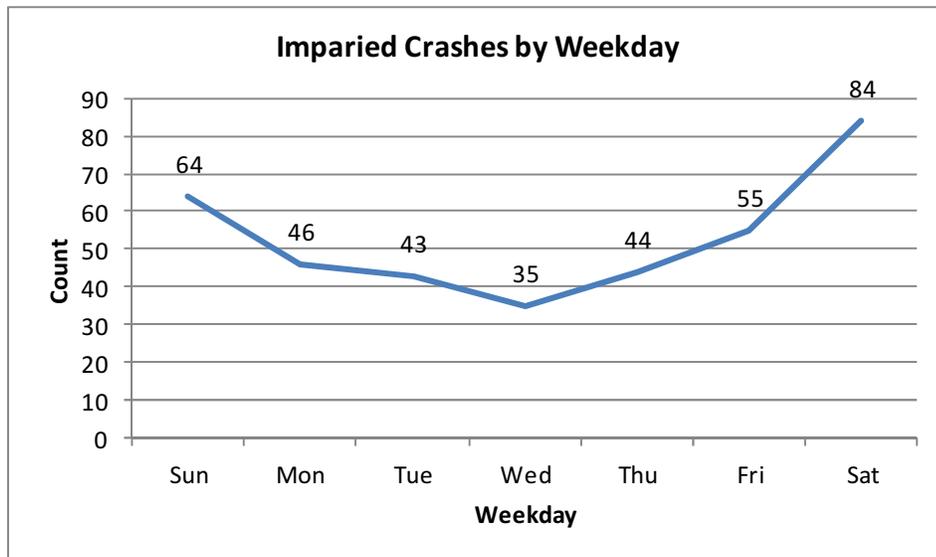
An analysis of the data during the past five years revealed the following streets had the highest number of impaired driving crashes:

Street Name	2011	2012	2013	2014	2015	Total
Bent Mountain Rd	3	7	5	5	1	29
Franklin Rd	6	4	4	4	5	22
Electric Rd	6	5	1	2	5	20
Plantation Rd	2	2	2	3	1	14
Williamson Rd	2	2	6	1	1	13
Catawba Valley Rd	1	2	3	3	2	12
Brambleton Ave	6	0	0	2	2	12
Challenger Ave	2	4	1	2	4	11

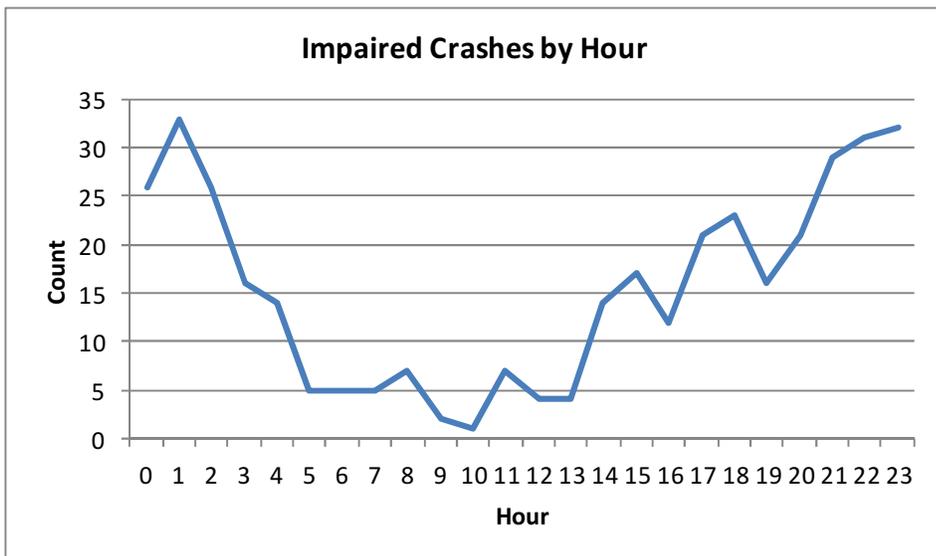
An analysis of when all impaired driving crashes had occurred during the same five years was an important factor for determining enforcement action.



February, May, and November had the highest number of impaired crashes.



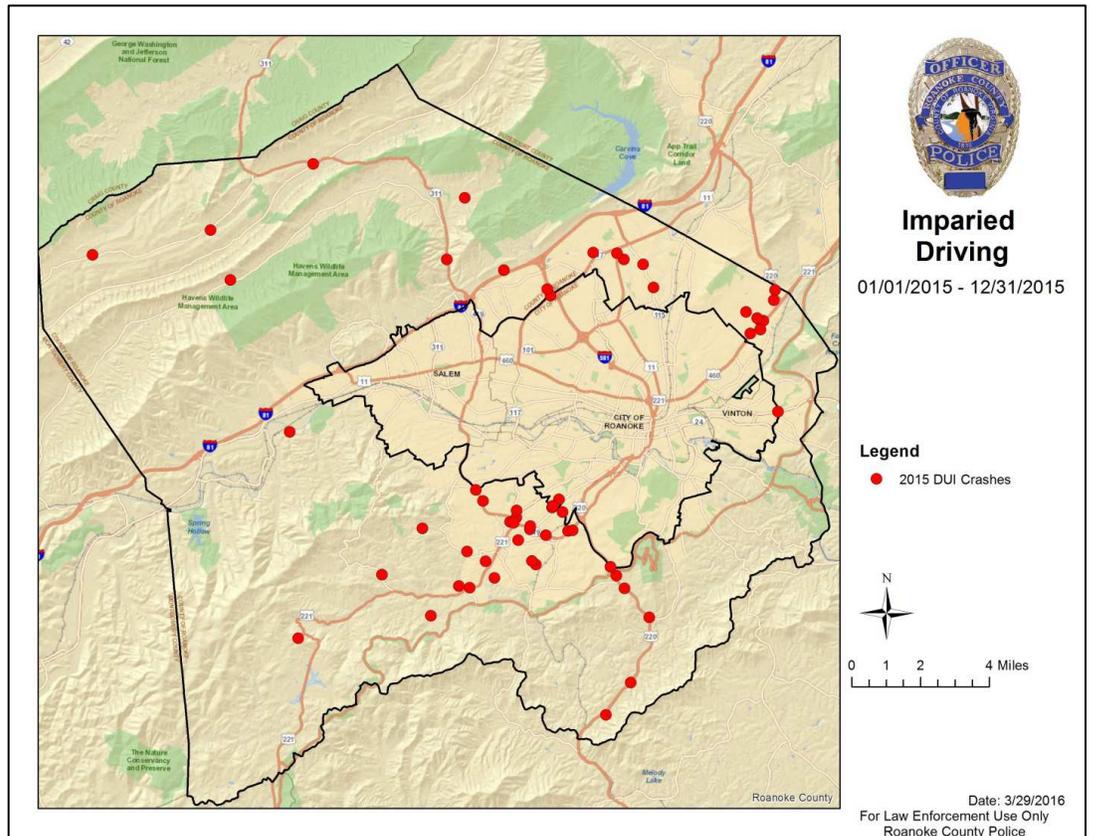
23% of the crashes took place on Saturdays.



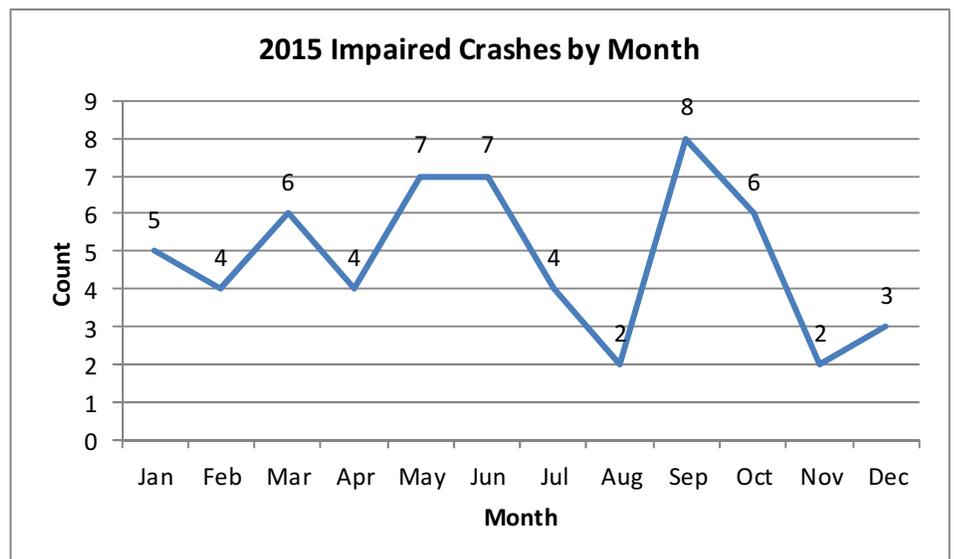
48% of the crashes took place between the hours 2100 and 0259.

In addition to the five year crash data, the Department closely examined the results of its 2015 Traffic Crash and Traffic Enforcement Analysis. This analysis served several purposes including determining the effectiveness of the past year’s enforcement in terms of reducing specific types of crashes and where the enforcement should be targeted. The crash analysis examines when and where the crashes occurred as well as the causative factors. The traffic enforcement analysis is performed to determine if personnel are being deployed at the proper times and locations. Data from the 2015 crash analysis and the mapping of alcohol-related crashes served to direct the Department’s impaired driving enforcement during 2016.

At right, this map was created in the beginning of 2015 in order to assist in the determination where to deploy saturation patrols and sobriety checkpoints during the year by showing the location of impaired driving crashes during 2015.



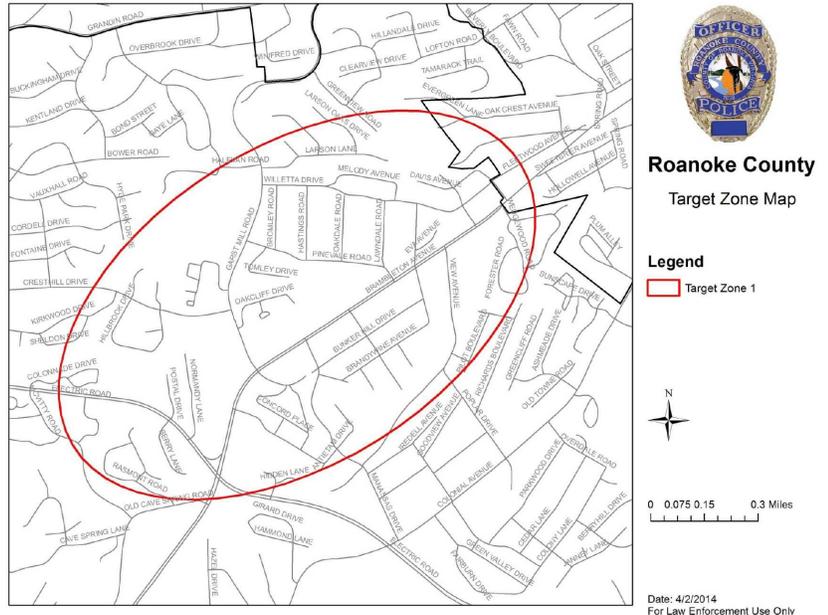
The same in-depth analysis of impaired driving crashes by month, day of week, and hour was performed for 2015 as done for the five year analysis and utilized in the determination of enforcement during 2016; this further helped in strategizing where to best utilize limited resources to impact impaired driving during planning.



Planning

According to data from the 2015 Traffic Crash and Traffic Enforcement Analysis and supplemented by the five year information, the majority of alcohol-related crashes occurred between the hours of 1800 and 0300 hours on Sundays, Mondays, Fridays, and Saturdays. A specific goal of the Department was to have at least 75% of impaired driving saturation patrols and checkpoints performed during these timeframes.

Additionally, the Department continued to utilize the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) model during 2016. DDACTS involves combining location-based crime and traffic crash data to determine where and when to deploy law enforcement and other resources. After combining crime and traffic crash data, the Department chose two locations based upon a high number of reported incidents, one in the northern part of the County and one in the south. Each location is approximately one square mile and was an elliptical shape on a map. The figure at right represents the area chosen in the southern part of Roanoke County.



Subsequently, additional high visibility efforts were conducted in the two areas including saturation patrols, traffic checkpoints, business checks, bike patrols, and more in an effort to decrease the number of reported criminal offenses and traffic crashes. These efforts remained a vital component to the Department's traffic safety programs during the year.

The Department's efforts directly supported the Impaired Driving Program Area of the Virginia Highway Safety Plan (VHSP) for 2016 in several ways. Listed below are the key points to the VHSP and the support generated by the Roanoke County Police Department.

- ◆ Focus on non-interstate roadways between 6 pm and 3 am
 - All of the Department's DUI grant monies were spent on non-interstate roadways during the given timeframe. Additionally, the Department used many non-grant funded saturation patrols during the same timeframe in areas selected based upon alcohol related crashes.
- ◆ Implement statewide DUI Checkpoint Strike Force and Drive Sober or Get Pulled Over Campaigns with an emphasis from July through January
 - In 2005 the Department was asked by the Virginia Highway Safety Office to take the lead for the southwestern portion of the State in promoting Checkpoint Strike Force and since that time has conducted 315 sobriety checkpoints. Since 2006 the

Department has provided checkpoint operation training to other law enforcement agencies in southwestern Virginia and served on the State's committee to develop standardized checkpoint operation procedures. During 2016, the Department conducted 29 sobriety checkpoints and 17 were conducted from July through December.

- ◆ Conduct a minimum of 100 DUI checkpoints and the use of low manpower checkpoints
 - As stated above, the Department conducted 29 sobriety checkpoints (31% of the entire State's minimum goal) during 2016; 9 of which were low manpower while 19 were multi-jurisdictional having included surrounding local and state agencies. Since 2005 the Department has utilized low manpower checkpoints and has been asked to present its efforts at the state and national level.
- ◆ Continue to expand the Standardized Field Sobriety Test instructor database
 - For several years during the early 2000s, the Department had one of the very few nationally recognized Standardized Field Sobriety Testing (SFST) instructors in Virginia and subsequently began teaching its officers. Since the program expanded in Virginia, the Department has maintained more than one such instructor and currently has three certified instructors. In 2007, the Roanoke County Criminal Justice Academy was established and since that time every new officer has been trained in SFST, to include a Wet Lab.
- ◆ Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training (four per year throughout the state)
 - Between 2014 and 2015, the Department sent 16 officers through ARIDE training. Though none were sent in 2016, one officer did successfully complete the Drug Recognition Expert (DRE) training.

Training

The table below shows the training received by officers during 2016 as well as the three years prior. To date, almost all of the uniformed patrol officers have been trained in SFST.

	2016	2013-2015
SFST Instructor	0	2
SFST Instructor Recert.	1	3
SFST Training	16	48
ARIDE	0	16
Intox. EC/IR II Basic	16	27
Intox. EC/IR II Recert.	42	74
Drug Recognition Expert	1	0

In addition to the above list, officers received additional impaired driving enforcement training during 2016 through line-up, e-mailed power point, and the Department's on-line training tool- 'Moodle'. All uniformed officers received a refresher on the driving cues of an impaired driver as well as HGN. All uniformed officers also received refresher training on search warrant blood draws for the Department's continuing 'No Refusal' program which is described in the next section.

Public Information and Education

The Roanoke County Police Department has been a leader in law enforcement for Southwestern Virginia in providing public information and educational programs concerning impaired driving and other traffic safety issues. Since 2005, the Department has created several educational programs that address impaired driving and what follows is a brief description of a few of the programs that were conducted during 2016.

The Department has an impaired driving/distracted driving simulator consisting of a golf cart designed to look like a police vehicle that is utilized with 'Fatal Vision' goggles, which simulate the affects alcohol or drugs have on vision, and a coned course. When utilized for impaired driving presentations, participants are allowed to drive the cart through a coned course without the goggles then a second time with the goggles to show the affects alcohol has on a driver's vision. While participants are waiting in line to drive, another officer will speak about the associated problems of impaired driving and conduct field sobriety testing while the persons are wearing a set of the goggles. During 2016 the Department used the simulator at all five County high schools for a minimum of two days each allowing an estimated 750+ students to participate. Additionally, the simulator was used at more than 12 events during the year to include employee safety fairs, church groups, and community events such as the Vinton Fall Festival with an audience in excess of 1,500 people. Above right, Officer Snowden and a Town of Bedford Officer preparing to use both agency's golf carts during a large event at a local mall in the summer of 2016.



