



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): Virginia Beach Police Department

Agency Category: Municipal Police Department

Total Number of Sworn Personnel: 751 Total Number of Uniformed Officers on the Street: 413

Submitter(s) (main point of contact for application): Officer Charles J. Loveless

Department: Virginia Beach Police Department

Address: 2509 Princess Anne Road City: Virginia Beach State: VA Zip: 23456

Submitter Phone: 757-385-4606 Submitter Email: clovels@vbgov.com

Department Head: Captain S. Adams Email: sadams@vbgov.com

APPLICATION ATTACHMENTS PACKET

CHECKLIST

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

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

SPECIAL AWARD CONSIDERATIONS

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

**Your agency is automatically considered for this Special Award upon submission of NLEC application*

***Cannot be Speed Awareness, Impaired Driving, or Occupant Protection; must be chosen from other Special Awards*

SUBMISSION DISCLOSURE QUESTIONS

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

1. Total roadway crashes in 2014: **7913**
2. Total roadway crashes in 2015: **8368**
3. Total roadway crashes in 2016: **8813**
4. Total fatal crashes in 2014: **24**
5. Total fatal crashes in 2015: **16**
6. Total fatal crashes in 2016: **14**
7. Total injury crashes in 2014: **1752**
8. Total injury crashes in 2015: **1747**
9. Total injury crashes in 2016: **1822**

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**
2. Number of officers who received training in 2016 in impaired driving: **67**
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:
Yes
4. Number of Impaired Driving Arrests in 2014: **2251**
5. Number of Impaired Driving Arrests in 2015: **2182**
6. Number of Impaired Driving Arrests in 2016: **2086**
7. Total number of fatal and injury crashes related to Impaired Driving in 2016: **179**
8. Percentage of fatal and injury crashes related to Impaired Driving in 2016: **2%**
9. This agency is allowed to conduct Impaired Driving Checkpoints: **Yes**
10. Number of Special Enforcement Efforts in 2016 for Impaired Driving (saturation patrols, checkpoints, etc.): **304**
11. Output Statistics: How many DUI citations were issued in target areas?: **661**
12. Output Statistics: How many DUI citations were issued during the target times?: **987**
13. Output Statistics: How many contacts were made? (total): **N/A**
14. Output Statistics: How many contacts in target areas?: **N/A**

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

2. This agency has a written policy requiring officer safety belt use: **Yes**

3. Does your state have a Primary Seat Belt Enforcement Law?: **No**

4. Your state's average safety belt use percentage rate in 2016: **80.9%**

5. Your jurisdiction's safety belt use percentage rate at the beginning of 2016: **87%**

6. Your jurisdiction's safety belt use percentage rate at the end of 2016: **93%**

7. Number of officers who received training in 2016 in occupant protection: **64**

8. This agency participates in Saved by the Belt/Air Bag (officer and/or citizen) awards programs: **Yes**

9. Number of Seat Belt Citations in 2014: **4676**

10. Number of Seat Belt Citations in 2015: **4712**

11. Number of Seat Belt Citations in 2016: **3337**

12. Number of Child Seat Citations in 2014: **622**

13. Number of Child Seat Citations in 2015: **424**

14. Number of Child Seat Citations in 2016: **336**

15. Number of Special Enforcement Efforts in 2016 for Occupant Protection: **304**

16. Output Statistics: How many citations were issued in target areas?: **1078**

17. Output Statistics: How many citations were issued during the target times?: **1116**

18. Output Statistics: How many contacts were made? (total): **N/A**

19. Output Statistics: How many contacts were made in target areas?: **N/A**

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**

2. Number of officers who received speed-related training in 2016: **208**

3. This agency participates in officer recognition programs for speed detection and apprehension: **No**

4. Number of Speeding Citations in 2014: **12364**

5. Number of Speeding Citations in 2015: **9516**

6. Number of Speeding Citations in 2016: **10893**

7. Total number of 2016 fatal and injury crashes related to speed: **138**

8. Percentage of 2016 fatal and injury crashes related to speed: **1.5%**

9. Number of Special Enforcement Efforts in 2016 for Speed: **304**

10. Output Statistics: How many citations were issued in target areas?: **2750**

11. Output Statistics: How many citations were issued during the target times?: **2412**

12. Output Statistics: How many contacts were made? (total): **N/A**

13. Output Statistics: How many contacts were made in target areas?: **N/A**

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**
2. Number of officers who received training related to this issue in 2016: **N/A**
3. This agency participates in officer recognition programs for this issue: **No**
4. Number of citations issued involving this issue in 2014: **2289**
5. Number of citations issued involving this issue in 2015: **1579**
6. Number of citations issued involving this issue in 2016: **1738**
7. Total number of 2016 fatal and injury crashes related to this issue: **45**
8. Percentage of 2016 fatal and injury crashes related to this issue: **2.5%**
9. Number of Special Enforcement Efforts in 2016 for this issue: **37**
10. Output Statistics: How many citations were issued in the target areas?: **1738**
11. Output Statistics: How many citations were issued during the target times?: **674**
12. Output Statistics: How many contacts were made? (total): **N/A**
13. Output Statistics: How many contacts were made in target areas?: **N/A**
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:
20



Impaired Driving

Problem Identification:

In 2014 the Virginia Beach Police Department (VBPD) reported 7,913 crashes within the city, of which 493 involved alcohol or drugs. In 2015 of the 8,368 reported crashes, 485 involved alcohol or drugs. In 2014 VBPD made 2,251 arrests for DUI and in 2015 there were 2,182 arrests for DUI. The most problematic age ranges for DUI were the 18-25 years of age. In an effort to identify prevention and enforcement strategies for drivers between the ages of 18-25, we examined the societal influences impacting Virginia Beach. One such influence in the Hampton Roads area is approximately 160,000 military personnel are assigned to local bases.

Virginia Beach is a resort and destination location with a residential population of 452,745, and hosts 13.2 million visitors every year. The majority of the visitors congregate in the city's Oceanfront resort area within the geographical boundaries of Second Precinct. In addition to hotels, this area has a large number of restaurants, bars, and clubs, which maintain an alcoholic beverage license to sell alcohol in various forms. In particular, there are 445 active establishments licensed by the Alcoholic Beverage Control Board (ABC) who sell alcohol within Virginia Beach. Of these ABC establishments 170 or 38% operate within the Oceanfront resort area.

Table 1

2004 and 2013

Drivers Involved in Fatal Crashes	2004			2013			Change in Percentage With BAC=.08+ 2004-2013
	Total Number of Drivers	BAC=.08+		Total Number of Drivers	BAC=.08+		
		Number	Percent of Total		Number	Percent of Total	
Total	58,395	12,057	21%	44,574	9,461	21%	0
Drivers by Crash Type and Time of Day							
Single-Vehicle Crash							
<i>Total*</i>	21,744	7,878	36%	17,983	6,296	35%	-1
Daytime	8,553	1,427	17%	7,186	1,229	17%	0
Nighttime	12,862	6,273	49%	10,593	4,962	47%	-2
Multiple-Vehicle Crash							
<i>Total*</i>	36,651	4,179	11%	26,591	3,164	12%	+1
Daytime	23,133	1,173	5%	16,591	878	5%	0
Nighttime	13,498	3,004	22%	9,973	2,280	23%	+1
Drivers by Time of Day							
Daytime	31,686	2,600	8%	23,777	2,107	9%	+1
Nighttime	26,360	9,277	35%	20,566	7,242	35%	0
Drivers by Day of Week and Time of Day							
<i>Weekday*</i>	35,159	5,205	15%	27,126	4,142	15%	0
Daytime	23,014	1,487	6%	17,337	1,242	7%	+1
Nighttime	12,039	3,677	31%	9,715	2,875	30%	-1
<i>Weekend*</i>	23,136	6,801	29%	17,388	5,284	30%	+1
Daytime	8,672	1,113	13%	6,440	865	13%	0
Nighttime	14,321	5,600	39%	10,851	4,366	40%	+1

Source: National Highway Traffic Safety Administration (2014), Alcohol-Impaired Driving (DOT HS 812 102). Dec 2014, Web, table 2.

The National Highway Traffic Safety Administration (NHTSA) published their findings for national DUI crash statistics in December 2014. This showed that nationwide, 40% of fatal DUI crashes occurred on weekends between 6:00 pm and 6:00 am. The National Highway Traffic Safety Administration findings along with our own analyzed data, and an analysis of the locations of DUI crashes and arrests formulated the bases of our plan of enforcement for 2016.



Impaired Driving

DUI Crashes by Precinct / Geographical Command

DUI crashes by precinct

Precinct	2014	2015
1 st	120	125
2 nd	140	114
3 rd	105	100
4 th	126	146
Total	493	485

In addition to DUI crashes by precinct, we analyzed specific streets that had a high number of DUI arrests. A two-year comparison showed a consistent set of four streets with a high number of DUI arrests.

Streets with highest DUI arrests

2014		2015	
VIRGINIA BEACH BL	157	VIRGINIA BEACH BL	156
SHORE DR	105	PRINCESS ANNE RD	76
PRINCESS ANNE RD	89	ATLANTIC AVE	68
GENERAL BOOTH BL	78	SHORE DR	68

All of the research showed that to reduce DUI driving and the associated crashes we needed to focus on targeted prevention and proactive enforcement at specific times and locations. The prevention and education efforts should focus on all drivers, especially those under the age of 25. The weekend evenings, specifically 1700-0300, was then selected for adding extra enforcement assets. Virginia Beach Boulevard had the highest DUI arrests in past years and spans the entire length of the city. It starts at the Oceanfront traveling through Town Center and continuing into the City of Norfolk. Of the DUI arrests on Virginia Beach Boulevard, Town Center had 11.5% in 2014 and jumped to 15.3% in 2015. The Oceanfront yielded 29% in 2014 and 25% in 2015. The Oceanfront/Resort area, Shore Drive, and Town Center were also allotted extra patrols to focus on DUI enforcement, in the form of directed and saturation patrols.

The Town Center area of Virginia Beach is defined as concentrated area of businesses, restaurants and establishments that encompass roughly one square mile of area bordered by Virginia Beach Boulevard on one side. Virginia Beach Boulevard is and has been a major artery of roadway stemming from the Oceanfront/Resort area to the City of Norfolk's boundary line. The Oceanfront/Resort area is defined as the main resort area of the City of Virginia Beach encompassing roughly two square miles. This area has a high concentration of businesses, restaurants and establishments complimented by a large residential district and attractions. The Shore Drive corridor connects to Atlantic Avenue which feeds into the Oceanfront/Resort area. The Shore Drive corridor extends from our military (Army) "Fort Story" base all the way to the boundary of the City of Norfolk. This corridor also connects to Route 13 which feeds the Chesapeake Bay Bridge Tunnel and is a highly trafficked artery from tourists, locals and military personnel. It also has a concentrated area of businesses, restaurants and establishments with many neighborhoods that border this stretch of roadway.



Impaired Driving

Policy:

12.01 Traffic Enforcement

“The enforcement of traffic laws as established by the Code of Virginia and the Municipal Code of the City of Virginia Beach is the responsibility of all Virginia Beach Police Officers. Officers are vested with the enforcement of traffic codes for the purpose of gaining voluntary compliance in furtherance of enhancing traffic safety in the City of Virginia Beach.”

12.04 Alcohol Enforcement

“In the interest of traffic safety for the residents and visitors to the City of Virginia Beach, the Virginia Beach Police Department is aggressive in its enforcement of the laws relating to operating a motor vehicle while under the influence of alcohol and/or drugs. Coordinated by the Virginia Beach Police Department Special Operations Bureau, with the support of all uniformed Operations Division personnel the Virginia Beach Police Department works aggressively to reduce the incidence of highway deaths, injuries, property damage crashes and alcohol/drug related traffic offenses.”

12.06 Selective Enforcement

“The Virginia Beach Police Department is committed to promoting traffic safety to the residents of and visitors to the City of Virginia Beach. This commitment requires the department to work cooperatively with other city, state and federal agencies in promoting traffic safety, and addressing traffic law enforcement needs. In furtherance of this commitment, the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities of the Virginia Beach Police Department. At a minimum, the Traffic Enforcement Priority Plan will consider or be based on:

- *A compilation and review of traffic collisions*
- *A compilation and review of enforcement activities*
- *A comparison of collision data and enforcement activities*
- *Traffic volume and conditions*

The plan will be disseminated to the various components of the operations division for action. Such actions should include:

- *The implementation of selective enforcement techniques such as:*
 - *Planned patrols*
 - *Geographic/temporal assignment of personnel*
 - *Directed Traffic Patrols both overt and covert*
 - *Stationary Observation*
 - *Traffic Safety Checkpoints*
- *Placement of new or temporary signage*
- *Use of roadside Dynamic Message Boards”*

12.07 Traffic Safety Checkpoint

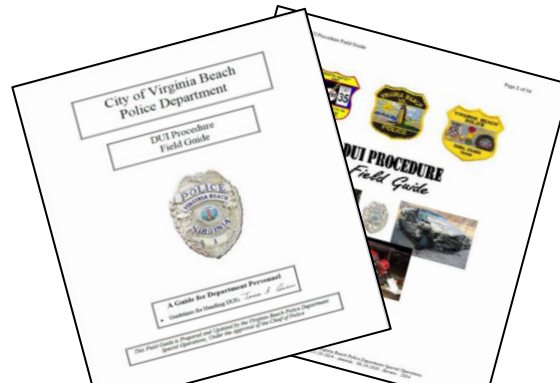
“The Virginia Beach Police Department supports the proactive enforcement of traffic laws. Traffic Safety Checkpoints provide a means for targeting traffic code violations and traffic safety concerns at times and locations that have been identified as problematic or unsafe for the community. The use of Traffic Safety



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Checkpoints is primarily intended to accomplish the enforcement of traffic code violations in response to the needs of the community, and/or the inspection of vehicles to ensure safe operation."

DUI Procedure Field Guide



Front covers of the VBPD DUI Procedure Field Guide, 34 page document that assists with all phases of DUI enforcement

The DUI Procedure Field Guide covers all City and State laws involving charges related to drug or alcohol impaired driving. It is available on any city computer and aids officers complete the DUI process from the beginning to the end. All officers that are in patrol can access the DUI Field Guide because all police cars are equipped with a computer. This Field Guide covers paperwork, prosecution, DUI crashes, juveniles, what to do when a DUI occurred not in your presence, Refusal, blood draws, etc. This guide has been utilized as a template for several other departments' policy or field guide for DUI. The VBPD encourages officers to be proactive to enforce all violations. There is no mandate to arrest but officers are expected to address all reported or observed violations in an appropriate manner.