The Department maintains a strong relationship with the Roanoke County Schools, which provided many opportunities for impaired driving education during 2016. Each of the five County high school's Driver's Education class had an officer speak to the class concerning impaired driving. Each school's School Resource Officer (SRO) worked with student clubs to publicize the inherent associated risks through outreach efforts including morning/afternoon announcements, artwork and social media, mock car crashes, and floats used in local parades. The SRO at each high school worked closely with the Youth of Virginia Speak Out About Traffic Safety (YOVASO) in support of impaired driving prevention promoted throughout the State.

Additionally, each high school hosted the 'Partnering for the Privilege' presentation for both parents and new drivers. This program is a joint adventure between the Allstate Foundation, YOVASO, Roanoke County Driver's Education, and the Roanoke County Police Department and is conducted each school year to educate parents and new drivers the risks associated with

teen drivers- with impaired driving being a large component of the program. Each agency that assists with the program addresses teen driver safety from their unique perspective then the parent of a teen killed in a crash speaks to the audience providing a powerful closing.

Throughout 2016, the Department kept the problem of impaired driving in the public spotlight through social media and print, multiple radio and television interviews, as well as electronic billboards with the assistance of the Virginia Department of Transportation. The Department created several different posters that were distributed electronically and printed for use by businesses for holidays as well as special events. Multiple press releases were sent out and interviews conducted with the media prior to and during several impaired driving campaigns throughout the year.



The Department launched its 'No Refusal' program at the beginning of 2015 for the St. Patrick's Day holiday and has maintained the program during holidays throughout 2016. The Department was the first agency in the Virginia to implement a 'No Refusal' program. The 'No Refusal' program is simple, but had a profound effect with the publicity of impaired driving in the Roanoke Valley. 'No Refusal' simply means that if a driver refuses to submit to a chemical test after having been arrested for impaired driving; the officer will immediately apply for a search warrant to have blood drawn for testing. Prior to each campaign, the Department publicized through social media and press releases in order to alert motorists and keep a high profile.

Through its leadership role with the Blue Ridge Transportation Safety Board (BRTSB), the Department led or assisted in several traffic safety enforcement and public informational/educational initiatives during 2016 concerning impaired driving. The BRTSB is a multi-jurisdictional, multi-discipline board made up of law enforcement, businesses, insurance, traffic engineers, and safety advocates all joined together to improve traffic safety throughout southwestern Virginia since 1988. Through the BRTSB, the Department coordinated impaired driving enforcement campaigns, such as joint checkpoints and saturation patrols, throughout the Board's service area while the non-law enforcement members supported the campaigns through social media, press, and other public speaking opportunities. These coordinated efforts allowed a much broader outreach and brought many different disciplines together to combat the same problem.

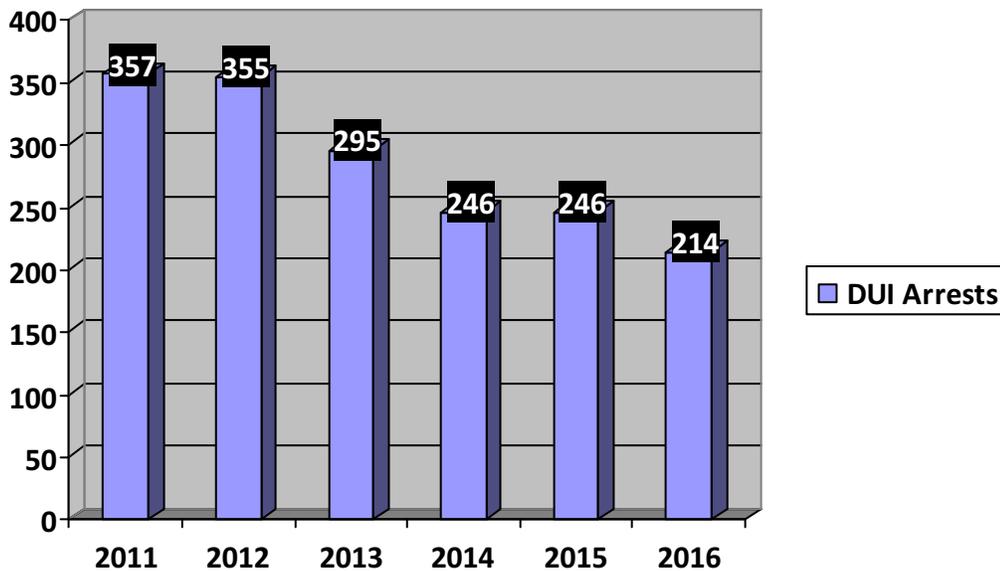
Enforcement

Because the Department analyzes impaired driving crashes for time and location, officers could be deployed more effectively to reduce such crashes. Additionally, the Department monitors social media and other means of publicizing events in order to stay abreast of events that tend to attract impaired driving offenses and subsequently deploys high visibility saturation patrols and/or checkpoints to reduce problems.

During 2016, the Department conducted more than 100 DUI saturation patrols and conducted 29 sobriety checkpoints. Nine of the checkpoints were low manpower; where officers would conduct a checkpoint in a location for two hours then move to another part of the County

creating the idea that the checkpoints were ‘everywhere’. Nineteen of the sobriety checkpoints were multi-jurisdictional staffed by officers from Roanoke City, Roanoke County, Salem City, Town of Vinton, and Virginia State Police. The multi-jurisdictional checkpoints typically attracted a good deal of media attention which allowed the Department to share its simple message- have a plan to get home safely.

Officers arrested 214 impaired drivers during 2016, which is fewer than in past years. Only 30 (14%) impaired drivers were arrested with grant funding; which shows that the Department directed a large amount of regular duty time at the problem including maintaining a dynamic schedule for the four traffic officers, so that they would be best deployed based upon the ongoing analysis of impaired driving crash data. At right, a driver is shown his preliminary breath test results just before being arrested, while another driver is being placed through field sobriety tests at a multi- jurisdictional checkpoint in the northern section of Roanoke County in the Winter of 2016.



As previously mentioned, a specific goal of the Department was to have at least 75% of impaired driving enforcement performed between the hours of 2000 and 0300 hours on Sundays, Mondays, Wednesdays, Fridays, and Saturdays. By year's end, more than 80% of the saturation patrols and sobriety checkpoints were conducted during this timeframe resulting in 139 (65%) impaired driving arrests.

Outcomes

For the third straight year, the Department has seen a significant drop in the number of arrests for impaired driving as compared to previous years. However, there has also been a drop in the number of impaired driving crashes as well (A/R includes DUID for the purposes of this report). The table at right shows the difference of impaired driving crashes between 2016 and the three year average from 2013-2015. There was a 22% reduction in such crashes in 2016.

	Three Year Avg. 2013-2015	2016	% Change
A/R Crashes	44	34	-22.7%
A/R Fatalities	1.6	3	87%
A/R Injuries	21	29	38%

The table below shows the overall crash data for Zone 2 of the Department's DDACTS program of a 5 year average comparison. This demonstrates the viability of the strategy in place over time and thus its impact is shown through a 28% reduction in personal injury and a 6% reduction in property damage accidents.

Reportable Crashes: Target Zone 2											
Reportable Crash Type	2011	2012	2013	2014	2015	Yr Avg	St. Dev.	2016	z-score	Significance	%Change from Avg
DMV-Fatality	0	1	0	0	1	0	0.490	1	1.225	0.110	Up 1
DMV-Personal Injury	20	10	17	19	18	17	3.544	12	-1.354	0.088	-28.57%
DMV-Property Damage	35	39	47	26	46	39	7.710	36	-0.337	0.368	-6.74%
Total	55	50	64	45	65	56	7.782	49	-0.874	0.191	-12.19%

Recognition

Each year the officer with the most impaired driving arrests is recognized with a letter of commendation from the Chief of Police. This year, PO III S. Hoopes was recognized for his 33 arrests during 2016. Additionally, acting as the senior traffic officer he was recognized for his efforts in promoting all areas of traffic safety, including impaired driving, as he was instrumental in planning and leading several efforts in reducing impaired driving crashes through civic presentations to multiple schools and organizations as well as working almost all sobriety checkpoints over the past three years.

Roanoke County Police Department DUI Departmental Policies

The Roanoke County Police Department does have policies specifically related to the expectations of officers when contacting impaired drivers and the next several pages contain the applicable excerpts from written directives concerning impaired drivers.

	Type of Directive	Number	Page
	GENERAL ORDER	18.2.8	1-22
	Subject	Date	
	TRAFFIC ENFORCEMENT	05/08	
	Amends	Rescinds	
		18.2.7	

J. L. Smith

This policy is for Department 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 the basis for Department administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. PURPOSE

The purpose of this order is to establish operational guidelines so that the enforcement of State laws and County ordinances governing motor vehicles is consistently and fairly applied.

II. POLICY

It is the policy of the Department that officers be guided by principles of reasonableness, consistency, and impartiality in their enforcement of applicable laws. The Department expects officers to utilize sound professional judgement in fulfilling their duties as they relate to traffic enforcement. Officers are reminded that the Department's goal in traffic enforcement is achieving compliance with applicable laws. The Department's expectation relative to traffic enforcement emphasizes a qualitative approach to enforcement and discourages enforcement based solely on quantitative measures.

III. PROCEDURE- GENERAL ADMINISTRATION

A. General Information

1. The immediate aim of traffic related operations will be conformance to applicable statutes through appropriate enforcement techniques.
2. The decision regarding the proper enforcement option (warning, summons, or physical arrest) is at the officer's discretion and should be guided by the total situation considering the seriousness of the offense and any extenuating circumstances.
3. Officers will target as the highest enforcement priority those violations which:
 - a. actively endanger life and property and/or
 - b. involve reckless disregard of traffic regulations.

Traffic Enforcement

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18.2.8

4. Violations which the officer deems less flagrant and less likely to endanger the public may be accorded a proportionately lower enforcement priority.
5. Nonhazardous violations may be accorded the lowest enforcement priority.

B. Enforcement Options

1. Traffic enforcement will be accomplished in a firm, impartial and courteous manner using one or more of the following courses of action:
 - a. verbal warning,
 - b. traffic summons (Virginia Uniform Summons),
 - c. physical arrest, and/or
 - d. administrative action (e.g. Confirmation of Liability Insurance, Medical Review Request).
2. A verbal warning may be appropriate when the violator:
 - a. has committed a violation due to ignorance of a unique local ordinance or
 - b. has unknowingly or unintentionally committed some other form of violation (i.e. vehicle equipment failure of which the driver was not aware).
3. A traffic summons may be issued, if law permits, to those violators:
 - a. who the officer believes will honor the promise to appear in court and
 - b. who reside in the states listed as members of the Nonresident Violator Compact.
4. Officers will effect the arrest, except as provided in the General Order titled LEGAL PROCESS, of any person in violation of traffic laws pertaining to:
 - a. DUI,
 - b. hit and run crashes involving personal injury or death, and
 - c. driving after having been adjudicated a habitual offender.
5. Officers may also, except as provided in the General Order titled LEGAL PROCESS, effect a physical arrest of any violator who:
 - a. resides beyond the judicial limits of the Nonresident Violator Compact, or
 - b. fails to give written promise to appear in court except for seat belt violations under COV 46.2-1094, or

Traffic Enforcement
18.2.8

3

- c. fails to reasonably identify themselves by providing a name and address.
- 6. For any moving violation or operator's license violation, the officer is responsible for running DMV Transcripts needed for court.
- 7. The Commonwealth's Attorney and the General District Court Judges have agreed to require driver transcripts only on moving violations and those violations related to license issues.
- 8. When facts and circumstances exist to warrant an administrative intervention, officers will utilize the options listed below to resolve any infraction.
 - a. **Driver Deficiency Report** - forwarded to DMV for motorists suspected of physical or mental impairments to limit driving privileges and
 - b. **Confirmation of Liability Insurance** - a notice requiring the motorist to forward liability insurance information to DMV as a verification process.

C. Enforcement Qualifiers

- 1. Certain situations may alter an officer's options to various traffic violations. These situations include but are not limited to the following conditions.
 - a. Nonresidents of the Commonwealth of Virginia violators will be handled the same as residents if from a state participating in the reciprocal agreements. Violators from states NOT participating in reciprocal agreements will be taken before a magistrate on any traffic offense and required to post a bond. The non-reciprocal states are listed within the Magistrates Handbook.
 - b. Juveniles violators will be handled in accordance with the provisions found in the General Order titled JUVENILE OPERATIONS.
 - c. Legislators, Diplomats and Military Personnel violators will be handled in accordance with the provisions found in the General Order titled LEGAL PROCESS.

D. Enforcement Guidelines

1. Driving Under the Influence

When probable cause exists to suspect a person of driving under the influence, the officer is expected to arrest the violator. Specific guidance for these types of violations can be found in the General Order titled DUI AND STATIONARY CHECKPOINTS.



J. L. Lavin

Type of Directive	Number	Page
GENERAL ORDER	18.8.6	1-8
Subject		Date
DUI Enforcement & Stationary Checkpoints		05/08
Amends	Rescinds	
	18.8.5	

This policy is for Department 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 the basis for Department administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. PURPOSE

The purpose of this order is to establish guidelines for enforcement action relating to driving under the influence of alcohol or drugs.

II. POLICY

It is the policy of the Department to aggressively pursue violations of Driving Under the Influence (DUI) laws through strategic and intensive enforcement activities. These activities encompass the efforts of individual officers as well as the unified efforts of the Department's selective enforcement.

III. PROCEDURE FOR DUI

A. General Information

1. For purposes of this directive, DUI is defined as operating a motor vehicle while under the influence of alcohol or self administered drugs. (DUID - for cases specifically believed to be drug related)
2. Officers assigned to patrol duties and those assigned to the Traffic Unit have the primary responsibility for the enforcement of DUI violations. However, all officers will be responsible for taking appropriate action should they observe a driver suspected of DUI.
3. Officers of the Department will receive entry level and in-service training related to DUI detection and apprehension.
4. The DUI training includes, but is not limited to:
 - a. recognition of impaired drivers,
 - b. investigation at accident scenes,
 - c. use of standard field sobriety tests,
 - d. use of preliminary breath testing devices, and
 - e. legal and procedural changes involving DUI detection, arrest and processing.

Roanoke County Police Department, VA
Occupant Protection



Stretching across 250.52 square miles, Roanoke County is located in the Commonwealth of Virginia and part of the Roanoke Metropolitan Statistical Areas in the southwestern part of the state. While significant areas of the County are rural and mountainous, most of the residents reside in the suburbs near the independent cities of Roanoke and Salem. Roanoke County is part of the Roanoke Valley which also includes Botetourt County, City of Roanoke, City of Salem, Craig County, Franklin County, and the Town of Vinton. The cities of Roanoke and Salem are located within the boundaries of Roanoke County as is the incorporated Town of Vinton while the remaining jurisdictions surround the County. According to the 2016 census, Roanoke County has a population of 94,409 while there are a total of 312,118 people residing in the Roanoke Valley.



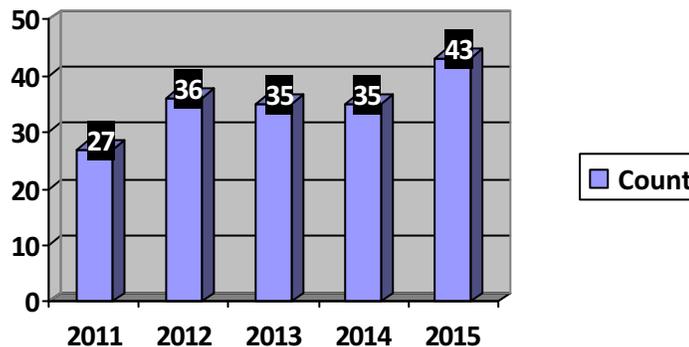
Roanoke County has several major roadways running through its boundaries including Interstates 81 and 581, US routes 11, 220, 221, and 460, as well as seven state routes that serve to connect the ten jurisdictions that are adjacent to Roanoke County.

The Roanoke County Police Department consists of 142 sworn full-time officers, 14 full-time civilians, and 2 part-time civilians. In terms of traffic enforcement, the Department has 90 officers assigned to patrol and four full-time traffic officers. It is important to note that Virginia's occupant protection laws are two tiered. There is a secondary OP law for persons at least 18 years of age which requires law enforcement to find another violation before stopping a vehicle. However, there is a primary law for persons under the age of 18.

Problem Identification

The table below shows the number of unrestrained crashes for the past five years.

Unrestrained Crashes by Year

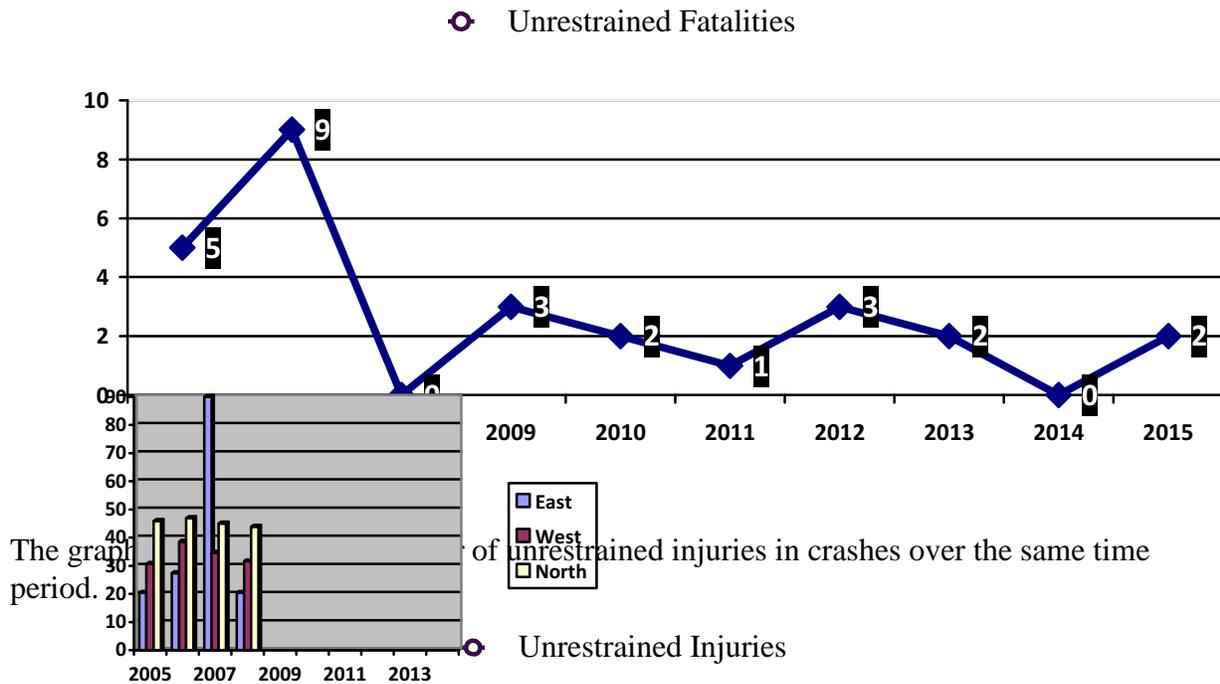


Non-Restraint Crashes by Year

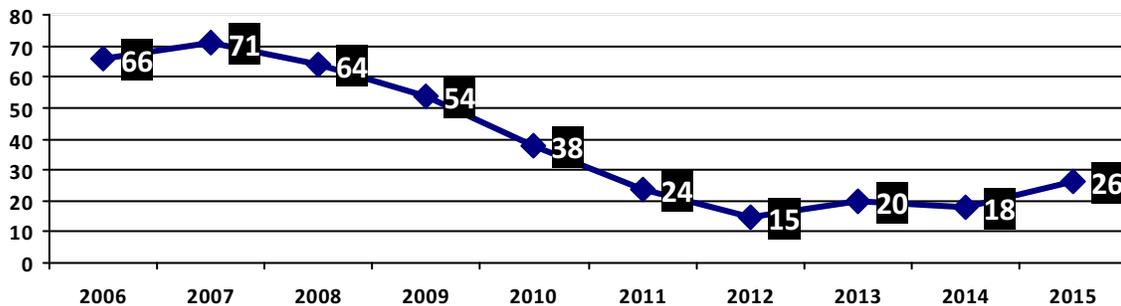
Year	Fatality	Property Damage	Personal Injury	Total
2011	1	11	15	27
2012	3	13	20	36
2013	2	15	18	35
2014	0	9	26	35
2015	2	8	26	36

The table at left provides more information concerning unrestrained crashes over the past five years.

The graph below shows the number of unrestrained fatalities since 2004 in Roanoke County.



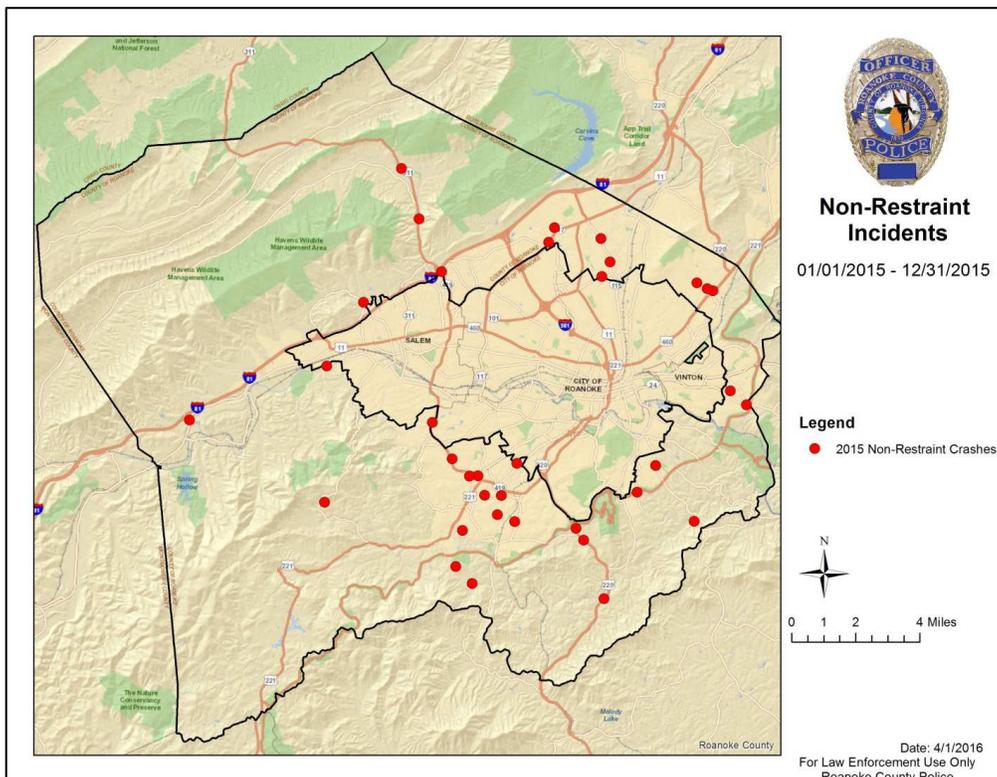
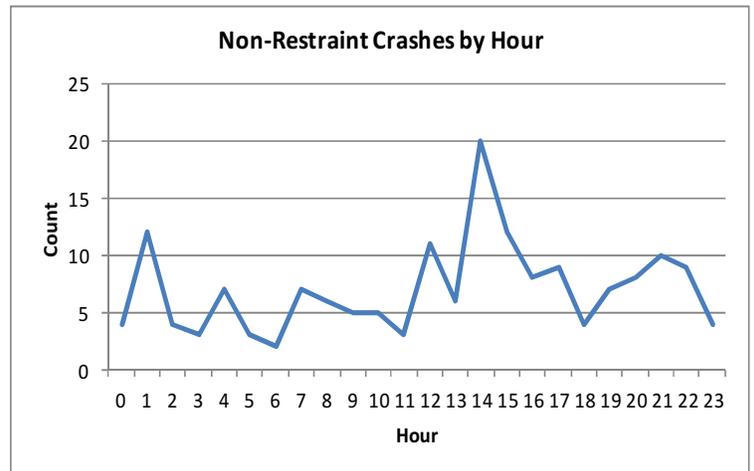
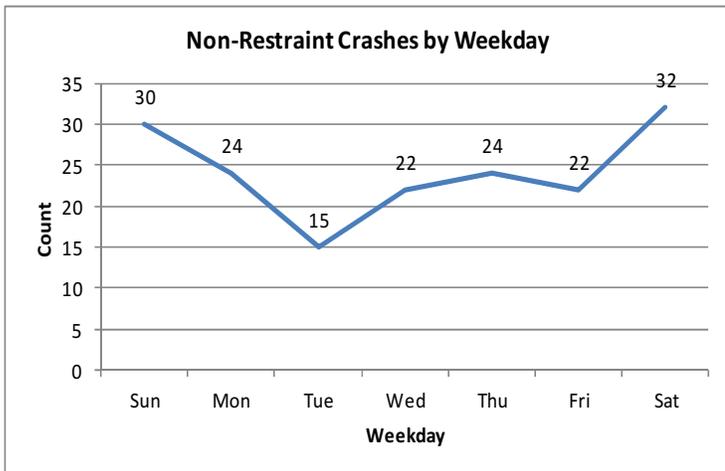
The graph period. of unrestrained injuries in crashes over the same time



In addition to analyzing crash reports, the Department conducted numerous seat belt surveys during 2016 and used the data to assist in planning appropriate enforcement locations and times. Over the course of the year, officers conducted 45 seat belt surveys with 14 of them targeting middle and high school students/parents and the rest on other roads of the County based upon unrestrained crashes. At year's end, the average seat belt use rate was 89%.

Planning

The analysis of 2015 crash reports showed the majority of crashes (29%), especially those resulting in serious injuries or fatality, involving an unrestrained occupant occurred between the hours of 1200 and 1700 while 37% occurred on Saturdays and Sundays. As such, a substantial amount of enforcement was planned during those times and on the weekends. Below are graphs from the year end crash analysis to support the enforcement plans.



The map at left was generated during the 2015 crash analysis and was utilized in the planning of where to deploy occupant protection enforcement during 2016.

In addition to the previous mapping of unrestrained crashes during 2015, a five year analysis revealed the roads listed below had the highest number of unrestrained crashes and specific enforcement was planned for 2016 to address each.

Non-Restraint Crashes: Top Streets

Street Name	2011	2012	2013	2014	2015	Total
Williamson Rd	4	2	3	0	0	9
Catawba Valley Dr	0	5	2	0	2	9
Franklin Rd	1	1	1	2	3	8
Plantation Rd	0	1	1	4	2	8
Bent Mountain Rd	1	3	1	0	0	5
Jae Valley Rd	1	1	1	0	2	5
Bradshaw Rd	0	2	1	2	0	5

The Department’s efforts concerning occupant protection directly supported the Virginia Highway Safety Plan (VHSP) for 2016 in several ways. Listed below are the key points to the VHSP and the support generated by the Roanoke County Police Department.

- ◆ To implement a statewide, high visibility seat belt enforcement campaign for two weeks in May 2016 and one in November 2016.
 - The Department participated in both of these ‘Click It or Ticket’ campaigns through enforcement as well as an intensive media blitz during the May campaign. Through the Department’s leadership role with the Blue Ridge Transportation Safety Board, several regional enforcement and educational initiatives were conducted during both periods.
- ◆ Conduct pre-and-post mobilization observational surveys of safety belt use by June 2016.
 - The Department conducted 45 seat belt use surveys last year in the County with 32 performed by June 2016. During the Spring ‘Click It or Ticket’ campaign, the use rates were publicized through social media and through morning announcements at middle and high schools.
- ◆ Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours.
 - The Department’s Traffic Unit trained in strategies for enforcement of nighttime occupant protection violations. Officers working the Department’s 29 sobriety checkpoints were reminded the importance of spotting violations and best practices for interviewing to secure a violation. In total, 16% of all OP citations occurred during nighttime hours through 2016.
- ◆ To conduct 50 occupant protection selective enforcement activities.
 - During 2016, the Department conducted 11 license checkpoints to target occupant protection as well as 85 occupant protection enforcement patrols throughout the County.

Training

The table below shows the training received by officers during 2016 as well as the three years prior related to occupant protection. The refresher training for occupant protection enforcement was directed towards all uniformed officers and consisted of line-up training as well as an e-mailed electronic presentation which was sent out prior to the Spring ‘CIOT’ enforcement wave. The advanced crash training ranged from Level One Crash Training to Crash Data Retrieval System. Additionally, the four traffic officers received refresher training throughout the year concerning enforcement techniques and identifying seat belt use during crash investigations and nighttime enforcement.

	2016	2013-2015
OP Enforcement Refresher	90	90 yearly (approx.)
Officers receiving Advanced Crash Reconstruction Training Classes	12	26



The figure at left is the cover page for the electronic presentation for the refresher for OP enforcement. The presentation outlined Virginia’s occupant protection laws and offered enforcement tips. At the request of member agencies, the presentation was regionally marketed by adding the logos for the Blue Ridge Transportation Safety Board (BRTSB) and the Blue Ridge Regional Crash Investigation Team (BRRICIT) and e-mailed to all participating law enforcement agencies throughout central and southwestern Virginia.

Additionally, several of the non-law enforcement members of the BRTSB requested the electronic presentation so that they could use some of the topics for electronic media.

Public Information and Education

The Roanoke County Police Department maintains a strong relationship with the Roanoke County Schools which provided many educational opportunities during 2016 concerning occupant protection. In total, the Department conducted more than 60 traffic safety presentations in the County high and middle schools during the year. Many of the presentations were part of the Department’s award winning ‘Why Math Matters’ program. The program, which began in 2005, is done by a Department crash reconstructionist and the students are shown how major crashes are investigated based upon physics and mathematics. The program is tailored to physics and math classes with each receiving a discipline specific presentation that includes occupant protection. A major emphasis is placed upon the three collisions in a crash-vehicle, body, and internal. Additionally, every Driver’s Education class in the County’s five high schools was given a 90 minute presentation concerning teen driver safety with a strong emphasis on occupant protection issues. The SRO at each high school worked closely with the Youth of Virginia Speak

Out About Traffic Safety (YOVASO) in support of each traffic safety program promoted throughout the State and a mock car crash was performed at each high school. Additionally, each high school hosted the ‘Partnering for the Privilege’ presentation for both parents and new drivers. This program is a joint venture between the Allstate Foundation, YOVASO, Roanoke County Schools, and the Roanoke County Police Department and is conducted each school year to educate parents and new drivers about the risks associated with teen drivers. Part of the Department’s presentation focused on the typical teen fatal crash in southwestern Virginia—driving too fast, running off the road, and a lack of seat belts. Each agency that assists with the program addressed teen driver safety from their unique perspective then the parent of a teen killed in a crash speaks to the audience providing a powerful closing. Because the audience consists of both teens and their parents and in some cases extended families, an emphasis is also placed on adult occupant protection and child safety restraints.

Each of the County’s five School Resource Officers (SRO) in the high schools promoted seat belt use by their students throughout the school year. Each of the schools is active in the YOVASO (Youth of Virginia Speak Out About Traffic Safety) program which was started in 2001 under the direction of the Blue Ridge Transportation Safety Board. At least one officer from the Department has been on the YOVASO Advisory Board since 2001. During 2016, the County’s SROs participated in each of the four major YOVASO campaigns that promoted seat belt use including Arrive Alive, Save Your Tailgate, Mission:Possible, and Steer Into The New Year. Additionally, each SRO actively supported the Click It or Ticket campaign through classroom discussions, posters, and staged crashes. With the assistance of student groups, each SRO conducted at least four seat belt surveys during the school year.



At left, POII Hartwell has two high school students helping him with a seat belt survey as students arrive at school. At right, additional students were at a drop off point handing out both DUI and OP literature in gift bags that also contained treats, such as ‘Lifesavers’.



At right, Northside HS students sign a pledge to ‘Arrive Alive’, a comprehensive campaign dealing with OP, speeding, distracted and impaired driving.



In addition to the high school activities, the five additional SROs assigned to the County’s middle schools also were very active in promoting seat belt use among their students, parents, and faculty. They actively supported the YOVASO programs targeting seat belt use by middle school students by developing YOVASO groups in their schools and assisting in activities during the school year. PSAs during announcements, posters, handing out brochures, and classroom lectures all came together to push the students to always buckle up. During 2016, the Department’s ‘Why Math Matters’ presentation was used in middle school science classes. The presentation involved a media rich PowerPoint presentation in the school's auditorium as well as a mock car crash in the parking lot. While half of the classes would be in the auditorium, the other half would be in the parking lot then they would rotate. While the auditorium part was

lecture, the outside portion allowed students to interact with an officer and the staged crash. The presentations lasted 90 minutes and were performed during each of the four blocks of the school day on two consecutive days allowing hundreds of students to attend. What began as an outreach to the science class quickly evolved to teachers from other disciplines bringing their students as well. During the Fall of 2016, the Department conducted the presentation at each of the County's five middle schools and at six other middle schools in Southwestern Virginia.