Planning:

The planned target areas for the Traffic Safety Unit (TSU) and Fatal Crash Team (FACT) included Shore Drive and Town Center, after a review of information indicated a high number of DUIs and crashes in these areas. The TSU and FACT officers implemented plans to saturate these areas based on analysis of fatal crashes involving impaired drivers. The target times and days worked are consistent with data supporting specific the shifts these officers work. The precinct officers detailed to traffic enforcement and DUI detection include their high crash areas within their respective precincts as part of their patrol analysis. The TSU and FACT officers work schedules that are modified to reflect the times of highest occurrence of DUI. The unit members work Wednesday from 0800-1800



Checkpoint trailer set-up on Shore Drive

for daytime enforcement and follow-up investigation. Unit members work Thursday through Saturday from 1700-0300 for DUI enforcement. The reasoning for the Thursday through Saturday shift is designed so this unit can conduct checkpoints, saturation and roving patrols. Research has shown that this



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timeframe has an influx of impaired drivers and these units adjust their schedules to combat the problem during the target times.

The VBPD, in accordance with our Alcohol and Selective enforcement policies, combats impaired driving using a department wide approach; however, within Special Operations a squad of seven dedicated officers serves on TSU. TSU “aggressively addresses the detection and apprehension of impaired drivers as well as the enforcement of traffic laws”. Officers, who are selected for this career development assignment, serve for three years. Officers assigned to TSU acquire knowledge and skills that directly impacts our problem of impaired driving. After serving in this career enhancing assignment, these officers are able to take their experience, expertise, and knowledge in detecting and apprehending impaired drivers back to uniform patrol and share it, reinforcing our department wide approach to DUI enforcement. Also within Special Operations, FACT consists of five officers tasked with investigating all fatal and serious crashes and DUI enforcement. Their examination and investigation of the crashes generates information to determine causal factors. These causal factors guide the Special Operations Command in planning how to reduce impaired driving and fatal crashes. The four precinct commands of the police department assign individual officers that are dedicated to traffic enforcement to traffic details which includes impaired driving enforcement.

Our agency supports the Virginia Strategic Highway Safety Plan by educating young drivers, 15 – 20 years of age, on the goal of traffic safety. The plan also identifies the high-risk age group of drivers 26 – 35 years of age shown to have the most deaths and severe injuries as a result of impaired driving. The VBPD, in addition to educational presentations, focuses on proactive traffic enforcement in high crash areas to reduce the likelihood of serious and fatal crashes.

When problems are identified from citizen complaints, saturation patrols are conducted by TSU, FACT, and/or precinct officers and the statistics are evaluated by the unit’s Sergeant and Lieutenant for effectiveness. Traffic safety complaints are also documented on form PD-137. Officers complete this form and submit to their supervisor. This information is used as part of a larger plan if the analysis shows a problem in the area.

The VBPD Special Operations Command receives statistical data from the Office of Planning and Analysis. This information is reviewed by the Command and provided as monthly summaries to the various organizational components commanding officers at the COMPSTAT meetings. The summaries contain information regarding the location and numbers of crashes, alcohol related crashes, and DUI arrests within the City of Virginia Beach, depicted or controlled by precinct geographical boundaries. Of particular importance are any fatal crashes which occurred during the months. These fatal crash reports include whether alcohol or drugs were a factor in the crash. The Commanding Officer of Special Operations provides the Department with quarterly, mid-year, and annual, Goals and Objectives, and the Overall Traffic Strategies Reports to the Command Staff. All traffic enforcement and efforts including impaired driving and analysis is included in these reports. Traffic Enforcement Priority Plans are made by the Deputy Chief of Operations. At a minimum, the Traffic Enforcement Priority Plan will consider several items:



Impaired Driving

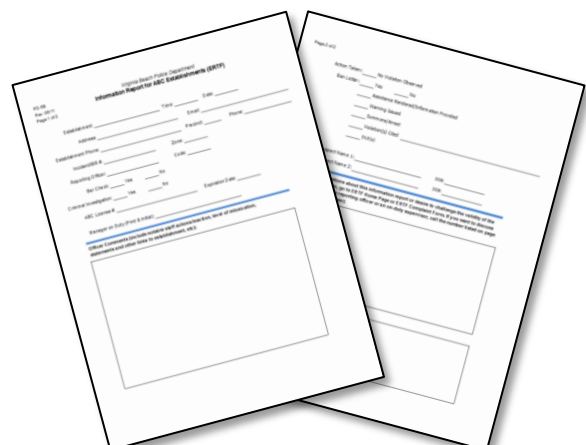
1. A compilation and review of traffic collisions to include high crash intersections, crashes involving alcohol, and fatal crashes.
2. A compilation and review of enforcement activities. For example, if a previous plan was not productive a new one could be developed. On the other hand, if a previous plan was successful then it may be implemented again into a new plan.
3. Items 1 and 2 will then be compared.
4. Lastly, traffic volume and conditions will be brought into the plan. If a new road or traffic configuration has opened, these areas will be included in the Traffic Enforcement Priority Plan.

Training:

- All VBPD officers (100%) have received initial NHTSA Standardized Field Sobriety Test (SFST) training as part of the recruit training academy.
- All officers (100%) of those currently serving have been trained in using the Department's DUI check sheet. This sheet is used to document observations and notes for the entire DUI arrest process
- The VBPD has a total of 36 officers that have received Advanced Roadside Impaired Driving Enforcement (ARIDE) training. All have been trained in-class which includes hands-on instruction.
- The state of Virginia recently began sending officers to be trained as Drug Recognition Experts (DRE). The Virginia Beach Police Department has one that began his DRE training in 2016.
- Two officers completed the Advanced DUI prosecution for Prosecutors and Law Enforcement.
- There are a total of 10 NHTSA SFST Instructors on the department including all five members of FACT. These instructors also develop the lesson plans and conduct the DUI training week for the two recruit training academies per year. Additionally, these instructors conducted DUI training for the Virginia Beach Sherriff's Office recruit class.
- There are three senior SFST instructors on the department.
- 213 officers are certified to operate the Intox EC/IR II breath alcohol instrument.
- 15 officers became certified and 130 officers recertified in 2016 on the EC/IR II.
- One officer is certified as an instructor in the EC/IR II.

Public Information & Education:

Throughout 2016 and on a continuing basis, VBPD TSU presents DUI awareness presentations to area military commands as well as schools, civic groups, and any other entity wishing this education. In 2016, TSU completed 14 of these presentations which reached





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approximately 1,100 individuals. The target audiences for these presentations are drivers 18-35 years of age, which is the age group that is targeted by the Virginia Highway Safety Plan as a high risk group. Most of our presentations are given to the local Department of Defense military commands as part of their semi-annual safety stand downs. The presentation provides military personnel with not only the letter of the law but also includes fatal crash scene photographs. The graphic nature of the presentation creates awareness as to the finality and consequences of impaired driving.