In 2012, the Department developed the 'ScanEd' program to compliment efforts concerning teen traffic safety. 'ScanEd' is an interactive, hands-on approach to teaching teens the dangers associated with unsafe driving. The Department has an enclosed trailer packed with items to perform a presentation in the school parking lot including a crashed car, motorcycle, and dummy. After speaking with the students, they are then paired up and given an iPad. More than 30 QR (quick response) codes, similar to bar codes, are placed on the vehicles, dummy, signs, traffic light, beer can, etc. and are associated with a private network created using a laptop and wireless router. Using a bar code scanner on the iPads, the students can then self-learn as they scan the QR codes and an appropriate video or slideshow will play. For example, scan a QR code on the driver door and a video will play concerning the



dangers associated not wearing a seat belt. Scan a QR code on a cell phone and a video will play that graphically depicts the risks of distracted driving. Though the entire presentation, including the presentation and the 'ScanEd', concern many different aspects of teen driving, a very strong emphasis is placed on occupant protection as it plays a very common role in serious teen crashes in our area. The program has become one of the Department's most popular means of reaching teens, based upon feedback from teachers, students, and parents, as it combines hands-on learning with technology.

During 2016, the Department used the 'ScanEd' program with an estimated 4,000 students in Southwestern Virginia including at the YOVASO (Youth of Virginia Speak Out About Traffic Safety) leadership conference with representatives throughout the Commonwealth of Virginia.

In addition to the 'ScanED' program, the Department also has an air bag simulator that is used during traffic safety presentations as another way of promoting seat belt use. A seat from a passenger vehicle was placed on a portable sled with a metal frame dash which allows air bags to be mounted. A rope was connected to the sled to allow presenters to provide some rotation to the sled during the air bag detonation which is more indicative of real world crashes and causes even more movement of the dummy. Because the dummy is not seat belted, typically it will be pushed out of the seat during deployment which, when combined with the effect of sunglasses, hats, and cell phones being launched, provides a tremendous visual for the audience. The demonstrations are a crowd favorite and provide a tremendous talking point concerning the need to wear seat belts. During 2016, the Department detonated 15 air bags during traffic safety presentations.

A large percentage of the Department's public education targeting adult occupant protection is done through the Department's Facebook site which has a large number of followers. Posters, press releases, and causal reminders were posted throughout the year. However, the Department's programs that were initially developed to target young students have also been

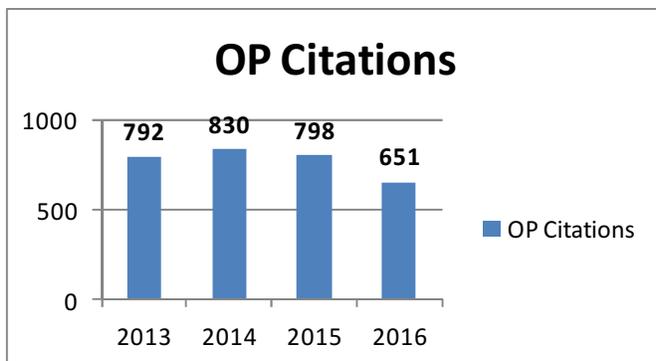
used for adult audiences. The ‘ScanEd’ program as well as the air bag sled have been used at several adult events to include civic groups, business employee safety days, and the Department’s Citizen Police Academy. In addition, two area commercial trucking companies have one of the Department’s Motor Carrier certified officers speak to their drivers yearly concerning different aspects of traffic safety with a strong emphasis on wearing seat belts.

Through its leadership role with the Blue Ridge Transportation Safety Board (BRTSB), the Department led or assisted in several traffic safety enforcement and public informational/ educational initiatives during 2016 concerning occupant protection. The BRTSB is a multi-jurisdictional, multi-discipline board made up of law enforcement, businesses, insurance, traffic engineers, and safety advocates all joined together to improve traffic safety throughout southwestern Virginia since 1988. Through the BRTSB, the Department coordinated several occupant protection campaigns, such as the ‘460 Blitz’ which focused of OP violations and speeding the Friday of the Memorial Day weekend. The Board’s non-law enforcement members supported the efforts by promoting the campaigns through electronic media. The Department led several regional enforcement and educational efforts during the two 2016 ‘Click It or Ticket’ mobilizations.



Enforcement

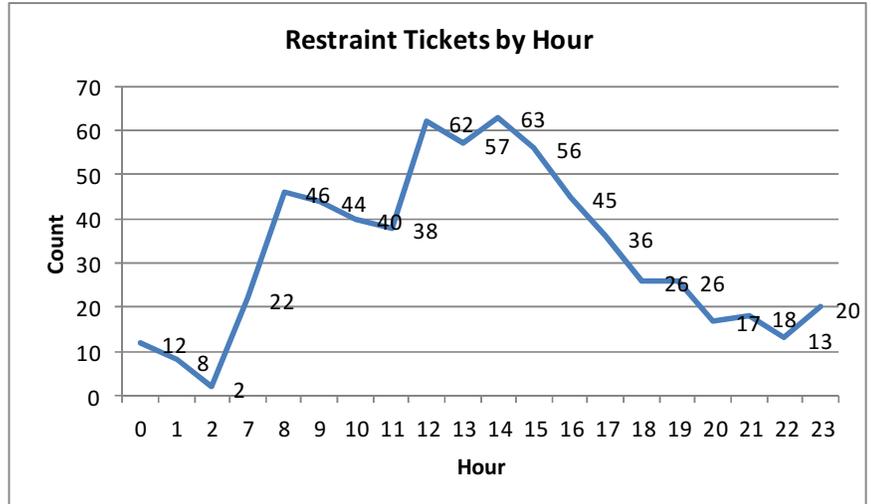
The table below shows the number of occupant protection citations (seat belt and child seat) issued by the Department’s officers over the last four years. Of the 651 OP citations issued during 2016, only 97 (15%) were issued during grant funded patrols and checkpoints leaving the vast majority of OP enforcement being accomplished through Department funding.



As previously stated, the analysis of 2015 crash reports showed the majority of crashes involving an unrestrained occupant occurred between the hours of 1200 and 1800 while 38% occurred on Saturdays and Sundays Subsequently, more than 70% of grant

funded OP enforcement patrols and checkpoints were deployed during these timeframes. The graph at right shows the number of unrestrained citations issued by hour during 2016. In total, 37% were written between 1200 and 1600 hours.

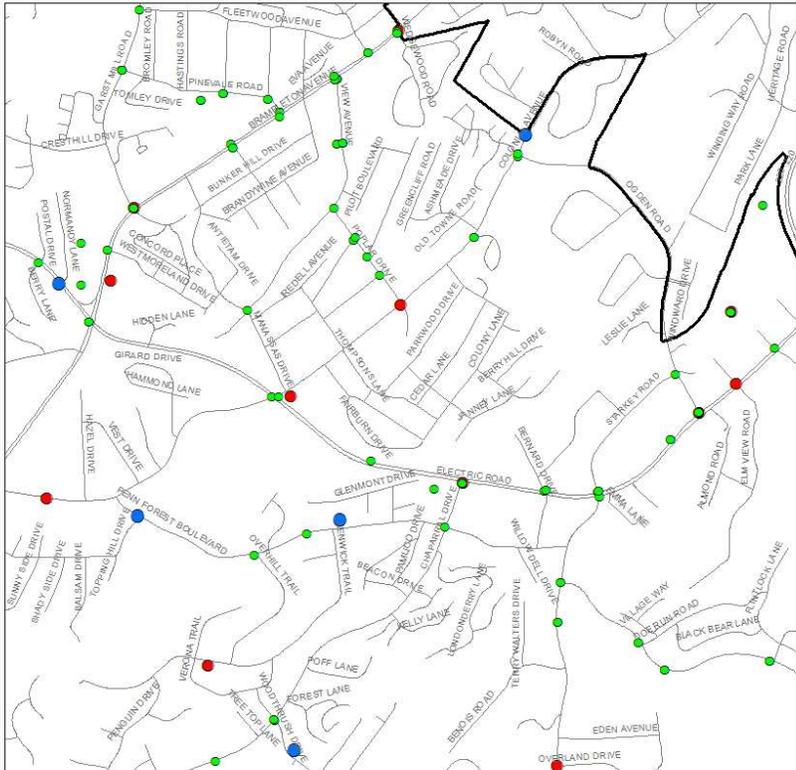
For the two week Spring 'Click It or Ticket' campaign, the Department conducted 9 license and sobriety checkpoints complimented with 8 saturation patrols during day and nighttime.



Outcomes

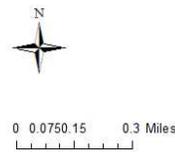
The table below shows the number of unrestrained crashes by type in 2016 as compared to the three year average of 2013-2015.

	2013	2014	2015	Three Year Average	2016
Unrestrained Property Damage	15	9	8	10.6	14
Unrestrained Injuries	18	26	26	23.3	34
Unrestrained Fatalities	2	0	2	1.3	3
Total Unrestrained Crashes	35	35	36	35.3	51



No Restraint Driving Incidents
01/01/2015 - 12/31/2016

- Legend**
- Seat Belt Citations
 - No Restraint Crashes 2016
 - No Restraint Crashes 2015



Date: 3/28/2017
For Law Enforcement Use Only

During the year end analysis of 2016 crashes, a map was generated of the entire county showing 2016 and 2015 unrestrained crashes as well as the locations of where citations had been issued for OP violations during 2016 to see if problems had been addressed.

The map above depicts such data from a section of the County. Please note that all areas where an unrestrained crash had occurred was represented by at least one citation.

Throughout the year, the Department conducted 45 seat belt surveys throughout the County. The overall seat belt use rate increased from 88% in 2015 to 89% in 2016, which is 1% higher than the Virginia rate of 79%.

Recognition

In terms of recognition, each year the officer that contributes the most to the Department’s goal of increased occupant protection is recognized with a letter of commendation from the Chief of Police. For his efforts in 2016, Police Officer III S. Hoopes was recognized for having issued a total of 298 citations for seat belt and child safety seat citations, which was 184 more than the next officer. He also assisted in numerous traffic safety presentations at schools, businesses, and other civic opportunities to promote occupant protection.

Roanoke County Police Department
Occupant Protection Departmental Policies

The Roanoke County Police Department does have policies specifically related to the expectations of officers when contacting unrestrained occupants as well as the use of seat belts by Department personnel.

Traffic Enforcement
18.2.8

6

- (3) reckless driving, and
- (4) hit and run.

d. The officer is encouraged to consult with property owners, if available, when deciding whether to warn or charge a violator with trespassing.

6. Equipment Violations

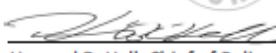
- a. Officers should evaluate the significance of the violation in deciding whether to place charges.
- b. The Department does not prohibit the placement of a minor equipment violation (e.g. tail light inoperable), but expects officers to use good judgment when determining if a verbal warning would be appropriate.

7. Occupant Safety Restraint Violations

- a. The Department places a high priority on the safety of the motoring public within the County of Roanoke and officers are encouraged to enforce seatbelt and child safety seat violations when observed in the scope of the COV.

The Department has a written policy mandating the use of seat belts by officers. Additionally, supervisors are tasked with the occasional review of in-car cameras and if non-compliance of the seat belt policy is noted the supervisor will handle accordingly.



Type of Directive GENERAL ORDER	Number 10.3.8	Page 1 - 17
Subject EMERGENCY VEHICLE OPERATION		Date 12/2013
Amends	Rescinds 10.3.7	
CALEA References 41.2.2, 41.2.3, 41.3.3, 42.2.1		
Authorized by:  Howard B. Hall, Chief of Police		

This policy is for Department 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 the basis for Department administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. PURPOSE

The purpose of this General Order is to establish policy ensuring the safe operation of Department vehicles. Special attention will be given to the safe operation of Department vehicles when responding to emergency calls for service and in situations involving vehicular pursuits.

II. POLICY

It will be the policy of the Department that all members operate Department vehicles in the safest manner possible. While operating Department vehicles employees will obey the traffic laws of the Commonwealth of Virginia, and operate the vehicle with due regard for safety of others.

Officers of the Department may have occasion to pursue known and wanted criminals and traffic violators who fail to stop after being given proper notice. The apprehension of a fleeing subject will be secondary in importance to the safety of the public, the alleged violator, and the members of the Department.

III. PROCEDURE

A. Definitions

Pursuit - An active attempt by an officer in an authorized emergency vehicle to apprehend a suspect, who is fleeing or evading apprehension, provided the officer reasonably believes that the suspect is refusing to stop and is willfully fleeing capture by high-speed driving or other evasive maneuvers. Pursuits shall be conducted only with activated emergency equipment as defined in §§ 46.2-920 and -1022 and under circumstances outlined in this order. An attempt to stop a vehicle that is not fleeing, or attempts to stop a vehicle that is

EMERGENCY VEHICLE OPERATION

10.3.8

2

refusing to stop while still obeying traffic control devices and not exceeding the speed limit by more than ten miles per hour is not a pursuit.

Monitoring - Keeping abreast of continual changes during the course of a pursuit so as to be in close proximity to the pursuit. Officers monitoring a pursuit will operate their vehicles in a non-emergency mode and in conformance to all traffic laws.

Overtaking - The process of catching up to a vehicle with the intent to stop the vehicle for an offense that has already occurred. Officers that must violate any traffic law in their efforts to overtake a violator will activate all emergency equipment as soon as practical.

Pacing - Verification that a violation is occurring by following a vehicle at a fixed distance over a period of time with a calibrated vehicle.

Emergency Vehicle – (COV § 46.2-920) Any law-enforcement vehicle operated by or under the direction of a federal, state, or local law enforcement officer in the pursuit or apprehension of violators of the law or persons charged with or suspected of any such violation or in response to an emergency call.

Terminate – When a decision or direction to terminate a pursuit is given, the officer(s) must shut off any emergency equipment that is being used, slow or stop the police vehicle when safe to do so, and not attempt to apprehend the vehicle or continue to follow the vehicle. Terminology similar to safely following or rolling surveillance (or any similar terms) will be considered as a continuation of the pursuit and is not permitted.

B. General

1. Department vehicles will be driven in a safe and proper manner, with the driver remaining in control of the vehicle at all times, and acting in full compliance with all traffic laws and regulations.
2. Seat belts and shoulder straps shall be worn by all personnel or ride-alongs during vehicle operation. Prisoners shall be strapped in with seat belts unless extenuating circumstances exist (Example, combative prisoners).
 - a. Exception: When approaching an incident scene or a call for service where the officer believes that a rapid exit from the vehicle may be required, the officer may release the seat belt. This exception will only be considered when the officer has marked "on scene".



Type of Directive GENERAL ORDER	Number 3.1.9	Page 1 - 5
Subject TAKE-HOME VEHICLES		Date 08/2013
Amends	Rescinds 3.1.8	
CALEA References 22.2.5 & 41.3.3		
Authorized by:  Howard B. Hall, Chief of Police		

This policy is for Department 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 the basis for Department administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. PURPOSE

The purpose of this General Order is to outline procedures concerning Department take-home vehicles.

II. POLICY

The Department retains the right, as owner, to determine how vehicles are used, the personnel authorized to operate, maintenance, and the manner in which vehicles are assigned. In addition the Department reserves the right to inspect any vehicle and its content at any time.

III. PROCEDURE

A. Eligibility and Issuance

1. Officers may be assigned a take-home vehicle when they have successfully completed the Field Training and Evaluation Program. Assignment of a vehicle is a privilege and not a bona-fide employee benefit and specific conditions will be placed on all employees regarding the use, issuance and retention of Department owned vehicles.
2. Vehicle assignment is at the discretion of the Assistant Chief or their designee.
3. Unless currently "grandfathered", in order to be eligible for an assigned take home vehicle, Officers must demonstrate that their primary residence is within a fifteen (15) statute mile radius of the geographic center, **or within the boundaries**, of Roanoke County.
4. An officer's primary residence will be determined by a specific numerical and street address and the place where the person has established a fixed and principal home to which the person, whenever temporarily absent, intends to return.