During 2016, the VBPD conducted 767 Alcoholic Beverage Control (ABC) establishment reviews and inspections. These reviews involve VBPD officers going to Virginia ABC establishments and reviewing license information, training of staff, and also checking the patrons of the bar. Anyone appearing to be underage is confronted and checked. During routine patrol, if a VBPD officer encounters a person under the influence of alcohol who is coming from an ABC establishment, the officer completes an Establishment Review Task Force (ERTF) form. Encounters with citizens under the age of 21, who have obtained alcohol from an ABC establishment, are also documented in the same manner. These reports are forwarded to the ABC. The ABC also conducts underage buyer inspections in the City of Virginia Beach.

The VBPD Crime Prevention Unit also produces an "Every 15 Minutes" program. Each year, this program is presented to two local high schools on a rotating basis in the spring. To facilitate the program, the VBPD enlists the assistance of VB Fire Department, VB EMS, VB City Public Schools, Sentara Hospitals, Nightingale Life Flight, VB Sheriff's Office, the Office of the Commonwealth's Attorney, Juvenile and Domestic Relations Court, and Smith and Williams Funeral Home. The program puts students in the position of being involved in a fatal DUI crash.

On the first day, the program begins with the "Grim Reaper" removing one student from class "Every 15 Minutes", during the first half of the day. Police officers enter the classroom and read the 'deceased student's' obituary, and parents will simultaneously receive a mock death notification at their homes or place of employment. The "Walking Dead" students will be returned to class after having makeup applied, but will not interact with other classmates for the remainder of the day.



Every 15 Minutes program with Emergency Personnel

During the lunch period, a staged DUI crash is established on the campus. Police, Fire and EMS personnel complete all events as they would at the site of a real fatal crash, including the DUI investigation and the arrest of the suspected drunk driver. Students are taken to Virginia Beach General Hospital and shown the lifesaving efforts for the injured passengers and the body of the deceased passenger in the morgue. Students are allowed to observe hospital staff and police officers making the death notifications to the families of the victims. Students also tour a trauma facility, the city jail, and a mock DUI trial held in the Virginia Beach Juvenile and Domestic Relations Court.

On the second day, the "Living Dead" return to school and take part in a school assembly. During the assembly, the local area response teams, law enforcement personnel, school staff, parents and the



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students themselves give presentations. One parent and their child read the letters they had written to each other expressing how they feel as if the child had been killed in an alcohol-related car crash. The most significant thought we wish to impress upon the students is that alcohol doesn't hurt just those who drink and drive, but often innocent victims as well.



TSU vehicle with Variable Message Board

On all major event weekends (College Beach Weekend, Memorial Day, 4th of July, Labor Day, and New Year's etc.) the VBPD coordinates with the Virginia Department of Transportation to put public service announcements on traffic message boards. These messages are approved through the Deputy Chief of Police and are also coordinated with the postings on the VBPD Traffic Safety Facebook and Twitter pages. Signs are near the entrance to Sandbridge Road, Shore Drive, the oceanfront area on General Booth Boulevard, and other targeted locations. Texts such as, "DON'T DRINK AND DRIVE" OR "DRIVE SOBER OR GET PULLED OVER" are examples of impaired driving information.

Enforcement:

- How much regular duty time was directed at the problem?
15,600 staffing hours for the TSU/FACT members
1,244.8 hours of saturation patrols
- How much grant-funded enforcement (overtime) was used?
1,711 hours

Output Statistics:

- How many DUI arrests were made by your agency?
2,086 arrests were made.
- How many DUI arrests were made in target areas?
545 DUI arrests were made in the oceanfront area. 78 DUI arrests were made on Shore Drive and 38 DUI arrests were made in the Town Center area.
- How many DUI arrests were made during target times?
VBPD made 987 DUI arrests during the target times of 1700-0300 Thursday-Saturday.
- How many other alcohol related charges were made?
1,444 total charges were made including: Illegal Possession of Alcohol, Public Intoxication, Open Container, Drinking While Driving, Providing Alcohol to Minors.
- How many DRE Evaluations were conducted by your agency?
One officer recently became certified as a DRE. To date no evaluations have been conducted.



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- How many special team enforcement details were directed at the problem? These include saturation patrols and checkpoints, not routine patrol.

Checkpoints = 24
 Saturation Patrols = 280
 Total = 304

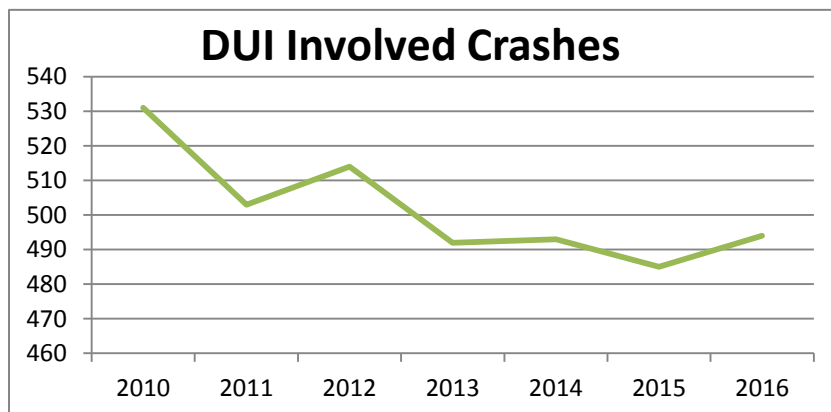
Outcomes:


In 2016, 14 fatality crashes resulted in 14 deaths, with six during target times. Four involved alcohol, three during target times. Although total number of impaired related crashes went up from 485 to 494, 2,086 DUI arrests were made, 987 during target times. The Town Center section of Virginia Beach Boulevard fell to 11.6% and the Oceanfront section was 26% of the DUI arrests recorded.

2016 DUIs by Street	
Virginia Beach Boulevard	86
22 nd Street	83
Pacific Avenue	74
Shore Drive	70
Princess Anne Road	70

The Virginia Association of Chiefs of Police recognized VBPD with a first place ranking for Impaired Driving Enforcement for the Commonwealth of Virginia. Drive Safe Hampton Roads recognized the VBPD Traffic Safety Unit for Outstanding Achievement in Law Enforcement Initiatives, specifically DUI enforcement. Drive Safe Hampton Roads is a non-profit organization that works to increase the community involvement and awareness of traffic safety issues within the nine municipalities that make up the Hampton Roads area of Virginia. The VBPD disseminates a Traffic Safety Bulletin to the entire police department semi-annually. This bulletin recognizes officers from each precinct and Special Operations with the highest number of DUI arrests. Also, four VBPD officers received awards from Mothers Against Drunk Driving at a ceremony for their DUI enforcement. Members of TSU are awarded a traffic safety pin after making 60 DUI arrests and completing four safety stand-down lectures. Three officers earned this pin in 2016.

Year	Total Crashes	DUI Involved
2010	8,395	531
2011	8,102	503
2012	8,169	514
2013	8,138	492
2014	7,913	493
2015	8,368	485
2016	8,813	494



	Operational General Order	12.01 Traffic Law Enforcement	PAGE 1 OF 8
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		05/18/2007
			ORIGINATOR/REVIEW
DISTRIBUTION		Special Operations	
ALL		CALEA: 61.1.2 C, 61.1.3, 61.1.4, 61.1.4 A, B, C, 61.1.5, 61.1.6 A, B, C, 61.1.12, 61.1.13	
BY THE AUTHORITY OF THE CHIEF OF POLICE:			<i>James A. Curran</i>

Purpose

To establish guidelines for the traffic enforcement function of the Virginia Beach Police Department.

Policy

The enforcement of traffic laws as established by the Code of Virginia and the Municipal Code of the City of Virginia Beach is the responsibility of all Virginia Beach Police Officers. Officers are vested with the enforcement of traffic codes for the purpose of gaining voluntary compliance in furtherance of enhancing traffic safety in the City of Virginia Beach.

Enforcement Actions (CALEA 61.1.2 C, 61.1.4, 61.1.6 A, B, C)

Officers will take enforcement action upon the detection of an illegal or potentially hazardous act by persons operating vehicles, bicycles or other conveyances, or pedestrians. Enforcement action may consist of a warning, the issuance of a Virginia Uniform Summons, or in certain circumstances, a physical arrest.

Uniformed officers assigned to the operations division are assigned geographic areas in which they are responsible for providing police services to include the enforcement of traffic laws. Uniformed officers assigned to Special Operations are assigned based on both geographic areas and specialized function. Uniformed officers utilize a variety of strategies to promote traffic safety through traffic law enforcement to include overt proactive visible patrols in marked police vehicles and covert methods via the use of stationary concealed positions and unmarked police vehicles.

Warnings

Officers have the discretion to issue a warning when the officer believes that a warning will achieve the objective of voluntary compliance with the law. The Virginia Beach Police Department does not have a written means for issuing or tracking warnings for traffic violations. Officers are encouraged to note that a warning was issued in the comment section of the case assigned to the traffic stop by the Computer Aided Dispatch System (CADS).

Virginia Uniform Summons

At the discretion of the officer who observes the violation, a Virginia Uniform Summons may be issued to a motorist or a pedestrian for a violation of the traffic code when the officer believes that the issuance will achieve the objective of voluntary compliance with the law. Officers who wish to charge a motorist or a pedestrian shall take the name and address of such person as well as the license number of his motor vehicle and issue a Virginia Uniform Summons for the violation. The issuance of the Virginia Uniform Summons will provide information relating to the charge, the scheduled court date, and instructions for appearing in court or prepayment of fines if applicable. The court date for any issued Virginia Uniform

Parking Enforcement (CALEA 61.1.13)

Parking regulations have been established to ensure the safe and efficient movement of vehicular and pedestrian traffic. All sworn officers, and designated ancillary personnel authorized by the Chief of Police, are responsible for the enforcement of these laws in a reasonable and equitable manner.

Should officers or designated ancillary personnel determine that current parking regulations need to be revised; this should be documented on a memorandum and forwarded to the command representative to the Traffic Safety Committee coordinated by Public Works/Traffic Engineering. If the suggest change involves a code change, the memorandum should be forwarded to the City Attorney's office via Chain of Command. This memorandum should describe the problem in detail and any suggested course(s) of action.

General Enforcement Practices (CALEA 61.1.5)

Uniform enforcement activities support the goal of traffic law enforcement, which is to achieve voluntary compliance with traffic laws and regulations.

This policy is not intended to supplant officer judgment, for it is impossible to foresee every conceivable situation involving traffic violations. In unusual circumstances, the officer must decide what enforcement action is proper based upon a combination of training, experience and the needs of the community. Judgment and considerations of circumstances regarding violations shall be thoroughly reviewed by the officer prior to taking any law enforcement action. Traffic laws shall be enforced without regard to race, sex, national origin, type of vehicle, location or state of residence of operator, or purpose of the vehicle (whether public, commercial, or privately owned and operated).



Under normal circumstances the following general types of violations should result in proper enforcement action when violations are observed or established.

Driving Under the Influence of Alcohol/Drugs (CALEA 61.1.5 A)

Officers are expected to apprehend, and arrest intoxicated or impaired drivers who come to their attention. (See General Order 12.04, Alcohol Enforcement Countermeasures).

Suspended or Revoked Licenses (CALEA 61.1.5 B)

A person detained for driving on a revoked or suspended license, may be released on a Virginia Uniform Summons or arrested and taken before a magistrate, depending on the attendant circumstances. Officers will normally arrest an individual reasonably believed to be driving in knowing violation of an order of revocation or suspension, such as when the driver acknowledges that his license was suspended, or when the officer has personal knowledge that the suspension was imposed in court. In other cases, the individual may be arrested or released after the issuance of a Virginia Uniform Summons, and completion of a Department of Motor Vehicles Suspension/ Revocation/ Disqualification Notice [DSA-10]. (The Virginia Beach Police Department is in compliance with [46.2-936](#) in that "prior general approval has been granted by the general district court" and an officer may make an arrest.)

	Operational General Order	12.04 Alcohol Enforcement Countermeasures	PAGE 1 OF 2
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 - Traffic Operations		07/17/2006
			ORIGINATOR/REVIEW
DISTRIBUTION		CALEA: 61.1.10	Special Operations
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:			

Purpose

To establish guidelines for the Departments Driving Under the Influence (DUI) countermeasure program to reduce alcohol related crashes.

Policy

In the interest of traffic safety for the residents and visitors to the City of Virginia Beach, the Virginia Beach Police Department is aggressive in its enforcement of the laws relating to operating a motor vehicle while under the influence of alcohol and/or drugs. Coordinated by the Virginia Beach Police Department Special Operations Bureau, with the support of all uniformed Operations Division personnel the Virginia Beach Police Department works aggressively to reduce the incidence of highway deaths, injuries, property damage crashes and alcohol/drug related traffic offenses.

Selective Alcohol Enforcement (CALEA 61.1.10)

DUI countermeasures shall also be included in the Selective Enforcement / Traffic Enforcement priority Plan described in General Order 12.06 (Selective Enforcement) and promulgated by the Deputy Chief – Operations. Additionally, the Virginia Beach Police Department Office of Planning and Analysis will provide a quarterly statistical summary to the Commanding Officer of Special Operations for presentation to the various organizational component commanding officers at the monthly COMPSTAT meeting. The summary will contain information regarding the location and numbers of alcohol related crashes and DUI arrests within the City of Virginia Beach, depicted by precinct geographical boundaries. From the information presented, Operations Division commanding officers will direct the efforts of uniformed personnel toward addressing identified areas of need through directed patrols and when appropriate, traffic safety checkpoints.

Role of the Officer


To help officers in the prosecution of the DUI case, the Special Operations Bureau has developed the DUI Procedure Field Guide. The DUI Procedure Field Guide is provided to all sworn officers and provides the members of the Department with guidance on the proper procedures and elements required for the identification and prosecution of a person suspected of DUI, and also guidance on the most current laws that apply to the DUI case. The commanding officer of the Special Operations Bureau will ensure that the DUI Procedure Field Guide will be updated each year prior to the July 1st implementation of the new laws for the Commonwealth of Virginia. The updated guide will be distributed to each member of the Department.

Effective DUI countermeasure programs begin with the patrol officer. Officers receive police academy and subsequent in-service and specialized training to ensure they are knowledgeable on the techniques, procedures, and legislation, which enables them to effectively detect and arrest intoxicated drivers.

Procedures for DUI investigations are delineated in the DUI Procedural Field Guide. Officers should be aware of persons with possible medical conditions. These individuals should be examined by a qualified medical person for this evaluation.