TAKE-HOME VEHICLES

3.1.9

2

5. Employees seeking to reside outside the fifteen (15) mile radius will request written authorization from the Chief of Police. The Chief of Police retains the final authority in determining an acceptable response time for personnel who request to live outside the fifteen (15) mile radius.

B. Utilization

1. The use of police vehicles off-duty is intended to provide an increased visible law enforcement presence and additional resources within the County of Roanoke. While operating those vehicles, employees will avoid actions which could be perceived as improper or unsafe. Vehicles will be operated according to all applicable state laws.
2. Officers are expected to maintain a high professional standard while operating vehicles off-duty and will use discretion in the clothing worn while operating any police vehicle. Off-duty dress, while operating a Department vehicle will be appropriate to effectively perform a police function while at the same time presenting a favorable image to the public.
3. Officers may utilize the take-home vehicle to conduct personal business within the geographic boundaries of the County of Roanoke during off-duty hours. Prudent discretion is advised while conducting these activities.
4. Officers residing outside of the geographic boundaries of the County of Roanoke may utilize the take-home vehicle for traveling to and from official police related employment. No personal use of the vehicle is permitted.
5. Officers may use the take-home vehicle to travel to and from off-duty police related employment. Officers will obtain approval from their supervisor when the vehicle will be used in other than a fixed-post capacity during any non-Department scheduled activity.
6. Officers are prohibited from utilizing the take-home vehicle to travel to and from any secondary non-law enforcement employment, or to facilitate any non-enforcement secondary employment.
7. When operating the take-home vehicle, officers will monitor the appropriate police radio channel and will notify the Emergency Communications Center when responding to a call for service or when conducting police business.
8. Officers and passengers will wear a safety belt at all times while vehicles are in operation.
9. While operating a vehicle off-duty, at a minimum, officers will carry the following equipment to answer critical calls for service:
 - a. Department issued handgun,
 - b. official police identification and credentials,
 - c. handcuffs,
 - d. flashlight,
 - e. Department issued ballistic vest must be accessible,
 - f. portable radio, and
 - g. current traffic summons and applicable forms.

SPEEDING

Roanoke County Police Department, VA
Speeding

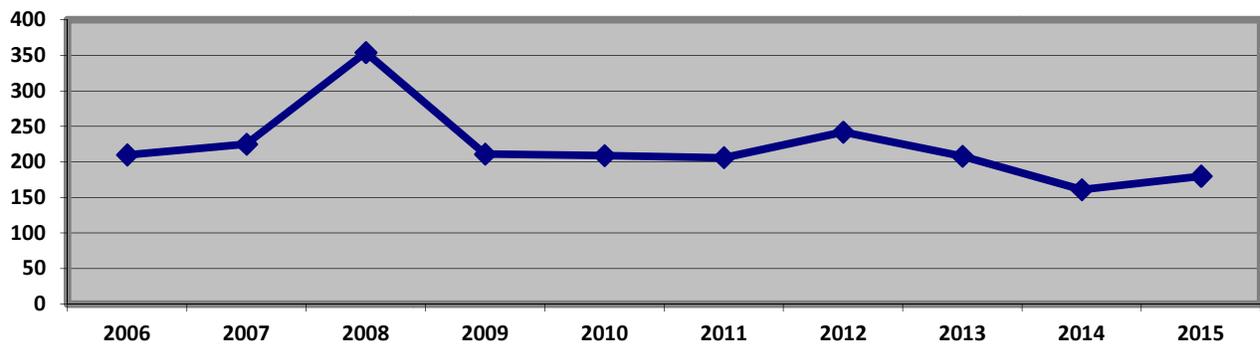


Problem Identification

The table below shows some of the statistics concerning speed-related crashes that occurred in Roanoke County from 2013-2015. Speed-related crashes had a slight increase in 2015, but did remain lower than 2013.

	2013	2014	2015	Three Year Avg
S/R Property Damage	102	110	118	110
S/R injuries	102	50	59	70.3
S/R Fatalities	4	1	3	2.6
Speed-Related	208	161	180	180

The graph below shows the number of speed-related crashes over the ten year period of 2006-2015. It is important to note that the number of speed-related crashes in 2014, as well as the number of fatalities and injuries, were at the lowest numbers seen in Roanoke County for more than 15 years.



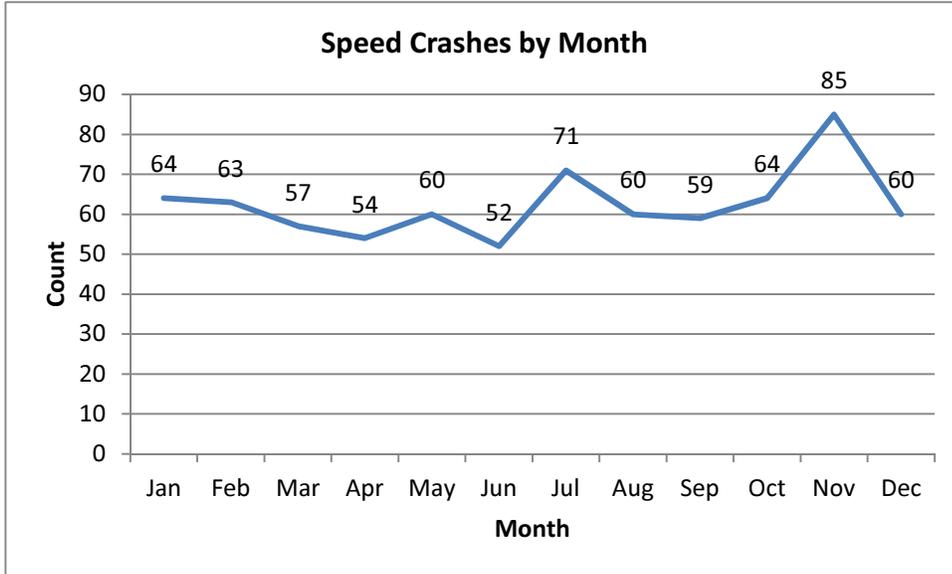
Speed Related Crashes: Top Streets

Street Name	2011	2012	2013	2014	2015	Total
Electric Rd	12	5	6	16	23	51
Franklin Rd	12	9	5	13	11	46
Bent Mountain Rd	11	3	7	7	2	30
Challenger Ave	2	5	5	13	8	29
Catawba Valley Rd	2	4	4	6	7	20
Williamson Rd	7	2	3	3	5	18
Hunting Hills Rd	3	6	3	1	4	17
Brambleton Ave	2	3	6	3	5	17
Plantation Rd	2	2	3	3	4	14
Bradshaw Rd	2	3	1	3	5	12

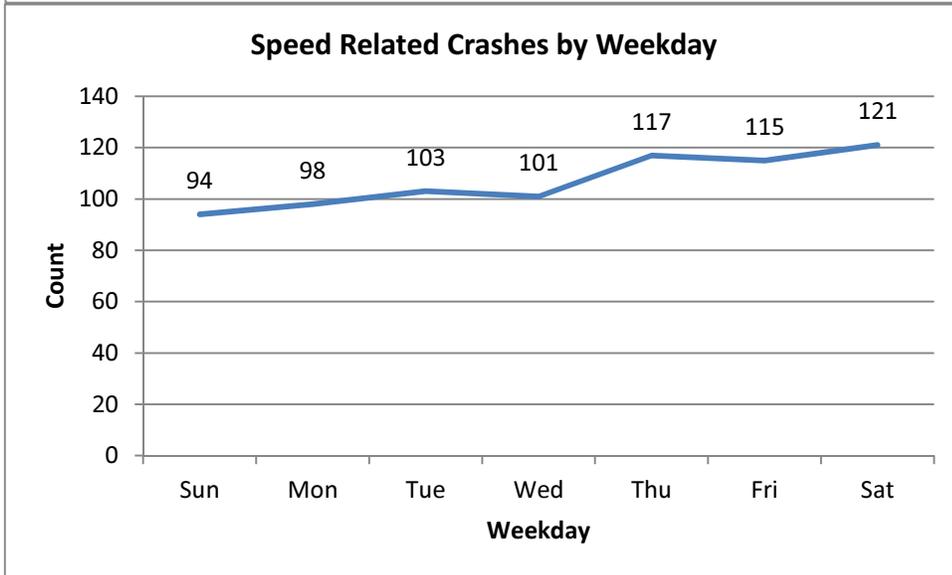
Based upon the five year crash analysis, the ten roads listed at right tend to have the highest number of speed-related crashes each year.

SPEEDING

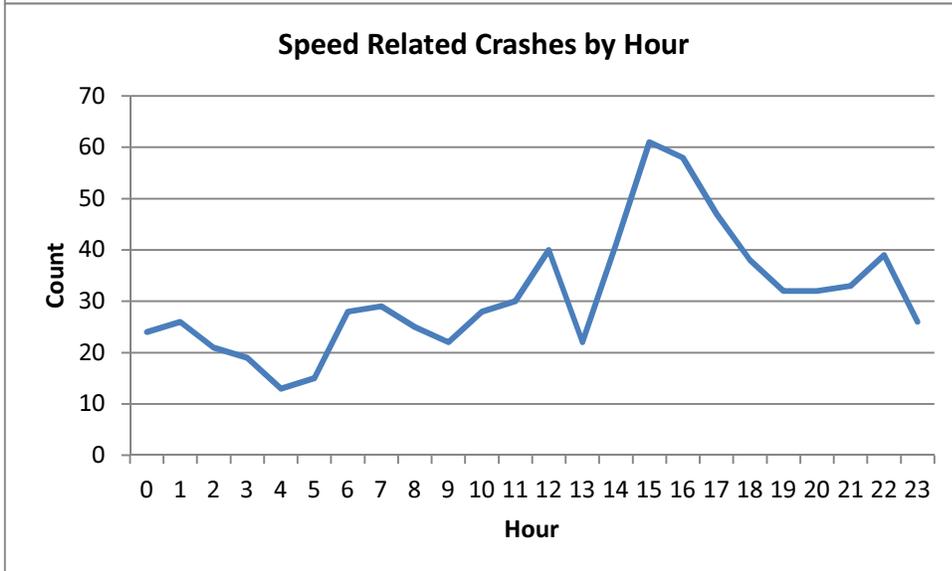
At the end of each year, a detailed traffic crash and enforcement analysis is completed in order to detect trends related to crashes and to determine the effectiveness of enforcement campaigns. The yearly analysis, along with the five year crash information, is utilized to decide when and where to deploy enforcement. The figures below contain speed-related traffic crash data from the analysis performed for 2015 data.



11% of the crashes took place in November.

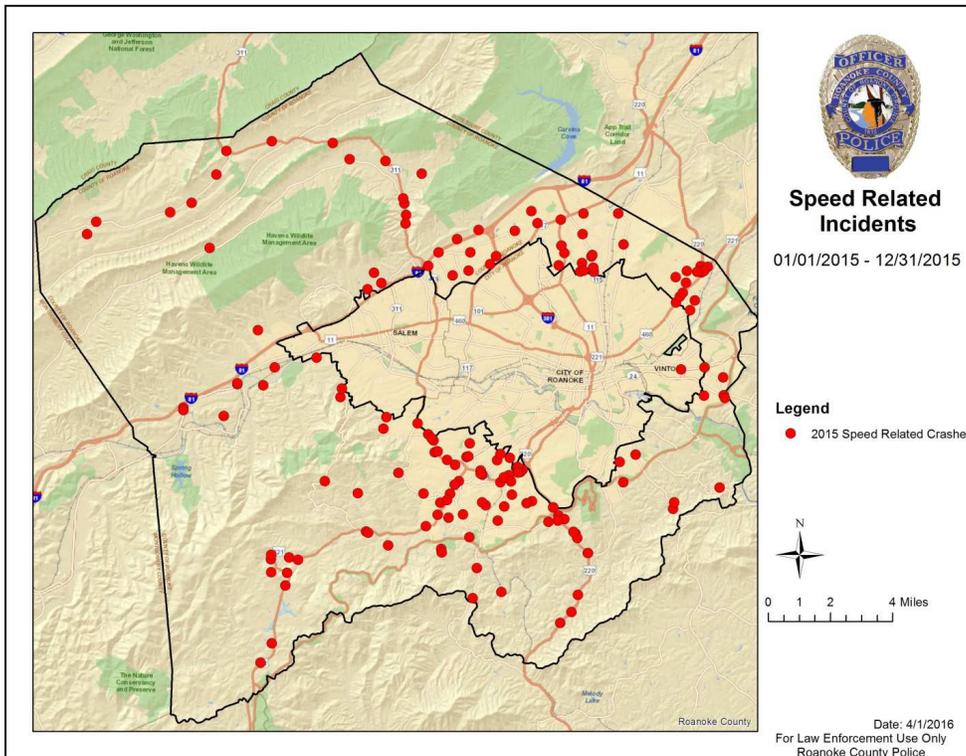


47% of the crashes took place on Thursdays, Fridays, and Saturdays.



27% occurred between 1500 and 1859.

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A map of speed-related crashes was generated during the year end crash analysis in order to evaluate the effectiveness of enforcement the previous year and plan the next year's efforts.

In addition to analyzing crash reports, the Department conducted 91 speed surveys (34 more than the previous year) in 2016 on targeted roadways to determine if there was a speeding problem and if so, when to deploy enforcement. The locations for the surveys were based upon



crash reports, traffic engineering requests, and citizen complaints. During 2016, the Department had four types of speed measurement devices to conduct studies. A radar-based speed sign mounted on a portable trailer was used in areas where the goal was to obtain speed surveys, but also reduce overall speeding offenses. Upon entering the scope of the radar, the speed of each vehicle would be recorded into memory and displayed on a digital display board. The trailer was also equipped with a digital message board to display programmable messages such as "High Crash Area". With solar charged batteries,

the speed trailer could be deployed for longer periods of time. At times, the speed trailer was deployed on roadways a few weeks after an aggressive speed enforcement program in an effort to extend the speed reduction efforts. Additionally, the Department has an older speed trailer that doesn't have the ability to record information and used solely to alert drivers to their speeds but has been useful to continue the reduction of speeding offenses after an enforcement operation.

The Department utilized two 'Speed Spy' devices by Decatur to conduct covert speed studies which provided a more accurate sampling of the speeds of passing vehicles on the targeted roadways. Discreetly mounted on a utility pole, the device would not alert drivers to the speed survey. After downloading the results from both the speed trailer and the 'Speed Spy', the data was analyzed to determine the best times and days of week to deploy officers for speed enforcement.

SPEEDING

Additionally, the Department has two 'ADR Sabre' units which are pneumatic road tube units that conduct both speed and vehicle classification studies. As vehicles drove over the road tubes, the 'ADR Sabre' would record not only the speed, date, and time, but also the type of vehicle, which was useful when responding to specific complaints of speeding motorcycles or commercial vehicles.

During 2016, the Department purchased two 'All Traffic Solutions' Speed Boards, which are mounted on poles and give a visual indication of drivers' speed. These new devices were purchased specifically to be deployed in high-complaint areas as well as secondary roadways with a known speed-related crash problem.

The Department maintains an electronic log of all speed surveys dating back to 2005 separated by the instrument utilized that is readily accessible to all officers and used to keep track of all completed surveys. Because this historical data is maintained, comparisons can be made to see any changes in drivers' speeds long term. It is important to note that conducting speed surveys not only helped to effectively deploy officers to a road at the right time and day of week but also prevented the waste of patrol time spent on a roadway without a speed problem. If a speed survey indicated there was no speed problem on a road, the Department was justified in not deploying enforcement but would routinely set up one of the radar trailers instead as a means of addressing a citizen's complaint.

Planning

While the 2015 traffic crash analysis created the foundation for deployment of traffic and district officers during the year, a five year study of speed-related crashes was utilized to determine when and where to deploy saturation patrols with the Department's \$30,000 Department of Motor Vehicles enforcement grant. Based upon the five year trend, the Department committed to spend a minimum of 75% of the funding between the hours of 0900 and 2100 on Sundays, Mondays, Tuesdays and Thursday through Saturday.

Specific plans were made to address the top ten locations for speed-related crashes through enforcement and public awareness. The Department utilized its 'Facebook' page and 'Twitter' account to notify the public of these top locations and a warning of strict speed enforcement. Throughout the year, sixteen speed studies were conducted on the top locations to determine the average speed, 85th percentile speed, and times/days of week of speeding violations to more effectively utilize speed enforcement patrols.