Fatal Crash Team and Traffic Safety Unit

The Special Operations Bureau's Fatal Crash Team and Traffic Safety Unit are dedicated to aggressively enforcing the Driving Under the Influence laws. This includes patrolling in marked and unmarked vehicles in high crash areas and by conducting traffic safety checkpoints. They are also committed to the education of the public through lectures given to community and military groups. Through targeted enforcement actions, increased public awareness of traffic related laws and community intervention, members seek to reduce the number of alcohol related crashes and fatalities. In addition, community involvement is solicited in this effort through the RAID program (Report All Intoxicated Drivers). Citizens are encouraged to report suspected drunk drivers by notifying the E911 Emergency Communications Division.

	Operational General Order	12.06 Selective Enforcement	PAGE 1 OF 2
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		07/17/2006
			ORIGINATOR/REVIEW
DISTRIBUTION		CALEA: 61.3.1, 61.3.6	Special Operations
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:		<i>James A. Curran</i>	

Purpose

To establish selective traffic enforcement policies and practices for the Virginia Beach Police Department.

Policy

The Virginia Beach Police Department is committed to promoting traffic safety to the residents of and visitors to the City of Virginia Beach. This commitment requires the department to work cooperatively with other city, state and federal agencies in promoting traffic safety, and addressing traffic law enforcement needs. In furtherance of this commitment, the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities of the Virginia Beach Police Department. At a minimum, the Traffic Enforcement Priority Plan will consider or be based on:

- A compilation and review of traffic collisions
- A compilation and review of enforcement activities
- A comparison of collision data and enforcement activities
- Traffic volume and conditions

The plan will be disseminated to the various components of the operations division for action. Such actions should include:

- The implementation of selective enforcement techniques such as:
 - Planned patrols
 - Geographic/temporal assignment of personnel
 - Directed Traffic Patrols both overt and covert
 - Stationary Observation
 - Traffic Safety Checkpoints
- Placement of new or temporary signage
- Use of roadside Dynamic Message Boards

Annually, the Deputy Chief – Operations or his/her designee will evaluate the effectiveness of actions taken in response to the plan. Based on the review of actions, and an annual review of the minimum factors mentioned above, the plan shall be revised and updated annually.


In addition to the Traffic Priority Plan, the Virginia Beach Police Department Office of Planning and Analysis will provide a quarterly statistical summary to the Commanding Officer of Special Operations for presentation to the various organizational components commanding officers at the monthly COMPSTAT meeting. The summary will contain information regarding the location and numbers of crashes, alcohol related crashes, and DUI arrests within the City of Virginia Beach, depicted or controlled by precinct geographical boundaries. From the information presented, Operation Division commanding officers will

direct the efforts of uniformed personnel toward addressing identified areas of need in support of the Traffic Enforcement Priority Plan as depicted above.

The Police Department's Office of Planning and Analysis shall be responsible for compiling an annual report for the Traffic Engineering Division that includes the location of all fatal motor vehicle crashes, and the high incident locations for injury crashes, non-injury crashes, DUI arrests, and traffic summonses. The Traffic Engineering Division will receive a copy of all traffic crash reports on a regular basis from the Records Section of the Services Unit.

There are several committees within the City of Virginia Beach and regionally that involve traffic safety that members of the Department participate in. These include, but are not limited to, the following:

- A member from each precinct, Special Operations, and the Office of Planning and Analysis shall attend periodic meetings with the Traffic Engineering Division to discuss traffic related matters. The purpose of members attending these meetings will be to relate complaints from the community regarding traffic engineering deficiencies, make recommendations for traffic engineering studies, and to share information regarding collision and enforcement data.

	Operational General Order	12.07 Traffic Safety Checkpoints	PAGE 1 OF 2
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		04/25/2008
			ORIGINATOR/REVIEW
DISTRIBUTION		CALEA: 61.1.6 D	Special Operations
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:		<i>James A. Coonan</i>	

Purpose

To establish the procedures and guidelines for the implementation of traffic safety checkpoints.

Policy (CALEA 61.1.6.D)

The Virginia Beach Police Department supports the proactive enforcement of traffic laws. Traffic Safety Checkpoints provide a means for targeting traffic code violations and traffic safety concerns at times and locations that have been identified as problematic or unsafe for the community. The use of Traffic Safety Checkpoints is primarily intended to accomplish the enforcement of traffic code violations in response to the needs of the community, and/or the inspection of vehicles to ensure safe operation.

Procedures

All checkpoints shall be conducted in accordance with the Code of Virginia and the Virginia Beach City Code. To implement a Traffic Safety Checkpoint the following steps must be adhered to:

1. All checkpoints must be pre-planned and controlled by a supervisor. Prior to implementation, the plan must be documented on a PD-247. The plan shall be approved by a supervisor assigned to the respective precinct or bureau ranked Lieutenant or higher. Each plan must specify the sequence or interval in which vehicles will be stopped for inspection. It is preferred that the plan specifies that every vehicle will be checked.
2. Prior to its implementation, all officers assigned to conduct the checkpoint will be briefed on the purpose and their respective responsibilities during the operation. All officers shall wear a reflective traffic vest while conducting the checkpoint.
3. The supervisor in charge of the traffic safety checkpoint must be present at all times. A record of the location, date, times, number of vehicles checked, and total number of violations will be kept. This shall be documented on the PD-247 and retained at the precinct or bureau that conducts the checkpoint.
4. Physical checkpoint factors that must be considered include the following:
 - a. The location must not be so heavily traveled that it severely impedes traffic or presents a danger in a high-speed zone.
 - b. Cones, flares, and barricades must be set up prior to the stopping point in order to ensure that vehicles may reduce their speed and stop safely. These temporary devices shall not be utilized unless an officer is present to manually direct traffic.

- c. There must be a minimum of one officers present in order to manually direct traffic for the entire duration of the checkpoint.
 - d. A safety zone must be established for the detained vehicles and implemented in a manner that traffic flow will not be inhibited. This is usually accomplished by directing all through traffic into a specific lane (if possible) and providing a safe shoulder or right lane for the detaining of the vehicles during the interview and inspection process.
 - e. A safe ingress/egress route must be provided for vehicles entering and leaving the detaining area such that the normal traffic pattern is not significantly disrupted.
 - f. There must be an emergency route readily available through or around the traffic checkpoint area so as to allow for the passage of emergency vehicles.
5. When checking vehicles, remember that NO VEHICLE MAY BE STOPPED AND DETAINED AT RANDOM. Ideally, every vehicle should be stopped and checked. However, a systematic approach may be utilized in stopping vehicles. If the plan calls for every third vehicle to be stopped and checked, then the plan must be strictly adhered to by pulling every third and only third vehicles, unless an obvious violation/defect is noted on a vehicle, which is not scheduled to be stopped for inspection (as delineated in the plan).
6. All traffic checks shall be performed as quickly and as safely as possible. Do not detain vehicles any longer than is absolutely necessary.