In addition to speed surveys conducted in the top ten locations, the Department conducted surveys based upon citizen complaints and to keep a check on roads with speed-related crashes and complaints in the past. The Uniform Division and Traffic Unit were informed of the results of all speed surveys to better plan enforcement. On the following page is a table from a series of speed surveys conducted on a residential road that the department had received multiple speed complaints. Prior to these surveys the department conducted targeted speed enforcement on the roadway; after the enforcement period the department utilized its speed display/survey boards in order to maintain the speed reduction previous enforcement action.

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Roadway	Measuring Device	Date Start	Date End	Spd Lmt	Avg. Speed	85th Perc.	Avg. Daily Vol.
Cave Spring Lane	ATS Speed Board	8/22/2016	8/28/2016	25	21	25	1,042
Cave Spring Lane	ATS Speed Board	9/7/2016	9/16/2016	25	24	25	1,041
Cave Spring Lane	Radar Trailer	9/21/2016	9/27/2016	25	26	28	762
Cave Spring Lane	ATS Speed Board	11/7/2016	11/13/2016	25	21	25	689
Cave Spring Lane	ATS Speed Board	12/9/2016	12/14/2016	25	21	25	1,055

As mentioned previously, part of the Department’s plan for addressing speed-related crashes and complaints was to share the results of all speed studies with officers. The e-mail below is an example of that and was sent out concerning a road that had multiple speed complaints from citizens.

Members of the Cave Spring Lane neighborhood watch group are requesting to have radar run on Cave Spring Lane and Farmington Drive again. There have been several speed studies done on the roads to include the speed spy, radar trailer and the electronic speed board. I took a look at the data and it looks like the times of 7 AM, 11 AM-1 PM, and 5 PM- 7 PM seem to have a decent amount of traffic with some violations. There were a couple violations later in the night and early morning hours as well. Looking at the data, it appears there are more violations on Farmington Drive with most of the complaints coming from the Cave Spring Lane portion. The 3500 block of Farmington Drive and the 4900 block of Cave Spring Lane were used for the speed studies. Would it be possible to have district units and the traffic unit run some radar out there? Officers can use the driveway or front yard of 4924 Cave Spring Lane if they would like.

In addition to surveys conducted by the Department, the Virginia Department of Transportation (VDOT) also conducted more than 10 speed surveys that were shared with the Roanoke County Police Department. Most of these surveys were conducted in response to a citizen request concerning a speed limit change. Upon receiving such reports, the Department analyzes crash reports and traffic summonses for the roadway in question and provides the data to VDOT to assist in their speed determination. At times, the average and 85th percentile speeds discovered during such surveys are higher than the safe speed determined by VDOT and appropriate speed enforcement is scheduled for the area.

Additionally, the Department continued to utilize the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) model during 2016. DDACTS involves combining location-based crime and traffic crash data to determine where and when to deploy law enforcement and other resources. After combining crime and traffic crash data, the Department chose two locations based upon a high number of reported incidents, one in the northern part of the County and one in the south. Each location was approximately one square mile and was an elliptical shape on a map.

Subsequently, additional high visibility efforts were conducted in the two areas including saturation patrols, traffic checkpoints, business checks, bike patrols, and more in an effort to decrease the number of reported criminal offenses and traffic crashes. Because one of the top ten roads for speed-related crashes was in one of the chosen zones, speed surveys and subsequent speed enforcement conducted on that road benefited the DDACTS program. Efforts in both DDACTS zones remained a vital component to the Department’s traffic safety programs throughout the year.

The Department’s efforts concerning speed-related crashes directly supported the Virginia

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Highway Safety Plan (VHSP) for 2016 in several ways. Listed below are the key points to the VHSP and the support generated by the Roanoke County Police Department.

- ◆ 18% reduction in speed-related fatalities as compared to 2013 data
 - Roanoke County had a 25% reduction in speed-related fatalities as shown in the table below

	2013	2014	2015	% Change 2013 vs 2015
Fatalities Speed-Related	4	1	3	-25%

- Please note that of the three speed-related fatalities shown in the below table that occurred in 2015, the crash reconstruction revealed that the highest speed difference as compared to the speed limit was ten mph over the posted limit.

- ◆ To conduct at least four high visibility speed enforcement campaigns.
 - The Department conducted more than the four requested to include:
 - Two speed enforcement campaigns conducted around County high schools targeting teen drivers
 - Multiple targeted speed enforcement operations in the two hot spot locations determined through the DDACTS model
 - Two speed enforcement campaigns centered around the Martinsville NASCAR race days
 - ‘460 Blitz’- a multi-jurisdictional campaign which targeted speed, occupant protection, and impaired driving along US Routes 460 and 11 on the Friday of the Memorial Day weekend
 - Speed enforcement campaign conducted during the Roanoke County Schools’ 2015 Spring Break targeting speeding teen drivers
 - Residential speed enforcement campaign conducted in September
 - The Department also conducted 18 speed enforcement operations where a bike officer or officer in a covert vehicle would operate radar or lidar then radio to other staged officers to make the traffic stop

- ◆ Local law enforcement to conduct 100 local high visibility speed enforcement activities
 - During 2016 the Department conducted 153 targeted speed enforcement patrols with money received from speed enforcement grants awarded by the Virginia Highway Safety Office. Additionally, the Department’s four traffic officers were routinely sent out to targeted areas for ‘wolf pack’ operations, where all four focused on a particular area for speed enforcement.

Since 2005, the Department has also utilized a ‘Road of the Day’ program that is currently maintained in calendar format on a secured intranet site accessible by all officers via their mobile data terminals. Each day of the month has a road assigned to it and each district officer (all three shifts) as well as the four traffic officers are strongly encouraged to spend at least 30 minutes operating radar on that road during their shift. The program has proven success in reducing the number of citizen complaints concerning speeding because the officers are routinely running radar on the roads with a history of complaints. Additionally, if a citizen calls in concerning a speeding complaint and the subsequent speed survey indicates a problem, the road can be added to the calendar several times over the course of the month, which satisfies the citizen’s request

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and reduces speed.

Another active component of the Department’s planning for speed reduction is a means of accountability to make certain officers are conducting radar in the appropriate locations at the right times. Every 24 hours a report is generated and e-mailed to all supervisors showing the date, time, and location of each patrol that marks out conducting radar. Below is an example of the report.

2016-00057765	10/02/2016	01:07:27.00	02:19:50.00	Radar/Checkpoint	0984	4,100.00	ELECTRIC RD
2016-00057799	10/02/2016	08:26:25.00	08:37:13.00	Radar/Checkpoint	0992	3,400.00	VIEW AVE
2016-00057820	10/02/2016	10:35:01.00	11:02:43.00	Radar/Checkpoint	1116		WILLIAMSON RD / COMMANDER DR
2016-00057845	10/02/2016	13:26:46.00	13:42:40.00	Radar/Checkpoint	0823		WILLIAMSON RD / MANOR ST

Training

The table at right shows the training received by officers during 2016 as well as the three years prior. Please note that during 2013 the Department instituted a new recertification training for RADAR and LIDAR operators that will be required every three years.

	2016	2013-2015
RADAR/LIDAR Instructor	0	4
Basic RADAR Class	16	32
RADAR Recertification	0	131
Basic LIDAR Class	2	16
LIDAR Recertification	0	26
Crash Data Retrieval Technician	2	13
Officers receiving Advanced Crash Reconstruction Training Classes	12	26

In addition to the above training, 20 officers (Uniform Division) were e-mailed a power point presentation during 2016 as a reminder of the proper use of same direction moving radar as the Department

moves towards the goal of equipping all uniform division vehicles with these newer radar systems.

Public Information and Education

The Roanoke County Police Department maintains a strong relationship with the Roanoke County Schools which provided many opportunities for education during 2016 concerning speeding. In total, the Department conducted a total of 24 traffic safety presentations in the County high schools and 36 in the middle schools during 2016. Many of the presentations were part of the Department’s award winning ‘Why Math Matters’ program. The program, which began in 2005, is done by a Department crash reconstructionist and the students are shown how major crashes are investigated based upon physics and mathematics. The program is tailored to physics and math classes with each receiving a discipline specific presentation that includes the inherent risks of speeding but in a manner that builds upon the standards of learning taught in the schools. Additionally, every Driver’s Education class in the County’s five high schools was given a 90 minute presentation concerning teen driver safety with a strong emphasis on speeding issues. The SRO at each high school worked closely with the Youth of Virginia Speak Out About Traffic Safety (YOVASO) in support of each traffic safety program promoted throughout the State and a mock car crash was performed at two high schools involving an impaired driver that was speeding.

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Additionally, each high school hosted the 'Partnering for the Privilege' presentation for both parents and new drivers. This program is a joint adventure between the Allstate Foundation, YOVASO, Roanoke County Schools, and the Roanoke County Police Department and is conducted each school year to educate parents and new drivers the risks associated with teen drivers. Part of the Department's presentation focused on the typical teen fatal crash in southwestern Virginia- driving too fast and running off the road. Each agency that assists with the program addresses teen driver safety from their unique perspective then the parent of a teen killed in a crash speaks to the audience providing a powerful closing.

In 2012, the Department developed the 'ScanEd' program to compliment efforts concerning teen traffic safety. 'ScanEd' is an interactive, hands-on approach to teaching teens the dangers associated with unsafe driving. The Department has an enclosed trailer packed with items to perform a presentation in the school parking lot including a crashed car, motorcycle, and dummy. After speaking with the students, they are then paired up and given an iPad with ear buds. More than 30 QR (quick response) codes, similar to bar codes, are placed on the vehicles, dummy, signs, traffic light, beer can, etc. and are associated with a private network created using a laptop and wireless router. Using a bar code scanner on the iPads, the students can then self-learn as they scan the QR codes and an appropriate video or slideshow will play. For example, scan a QR code on the driver door and a video will play concerning the dangers associated with speeding. Scan a QR code on a cell phone and a video will play that graphically depicts the risks of distracted driving. Throughout the presentation a very strong emphasis is placed on speeding as it plays a very common role in serious teen crashes in our area.

Because the Department is called upon to present the program throughout Southwestern Virginia, the trailer and canopy display the logo for the Blue Ridge Regional Crash Teams, a multi-jurisdictional, multi-discipline team led by the Department to investigate major crashes and provide safety presentations. The Department has found the 'ScanEd' system to be the best approach thus far to interact with teens, in particular middle school students, because of the interest generated by both the students and faculty. The pictures below depict some of the Department's 'ScanEd' presentations during 2016.

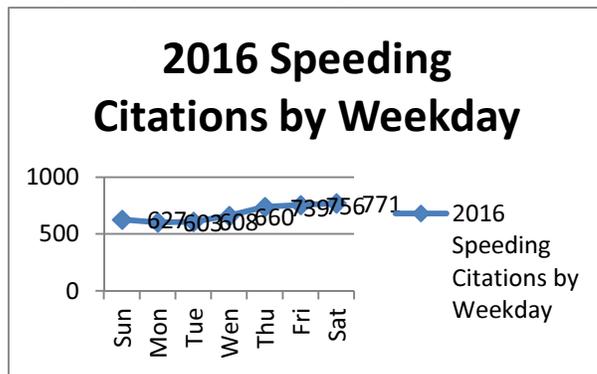
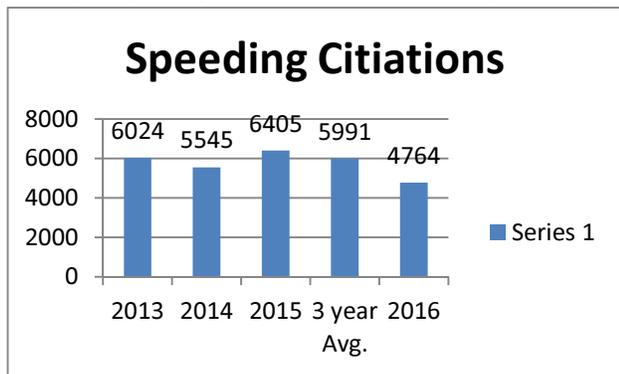


Through its leadership role with the Blue Ridge Transportation Safety Board (BRTSB), the Department led or assisted in several traffic safety enforcement and public informational/educational initiatives during 2016 concerning speed-related issues. The BRTSB is a multi-jurisdictional, multi-discipline board made up of law enforcement, businesses, insurance, traffic engineers, and safety advocates all joined together to improve traffic safety throughout southwestern Virginia since 1988. Through the BRTSB, the Department coordinated several speed enforcement campaigns, such as the '460 Blitz' and enforcement along other major connector roadways through the Roanoke Valley. The Board's non-law enforcement members supported the efforts by promoting the campaigns through electronic media.

SPEEDING

Enforcement

The tables on the following page show the number of speeding citations issued by the Department’s officers over the last four years, as well as, the three year average from 2013-2015 and by day of week throughout 2016. Of the 4,764 speeding citations issued during 2016, only 1,117 (23%) were issued during grant funded saturation patrols leaving the vast majority of speed enforcement being accomplished through Department funding.



As previously stated, the five year analysis of speed related crashes showed the majority of speed related crashes occurred between the hours of 0900 and 2100 on the following days: Sundays, Mondays, Thursdays, Fridays, and Saturdays. Subsequently, a goal set by the Department was to conduct 75% of speed enforcement saturation patrols funded through our DMV grant during these timeframes. By year’s end, almost 80% of grant funded patrols were conducted during these timeframes. Targeted enforcement resulting in 3,496 speeding citations (73% of the yearly total) on above stated weekdays show a commitment to reducing speed related crashes department wide, outside grant funded enforcement, during normal patrol hours and through traffic enforcement officers.

Outcomes

The table below shows the speed-related crashes in 2016 as compared to the three year average of 2013-2015. There were 23 fewer speed-related crashes in 2016 compared to the three year average.

	2013	2014	2015	Three Year Average	2016
S/R Property Damage	102	110	118	110	113
S/R injuries	102	50	59	70.3	69
S/R Fatalities	4	1	3	2.6	2
S/R Total	208	161	180	183	184

The table on the next page shows the number of crashes in 2016 compared to the five year average for the ten roads chosen for targeted speed enforcement. Though each category in the Roanoke County Police Department- Speeding

SPEEDING

table above is lower for speed-related crashes with the exception of property damage crashes when compared to the three year average, six of the ten roads chosen for enforcement saw a decrease in accidents in 2016 compared to 2015.

Speed Related Crashes: Top Streets

Street Name	2011	2012	2013	2014	2015	Total	5 yr avg.	2016
Electric Rd	12	5	6	16	23	62	12.4	14
Franklin Rd	12	9	5	13	11	50	10	10
Bent Mountain Rd	3	7	7	2	13	30	6.4	7
Challenger Ave	2	5	5	13	8	29	6.6	10
Catawba Valley Rd	2	4	4	6	7	20	4.6	2
Williamson Rd	7	2	3	3	5	18	4	5
Hunting Hills Rd	3	6	3	1	4	17	3.4	2
Brambleton Ave	2	3	6	3	5	17	3.8	4
Plantation Rd	2	2	3	3	4	14	2.8	4
Bradshaw Rd	2	3	1	3	2	12	2.2	4

The table at right shows the roads of Roanoke County that were targeted for speed enforcement during 2016 based upon an ongoing analysis of speed-related, serious injury crashes. Please note that speeding citations were issued during the year addressing each location and the fact most of the citation locations actually involved multiple citations for that location. The analysis of the offense location for traffic citations is limited only due to the fact that GPS coordinates are not able to be tracked and instead only the general location on the summonses can be used.

Top Streets for Speeding Tickets	Citations	Warnings	Total
Franklin Rd	802	118	920
Williamson Rd	152	282	434
Electric Rd	224	146	370
Challenger Ave	246	53	299
Hunting Hills Dr	206	10	216
I81	185	26	211
Brambleton Ave	47	100	147
Carson Rd	115	9	124
Keagy Rd	116	5	121
West Main St	75	45	120

In terms of recognition, each year the officer that issues the most speeding citations is recognized with a letter of commendation from the Chief of Police. For 2016, Officer T. Farmer was recognized for his diligence in speed enforcement by issuing 706 speed related citations, which was 160 more than the next officer. He also assisted with the deployment of covert speed surveys for the Traffic Unit during the year and subsequently deployed the ‘ADR Sabre’ and the Decatur Speed Spy units 29 times for speed and vehicle classification studies; thus providing invaluable information and data which allows us to enhance safety throughout our jurisdiction.

Roanoke County Police Department
Related Departmental Policies

The Roanoke County Police Department does have policies specifically related to the expectations of officers when contacting drivers involved in speed-related offenses as well as the use of speed measurement devices.



J. L. Laid

Type of Directive	Number	Page
GENERAL ORDER	18.1.7	1-11
Subject	Date	
Traffic Administration	02/08	
Amends	Rescinds	
	18.1.6	

This policy is for Department 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 the basis for Department administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. PURPOSE

The purpose of this directive is to establish guidelines for the operation of the traffic component within the Department's Uniform Division.

II. POLICY

It shall be the policy of the Department to utilize the traffic function to plan, analyze, monitor, and coordinate the Department's traffic activities while enhancing the enforcement of state and local traffic laws.

III. PROCEDURE

A. Traffic Component

1. All uniformed officers of the Department will share the responsibility for the enforcement of traffic laws and regulations.
2. The Uniform Division Special Operations Sergeant will serve as the Department's Traffic Coordinator. The responsibilities of this assignment include, but are not limited to:
 - a. supervision of the Department's Traffic Enforcement Unit,
 - b. analysis of traffic crashes,
 - c. analysis of traffic enforcement activities,
 - d. implementation of selective enforcement techniques and procedures,
 - e. deployment of traffic enforcement personnel,
 - f. evaluation of selective traffic enforcement activities, and
 - g. monitoring and coordinating the Department's traffic activities.

18.1.7

3. The Special Operations Unit Lieutenant is responsible for the supervision of the Traffic Coordinator and any related activities.

B. Selective Traffic Enforcement Data Analysis

1. The Traffic Coordinator will be responsible for the Department's traffic analysis function. This analysis will include:
 - a. yearly compilation and review of traffic collision data,
 - b. yearly compilation and review of traffic enforcement activities data,
 - c. yearly comparison of collision data and enforcement activities data,
 - d. yearly evaluation of selective traffic enforcement activities.
2. This report will be forwarded to the Chief of Police, Assistant Chiefs, Uniform Division Lieutenants and PSU.
3. As necessary, the Traffic Coordinator may request data for a specific period of time. These periodic reports are in addition to the annual report.
4. Analysis of traffic crash and traffic enforcement activities requires the review of all necessary traffic related records that include traffic crash data, traffic enforcement data, and roadway hazard reports provided by:
 - a. the Records Unit,
 - b. the Virginia Department of Transportation (VDOT), and
 - c. other sources as necessary.
5. The Traffic Coordinator may assign traffic direction and control locations based on temporary or emergency situations.

C. Speed-Measuring Devices

1. A Platoon Sergeant, or a designee, is responsible for the programmed maintenance and proper care and upkeep of the Department's radar unit.
2. Radar equipment specifications will follow the guidelines set by Virginia Division of Purchasing and Supply.
3. Sworn personnel will follow the operational procedures established in the manufacturers manual for each specific radar.
4. Initial operator training and certification will be provided during academy training and officers will perform 40 hours of in-field operation.

TRAFFIC ADMINISTRATION
18.1.7

3

5. The Platoon Sergeant, or a designee is responsible for:
 - a. inspection of the radar units at least once every six months,
 - b. ensuring the radar tuning forks are calibrated in accordance with guidelines established by the Code of Virginia,
 - c. maintaining the radar units in accordance with the manufacturer's recommendations, and
 - d. maintenance of any operating manuals and documentation of:
 - (1) calibrations,
 - (2) service, and
 - (3) repairs.

C. Duties

1. Traffic Officers' duties will vary throughout the year to accomplish assigned tasks. Activities will be established to make the Traffic Unit more effective in accomplishing their goals.
2. While the Traffic Unit is devoted primarily to enforcement and investigative duties, the assigned officers will also be aware of the need to provide assistance to motorists. This responsibility would include assisting persons with vehicular failure, persons needing direction or assistance, and reporting missing or malfunctioning traffic devices.
3. The primary responsibility of the Traffic Enforcement Unit is the enforcement of traffic laws and regulations. This may be accomplished by employing selective enforcement techniques.
4. The Traffic Enforcement Unit will participate in selective enforcement activities which includes but is not limited to:
 - a. speed enforcement,
 - b. habitual offenders,
 - c. drivers with revoked/suspended licenses,
 - d. DUI violations,
 - e. areas with high crash levels,
 - f. parking violations, and



J. L. Smith

Type of Directive	Number	Page
GENERAL ORDER	18.2.8	1-22
Subject	Date	
TRAFFIC ENFORCEMENT	05/08	
Amends:	Rescinds	
	18.2.7	

This policy is for Department 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 the basis for Department administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

I. PURPOSE

The purpose of this order is to establish operational guidelines so that the enforcement of State laws and County ordinances governing motor vehicles is consistently and fairly applied.

II. POLICY

It is the policy of the Department that officers be guided by principles of reasonableness, consistency, and impartiality in their enforcement of applicable laws. The Department expects officers to utilize sound professional judgement in fulfilling their duties as they relate to traffic enforcement. Officers are reminded that the Department's goal in traffic enforcement is achieving compliance with applicable laws. The Department's expectation relative to traffic enforcement emphasizes a qualitative approach to enforcement and discourages enforcement based solely on quantitative measures.

III. PROCEDURE- GENERAL ADMINISTRATION

A. General Information

1. The immediate aim of traffic related operations will be conformance to applicable statutes through appropriate enforcement techniques.
2. The decision regarding the proper enforcement option (warning, summons, or physical arrest) is at the officer's discretion and should be guided by the total situation considering the seriousness of the offense and any extenuating circumstances.
3. Officers will target as the highest enforcement priority those violations which:
 - a. actively endanger life and property and/or
 - b. involve reckless disregard of traffic regulations.

18.2.8

without License" (COV 46.2-300), unless they possess a valid driver's license from another state.

3. Speeding

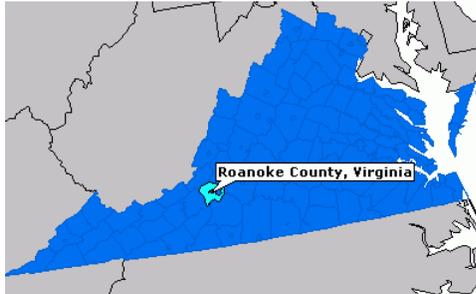
a. When deciding on appropriate enforcement action, the officer should consider any contributing factors, to include:

- (1) speed of the violator,
- (2) weather conditions,
- (3) traffic volume,
- (4) presence of pedestrians,
- (5) driver statements,
- (6) citizen complaints,
- (7) frequency of traffic crashes, and
- (8) speed as the contributing factor in the frequency of traffic crashes.

Roanoke County Police Department, VA
Local/State Issue



Stretching across 250.52 square miles, Roanoke County is located in the Commonwealth of Virginia and part of the Roanoke Metropolitan Statistical Areas in the southwestern part of the state. While significant areas of the County are rural and mountainous, most of the residents reside in the suburbs near the independent cities of Roanoke and Salem. Roanoke County is

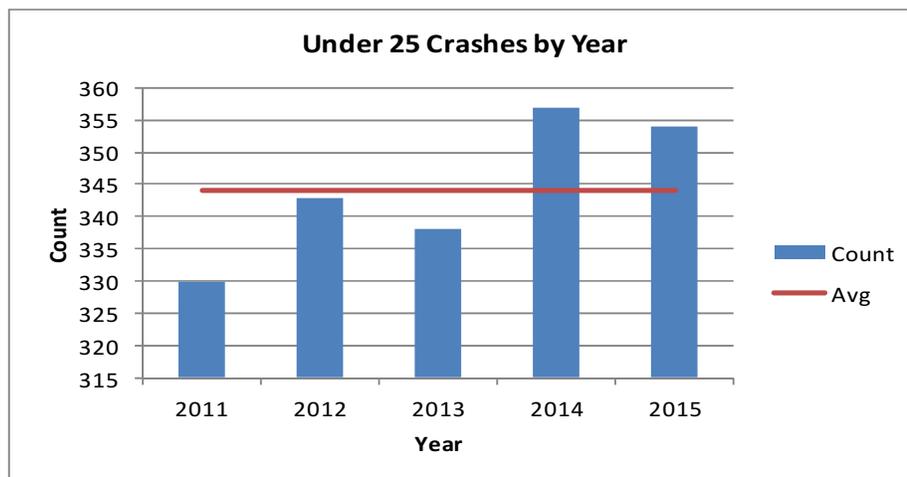


part of the Roanoke Valley which also includes Botetourt County, City of Roanoke, City of Salem, Craig County, Franklin County, and the Town of Vinton. The cities of Roanoke and Salem are located within the boundaries of Roanoke County as is the incorporated Town of Vinton while the remaining jurisdictions surround the County. According to the 2016 census, Roanoke County has a population of 94,031 while there are a total of 312,118 people residing in the Roanoke Valley. The percentage of licensed drivers residing in Roanoke County mirrors that of the entire Roanoke Valley.

Roanoke County has several major roadways running through its boundaries including Interstates 81 and 581, US routes 11, 220, 221, and 460, as well as seven state routes that serve to connect the ten jurisdictions that are adjacent to Roanoke County. The Roanoke County Police Department consists of 142 sworn full-time officers, 14 full-time civilians, and 2 part-time civilians. In terms of traffic enforcement, the Department has 86 officers assigned to patrol and four full-time traffic officers.

Problem Identification

Since 2005 the Department has taken many steps to address the crash rate involving drivers 15-24 years of age. Many enforcement programs have been developed to specifically target young drivers while educational initiatives have been created to support those efforts. For 2016, the Department continued the focus on crashes involving a driver under the age of 25 (U25). The below tables and graphs depict the crash data used to identify specific problems for subsequent planning of enforcement and education/public awareness.



Under 25 Crashes by Year

Year	Fatality	Property Damage	Personal Injury	Total
2011	1	245	84	330
2012	1	273	69	343
2013	2	257	79	338
2014	1	263	93	357
2015	0	255	99	354

The table above shows the number of crashes for drivers under the age of 25 since 2011 in Roanoke County while the table below shows the top ten roadways for such crashes and served as the basis for enforcement during 2016.

Top Streets Under 25 Crashes

Street Name	2011	2012	2013	2014	2015	Total
Electric Rd	74	58	52	70	61	315
Challenger Ave	14	19	18	35	27	113
Franklin Rd	24	21	14	17	22	98
Brambleton Ave	12	17	8	15	14	66
Williamson Rd	11	12	13	7	15	58
Colonial Ave	10	15	5	12	10	52
Plantation Rd	9	6	15	12	8	50
Catawba Valley Dr	10	14	12	5	9	50
Bent Mountain Rd	2	11	10	10	11	44
Peters Creek Rd	7	10	12	4	10	43

The table below shows the number of impaired driving crashes by year for drivers under the age of 25 in Roanoke County.

Under 25 Impaired Crashes By Year

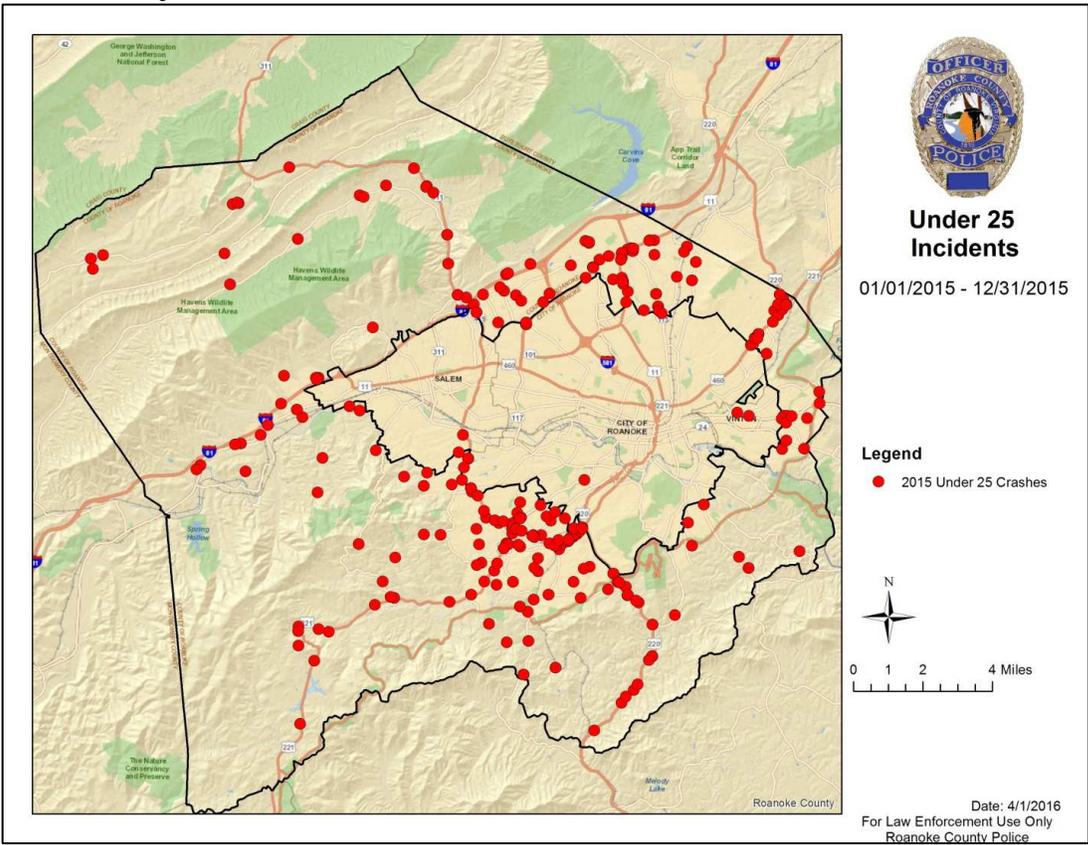
Year	Fatality	Property Damage	Personal Injury	Total
2011	1	17	1	19
2012	0	22	4	26
2013	1	18	6	25
2014	0	14	6	20
2015	0	8	8	16

Planning

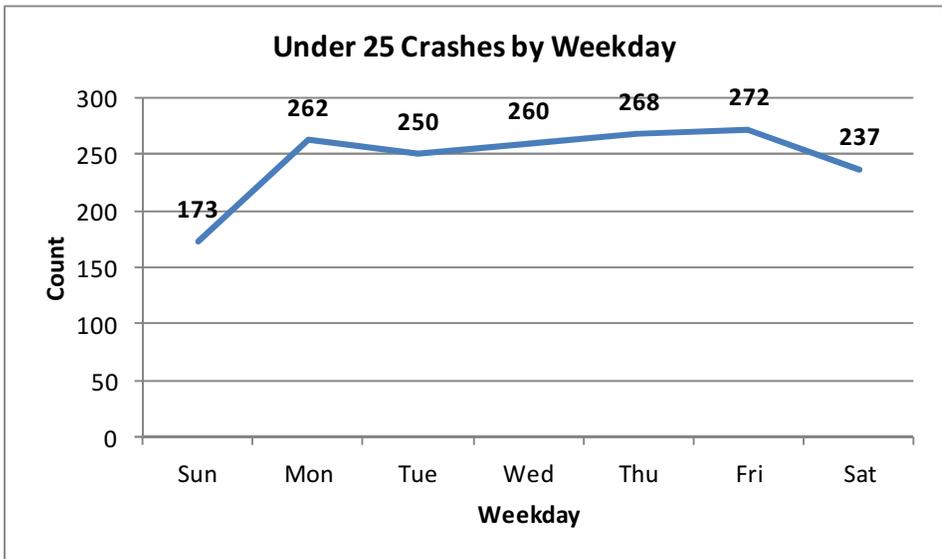
The planning for enforcement and educational efforts to reduce the number of crashes involving a driver under the age of 25 began with a comprehensive analysis of crashes over the last five years as well as specific data from 2015. The map below was created during an analysis of 2015 impaired driving crashes and non-crash related DUI arrests for drivers under the age of 25. This map became the main factor for determining where to deploy saturation patrols and

Roanoke County Police Department- Local/State Issue

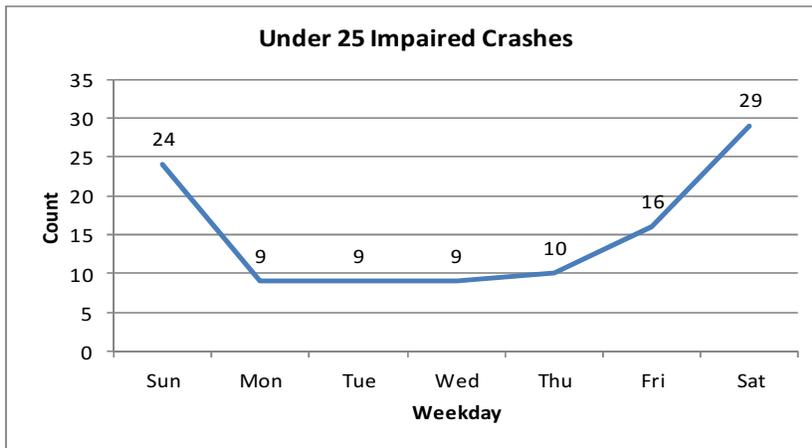
sobriety checkpoints targeting U25 impaired drivers. A review of the crashes from 2011-2015 involving U25 impaired drivers revealed 30-40% of these drivers resided in a neighboring jurisdiction and subsequently a good portion of the enforcement efforts were conducted near jurisdictional boundaries.