Standard DUI Process

PRE-ARREST

1. Initiate video at first suspicious event
 - a. Narrate only fact not opinion
 - b. Allow ample space between vehicle when stopping
2. Start DUI process if warranted (follow checklist)
 - a. Turn off forward flashing emergency lights (for HGN test)
 - b. SFST's – follow prescribed training
 - c. PBT (request PBT and/or assist officer)
 - d. Arrest or release

POST-ARREST

1. Place suspect in cruiser (leave camera and microphone on)
2. Obtain written witness statement(s) and information, if applicable
3. **Vehicle tow**
 1. Complete vehicle inventory, pursuant to policy
 2. Place additional evidence from vehicle in view of camera & describe for camera
 3. Designate assist officer to tow vehicle
4. **Prepare for transport**
 1. Turn camera to internal mode. (Consider need to turn off officers remote microphone)
 2. Read Miranda from pre-printed card & Implied Consent from the DUI check sheet
 3. If Refusal – Read Acknowledgement/Declaration of Refusal Form (DC233)
 4. Re-class case over MDT & obtain IBR#
 5. Contact NCIC for DMV abstract and CCH if applicable
 6. Arrange breath tech
 7. Complete DUI check sheet up to current time
 8. Complete summons for all traffic charges
5. **Transport**
 1. Pick up DMV abstract and CCH and check for previous convictions
6. **At jail**
 1. Turn off camera system and your portable radio
 2. Begin observation period with breath tech, unless Refusal
 3. Complete required paperwork (see chart on page 4 or 5)
 4. Obtain breath test results and give suspect their copy
 5. Give defendant copy of PD-6-3 and file PD-6-3 with Magistrate.

7. Magistrate

1. Submit forms
 1. Adult Arrest/Juvenile Detention Worksheet (PD180)
 2. Sworn Report insert (if applies)
 3. Envelope with breath test results (if applies)
 4. Criminal Complaint form (if applies)
 5. Driver abstract
 6. Acknowledgement/Declaration of Refusal Form (DC-233) in cases of Refusal
 7. Summons
2. Testify to probable cause (2nd, 3rd, etc.) from check sheet
3. Submit subpoena for witnesses
4. Once the warrant is issued, submit a copy of the ALS and the person's license to the magistrate (if applies)

Prosecution of DUI Cases

Guide to Prosecution of Driving While Intoxicated Charges by the Office of the Commonwealth Attorney

Effective Monday, June 30, 2014, the Office of the Commonwealth Attorney (OCA) began prosecuting **all adult defendants arrested in the City of Virginia Beach as a result of driving while intoxicated related charges** [e.g. § 18.2-266 (Driving motor vehicle, engine, etc., while intoxicated), § 29.1-738 (boating while intoxicated), § 46.2-341.24 (driving a commercial vehicle while intoxicated), § 18.2-266.1 (Persons under age 21 driving after illegally consuming alcohol), etc.] and any associated companion charges. This new process affects **all DUI cases with an arrest date after June 1, 2014**, meaning that all DUI arrests occurring after this date will be set to the officer's next DUI designated court date that falls after June 30, 2014.

To accomplish this transition, effective June 1, 2014, the secondary traffic court date assigned to each officer will be their designated DUI court date. All DUI charges will be prosecuted in a Traffic Court designated by the Commonwealth's Attorney, so every officer's assigned court for their secondary traffic court date will become that designated courtroom. Officers will be advised, via e-mail and or other electronic means as to which courtroom will be identified for this purpose. The officer's primary traffic court date will remain unchanged and will be used for all non-DUI related traffic charges brought by the officer. If the officer routinely has a heavy regular traffic docket, upon request a third Traffic Court date can be assigned to them or they can use their current emergency date.

The following procedures will be followed by officers when making a DUI arrest:

- A. Upon making an arrest for a DUI related charge, the magistrate will set the Determination of Counsel (DC) hearing 7-10 days from the date of arrest at the time and in courtroom designated by the OCA. If there are any companion charges to the DUI the officer shall obtain a magistrate summonses, they will be set for the same date and time. This first court date is a Determination of Counsel (DC) hearing and **the officer does not need to appear**. The assigned prosecuting attorney will represent the Commonwealth at this hearing.



Occupant Protection

Problem Identification:

In 2015, the City of Virginia Beach had 16 fatal crashes. Those fatal crashes claimed the lives of eight people that were unrestrained in their vehicles. This equates to 50% of the fatalities in 2015. In May 2016, the VBPD conducted a “Click-It-Or-Ticket” survey that showed a usage rate of 87% in the pre-survey and a usage rate of 93% in the post-survey. The problem of unrestrained motorists was identified, and is confirmed through statistics maintained by the Virginia Department of Motor Vehicles (DMV). These statistics indicate an increase in statewide seatbelt usage from 77.2% in 2014 to 80.9% in 2015. Additionally, our efforts were focused on the age group of 21-35 years of age. This was influenced by data obtained from the Virginia DMV and the Virginia Strategic Highway Safety Plan indicating that the largest numbers of unbelted occupants involved in fatal and serious crashes are in this age range across the state of Virginia. A review of department crash data indicated three areas where higher crash volume and concern was noted. These areas were Shore Drive, which historically experiences fatal crashes, the Oceanfront/Resort area due to the high volume of traffic during the summer, and Town Center in part for its location near one of the busiest and high crash intersections in the city.

The Virginia Beach Police Department (VBPD) takes a proactive approach to promote public awareness and compliance when it comes to Occupant Protection. The Commonwealth of Virginia does not have a primary adult seatbelt law; therefore, Virginia Beach Police Officers must observe a primary violation, such as a moving infraction or an equipment violation, to stop a vehicle before issuing an adult seatbelt summons. However, if an officer has reasonable suspicion a person under the age of 18 and is unrestrained seatbelt violations become a primary offense.



The VBPD took part in the annual “Click-It-Or-Ticket” Mini-Mobilization seatbelt survey during May and November of 2016. Officers went to designated areas and observed 100 motorists and documented whether or not they were wearing their seatbelts. Officers conducted a “Pre” and “Post” survey at the beginning and end of each mobilization to compare the statistical data.

In 2016, the pre-survey showed 87% compliance and the post survey showed 86% compliance for the May Mini-Mobilization. During the November Mini-Mobilization, the pre-survey showed 87% compliance and the post-survey showed 93% compliance. The May surveys were conducted in the 1000 block of Dam Neck Road, and the November surveys were conducted in the 1100 block of Virginia Beach Boulevard, both of which are highly traveled roadways in the City of Virginia Beach. During these timeframes, officers conducted heavy enforcement



Occupant Protection

efforts and saturation patrols to reinforce occupant protection. Although we strive for 100% seatbelt usage, we did note an increase in usage during the November Mini-Mobilization.

Policy:

Since many deaths and injuries result from failing to be properly restrained, the VBPD has policies on enforcement action for safety belt violations and child safety seat violations. Additionally, the VBPD has a policy that requires the use of seatbelts by officers while operating any police vehicle. When one of our police vehicles is involved in a crash, the vehicle's event data recorder is downloaded. An internal investigation is conducted if an officer is suspected of not using their seatbelt during a crash. Based on the investigation, an officer could face disciplinary action.



Posters displayed throughout VBPD buildings make seatbelt usage a priority

10.01 Department Vehicles

"All personnel shall wear seat belts when operating any Department vehicle."

12.01 Traffic Law Enforcement

"The enforcement of traffic laws as established by the Code of Virginia and the Municipal Code of the City of Virginia Beach is the responsibility of all Virginia Beach Police Officers. Officers are vested with the enforcement of traffic codes for the purpose of gaining voluntary compliance in furtherance of enhancing traffic safety in the City of Virginia Beach."