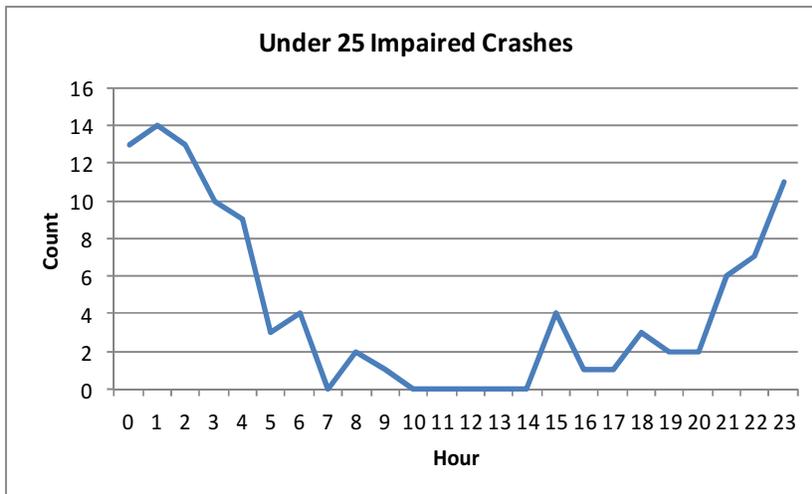
The map at left shows the location of all crashes involving a U25 driver during 2015. The two clusters of such crashes in the north and south sections of the County mirrored the results seen while examining all age groups and factored into the Department’s DDACTS program.



For enforcement planning of U25 crashes, the five year trend showed a rather equal distribution of crashes on all days of the week with the exception of Sundays.



The graphs at left show the number of U25 impaired driver crashes by weekday and hour over the same 5 year period. The high rate (25%) on Sundays can be contributed to U25 impaired driver crashes that occur after midnight on Saturday night.



Another

component of the Department’s approach to the U25 impaired driving problem was to consider the compliance checks that the Virginia Department of Alcohol Beverage Control or the Department had performed over the past few years. These compliance checks involved an underage person attempting to purchase alcohol while monitored by ABC agents or Department officers. The areas of the County with more problems identified during compliance checks was targeted for saturation patrols.

The Department has a long standing relationship with the Prevention Council of Roanoke County; which is a partnership of parents, youth, school, faith, law enforcement, medical and other community leaders. The Prevention Council supported the Department’s planning for enforcement and educational efforts by conducting ‘Youth Risk Behavior Surveys’ focused on alcohol and drug use. Additionally, the Prevention Council sponsored focus groups in Roanoke County, which the Department attended as well. The major themes that came out of these focus groups were as follows: underage drinking is happening largely in residential settings either hidden or with parent approval; alcohol typically came from parents, older siblings, or other friends; regardless of the law, persons under age can “drink responsibly”; and the number one reason to drive after drinking was the need to get home before curfews. Another outcome of the surveys and focus groups was the identification of key events that often led to the consumption of alcohol by young drivers. Some of these events were sports events, graduation parties, proms, and ‘field parties’ where teens would gather in rural areas of the County for binge drinking.

Training

The table below shows the training received by officers during 2016 as well as the three years prior. Though there was no training conducted specifically towards U25 enforcement, the impaired driving training was significant. To date, almost all of the uniformed patrol officers have been trained in SFST.

	2015	2012-2014
SFST Instructor	0	2
SFST Instructor Recert.	1	4
SFST Training	16	54
ARIDE	0	26
Intox. EC/IR II Basic	16	29
Intox. EC/IR II Recert.	42	90
Drug Recognition Expert	1	0

In addition to the above list, officers received additional impaired driving enforcement training during 2016 through line-up, e-mailed power point, and the Department's on-line training tool- 'Moodle'. All uniformed officers received a refresher on the driving cues of an impaired driver as well as HGN. All uniformed officers also received training in implied consent and search warrant blood draws in preparation for the Department's new 'No Refusal' program which is described in the next section. Six officers that routinely work sobriety checkpoints were given a two hour block of training on the identification of impaired drivers at checkpoints to further hone their skills.

Public Information and Education

The Roanoke County Police Department has been a leader in law enforcement for Southwestern Virginia in providing public information and educational programs concerning traffic safety issues. Since 2005, the Department has created several educational programs that address crashes involving young drivers and what follows is a brief description of a few of the programs that were conducted during 2016 targeting U25 drivers.

The Department has an impaired driving/distracted driving simulator consisting of a golf cart designed to look like a police vehicle that is utilized with 'Fatal Vision' goggles, which simulate the affects alcohol or drugs have on vision, and a coned course. When utilized for impaired driving presentations, participants are allowed to drive the cart through a coned course without the goggles then a second time with the goggles to show the affects alcohol has on a driver's vision. While participants are waiting in line to drive, another officer will speak about the associated problems of impaired driving and conduct field sobriety testing while the persons are wearing a set of the goggles. During 2016 the Department used the simulator at all five County high schools for a minimum of two days each allowing an estimated 750+ students to participate. Additionally, the simulator was used at more than 12 events during the year to include employee safety fairs, church groups, and community events such as the Vinton Fall Festival with an audience in excess of 1,500 people.

The Department maintains a strong relationship with the Roanoke County Schools which provided many educational opportunities during 2016. Each of the five County high school's Driver's education class had an officer speak to the class concerning traffic safety. Each school's School Resource Officer (SRO) worked with student clubs to publicize the inherent associated risks of teen driving through outreach efforts including morning/afternoon announcements, artwork and social media, mock car crashes, and floats used in local parades. The SRO at each high school worked closely with the Youth of Virginia Speak Out About Traffic Safety (YOVASO) in support of crash prevention. The Department's School Resource Officers were also very active with the Council for the 'Sticker Shock' program during the year. The SROs would take a team of students from their school to local grocery and convenience stores and place highly visible stickers on alcoholic beverages that warn against purchasing alcohol for minors. Additionally, the Department used the 'ScanEd' program, documented in other categories, in all ten of the County's high and middle schools. Part of the program is devoted to explaining the affects alcohol has on the central nervous system and the subsequent outcome to a person's ability to drive.

The Prevention Council of Roanoke County was a strong partner in the Department's efforts to target U25 drivers in the Department's campaign to reduce impaired driving incidents. The Prevention Council conducted a media campaign focused mostly on big holidays and advertised with TV, radio and theaters, as well as sharing out the messaging on social media: Facebook and Twitter. Use of the media campaign "What's Your Plan" helped to build the capacity among media partners including Fox 21/27, CW5, WSL510, Comcast, Wheeler Broadcasting, Star Country, Regal Cinemas (advertising spots before movies), as well as online ads through WSL510.



The Department's award winning 'What Will It Take' video was sent out in mass electronically through social media. The video targets the most common causative factors of teen crashes with a significant message on impaired driving.

At right, a screen shot from a video played multiple times on local media during 2016 that was created about the regional enforcement efforts created to combat the high crash rates of the 15-24 year old driving population. The message was simple: have a plan to get home safely because law enforcement will have a plan to identify and arrest impaired drivers.



Enforcement

During 2016, the Department conducted more than 100 DUI saturation patrols and conducted 31 sobriety checkpoints. Eighteen of the checkpoints were low manpower; where officers would conduct a checkpoint in a location for maybe two hours then move to another part of the County creating the idea that the checkpoints were ‘everywhere’. Ten of the sobriety checkpoints were multi-jurisdictional, such as the one at left staffed by officers from Roanoke City, Roanoke



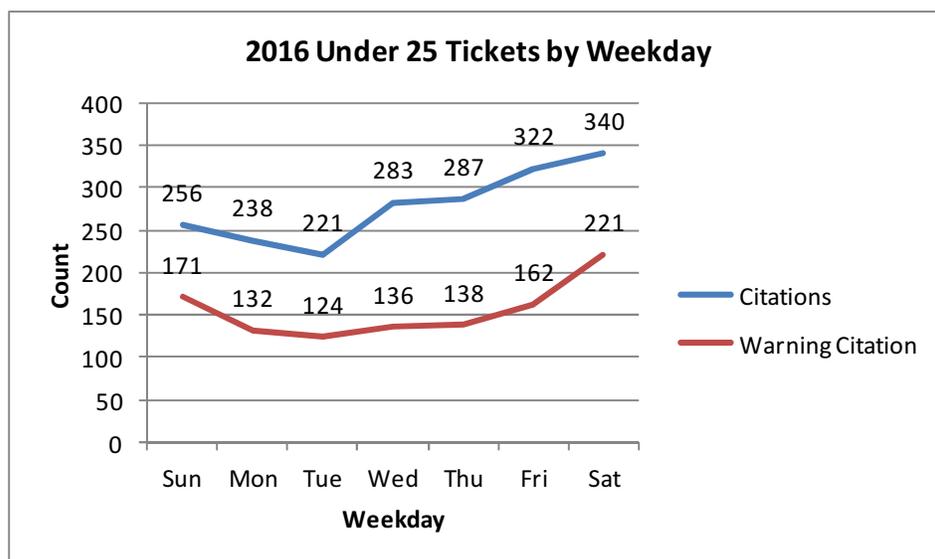
County, Salem City, Town of Vinton, and Virginia State Police. The multi-jurisdictional checkpoints typically attracted a good deal of media attention which allowed the Department to share its simple message- have a plan to get home safely.

Officers arrested 214 impaired drivers during 2016 and 40 of those were under the age of 25. Additionally, officers issued a total of 3,031 citations to such drivers, as shown at right.

2016 Under 25 Citations

Citation Type	Count
Summons	1947
Warning	1084
Total	3031

Based upon crash analyzes, officers targeted U25 drivers through both grant funded and regular patrols specifically on Saturdays and Sundays. The graph below shows the number of citations and warnings issued during 2016 by day of week.



Outcomes

The table at right shows the total number of impaired crashes involving a driver under age 25 in 2016. Please note there were no fatalities during the year involving such a driver.

2016 Under 25 Impaired Crashes	
Crash Type	Count
Property Damage	9
Personal Injury	5
Total	14

The table below shows the breakdown by age of drivers under 25 involved in impaired crashes during 2016.

Age	17	18	19	20	21	22	23	25	Total
	1	3	1	1	4	1	1	2	14

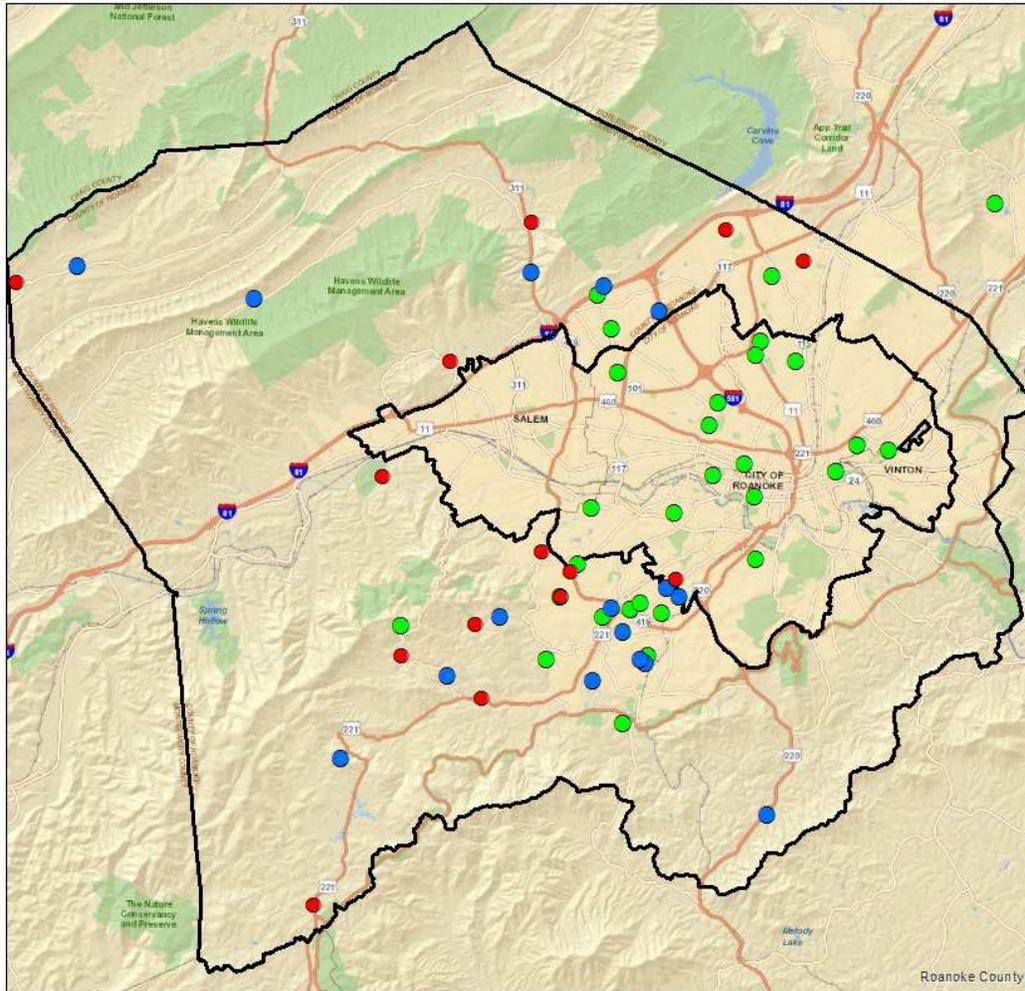
The table below shows additional data concerning impaired drivers under age 25 from 2016 as compared to the past three years.

	2013	2014	2015	3 Year Avg.	2016
A/R Crashes Fatality	1	0	0	0.33	0
A/R Crashes Injury	6	6	6	6	9
A/R Crashes Property	18	14	14	15.33	5
DUI Arrests	70	70	69	69.66	40

As shown above, the number of impaired driving crashes for U25 drivers in 2016 was a 20% reduction in overall crashed from 2015. It is important to note that the total number of such crashes was 41% lower than the baseline of 34 in 2010.

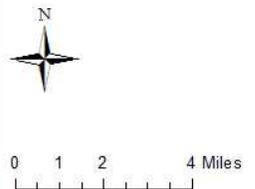
The map on the following page shows the locations of impaired crashes involving a driver under 25 during 2015 and 2016 as well as the location of impaired driving arrests for the same age group. Because a crash analysis was performed quarterly during the year, saturation patrols and checkpoints could be sent out dynamically to problem areas. Please note the clusters of arrests near the jurisdictional boundaries of the City of Roanoke and Town of Vinton. As noted

earlier, a high number of U25 impaired crashes involved a driver from those jurisdictions over the past five years.



Under 25 Impaired Driving Incidents
01/01/2015 - 12/31/2016

- Legend**
- Under 25 DUI Crashes 2016
 - Under 25 DUI Crashes 2015
 - Under 25 DUI Arrests



Date: 3/28/2017
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The map on the next page shows the locations of all types of crashes involving a U25 driver during 2015 and 2016 as well as the locations of all types of traffic citations issued to the same age group during 2015. This area of Roanoke County was chosen for enhanced patrol based upon the number of injury crashes involving such drivers over the past five years and is located in one of the Department's two DDACTS zones.



**Under 25
Driving Incidents**
01/01/2015 - 12/31/2016

Legend

- Under 25 Crashes 2016
- Under 25 Crashes 2015
- Under 25 Citations



0 0.0375 0.075 0.15 Miles

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