12.06 Selective Enforcement

"The Virginia Beach Police Department is committed to promoting traffic safety to the residents of and visitors to the City of Virginia Beach. This commitment requires the department to work cooperatively with other city, state and federal agencies in promoting traffic safety, and addressing traffic law enforcement needs. In furtherance of this commitment, the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities of the Virginia Beach Police Department. At a minimum, the Traffic Enforcement Priority Plan will consider or be based on:

- *A compilation and review of traffic collisions*
- *A compilation and review of enforcement activities*
- *A comparison of collision data and enforcement activities*
- *Traffic volume and conditions*



Occupant Protection

The plan will be disseminated to the various components of the operations division for action. Such actions should include:

- The implementation of selective enforcement techniques such as:
 - Planned patrols
 - Geographic/temporal assignment of personnel
 - Directed Traffic Patrols both overt and covert
 - Stationary Observation
 - Traffic Safety Checkpoints
- Placement of new or temporary signage
- Use of roadside Dynamic Message Boards

Planning:

As stated in the Selective Enforcement General Order: "...the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities ...". The Virginia Beach Police Department's Traffic Safety Unit scheduled numerous saturation patrols each week of 2016. During these patrols, Traffic Safety Unit members focused on a specific area of the city for a period of time that was discussed prior to the enforcement efforts. Officers conducted aggressive seatbelt enforcement during these saturation patrols. Often times, patrol officers assigned to the precinct in which the saturation patrols were being conducted were informed of the patrols so that they had an opportunity to participate. The saturation patrols conducted were spread throughout the entire city. In total, the Traffic Safety Unit conducted 280 saturation patrols throughout the 2016 calendar year. During these saturation patrols, 402 seatbelt summonses were issued.

Safety belt violations were seen as a widespread offense throughout the city; therefore, seatbelt grant funded overtime was utilized in each of the four precincts. This grant is provided by the Virginia Department of Motor Vehicles and the Virginia Highway Safety Office (VAHSO) to agencies that apply for the funding. A determination is made by VAHSO on the amount of allotted funding based on a number of factors, which include the potential traffic safety impact, prior performance on grants, and collision statistics and rankings. Officers are selected to participate in grant funded activities based upon their demonstrated performance in enforcement of occupant protection violations. In 2016, VBPD officers issued 1,050 seatbelt summonses and 50 child restraint summonses while utilizing the seatbelt grant.

Frequently, citizens will make a complaint regarding a traffic safety issue such as speeding occurring in a specific part of the city. In these instances, officers conducted enforcement efforts in the target area(s) during the timeframes the complainant stated. We have a traffic enforcement tracking form (PD-137) that we utilize to keep track of the time officers spent on the complaint, number of vehicles stopped, and number of traffic summonses issued while working the target area(s). During 2016, we increased



Occupant Protection

enforcement efforts in our target areas of Shore Drive, Town Center, and the Oceanfront. We found occupant protection to be a major issue in this area at all hours of the day. As a result, officers planned to conduct heavy enforcement efforts and saturation patrols to reinforce occupant protection during both day and night time operations.

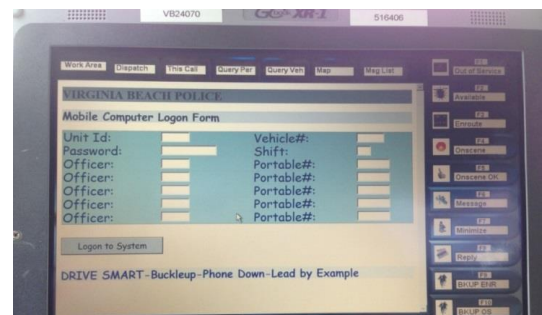
Part of the Virginia Highway Safety Plan is to enforce seatbelt violations during nighttime hours. Our agency applied for and received grant funding from the Virginia DMV. These grant funds, once received, were used to enforce occupant protection laws in our targeted areas and during our targeted times, in addition to the entire city.

Training:

Our Police Officers have received several types of occupant protection related training in 2015:

- Throughout 2016, 61st (21 Recruits) and 62nd (43 Recruits) recruits successfully completed the 61st and 62nd Virginia Beach Police Department Recruit Academies. During the DUI and Basic Crash Investigation classes, recruits were educated on the current occupant protection laws.
- All department members and recruits are exposed to a visual training aid at the VBPD Driver Training Facility. This training aid is a Virginia Beach Police Department vehicle that rolled over where the officer involved was wearing his safety belt and survived.
- The Virginia Beach Police Department currently has eleven officers who are certified child restraint technicians that assist parents and guardians of young children with the proper installation of their child's safety seats.
- Three (3) officers completed National Standardized Child Passenger Safety training in 2016.
- One officer is certified as a National Standardized Child Passenger Safety instructor. This officer assisted with several training schools in the region.
- Nine (9) officers attended Basic Crash School, which included a detailed examination of the vehicle's safety restraint system.
- Two (2) officers attended Advanced Crash School, which included a more in depth focus of the vehicle's air bag modules and safety restraint systems.

To reinforce the importance of seatbelt use by VBPD police officers, the logon screen for all in-car computers reinforces our position as community leaders with the statement "DRIVE SMART – BUCKLE UP – PHONE DOWN – LEAD BY EXAMPLE." This provides officers with a reminder at the start of each shift



Logon screen of in-car computer terminals making seatbelt usage a priority



Occupant Protection

to do the simple things to remain safe on our roadways. All department personnel are required by policy to wear their seatbelts at all times while they are operating a city vehicle.

Public Information and Education:

Since Virginia Beach is a known resort destination and is home to several military bases, educating the public on occupant protection is a top priority. In 2016, members of the Virginia Beach Police Department's Traffic Safety Unit conducted 14 traffic safety lectures for the United States Armed Forces and local schools. Approximately 1,100 military personnel and local citizens were provided education and training during these lectures. During the presentation, officers discussed the importance of occupant protection laws and provided examples of the consequences related to not wearing your safety belt properly when involved in a crash.

The Virginia Beach Police Department partnered with Virginia Beach City Public Schools and Sentara Health Care with the successful delivery of the "Every 15 Minutes" Program. This program is designed to educate students and their families of the consequences of not being properly restrained, driving under the influence, and distracted driving. In 2016, Cox High School and Salem High School had the opportunity to participate in the program. This program presents students and their parents with a firsthand view of the entire DUI process starting at the crash scene where police, fire, and rescue respond to a fatal crash. Students observe the process involved on scene, at the hospital, jail, and court. The targeted audience is high school aged students who are new to driving.



Poster encouraging the donation of old car seats

The Virginia Beach Police Department's Traffic Safety Unit and Fatal Crash Team partnered with Drive Safe Hampton Roads and AAA Tidewater to assist with the 2016 Child Safety Seat Roundup. Officer Travis Aicher, with the VBPD Fatal Crash Team, is a member of Drive Safe Hampton Roads and helped coordinate the Child Safety Seat Roundup. The goal of this program is to remove old and potentially unsafe child safety seats from our roadways. This year, 490 child safety seats were collected during the event. The VBPD also held events open to the public where officers trained in the installation of child safety seats assisted families in the proper installation of their child's safety seat.

Additionally, the Virginia Beach Police Department and the Traffic Safety Unit utilized social media sites such as Facebook, Twitter, Pinterest, and YouTube to remind the



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public of the importance of proper seatbelt use. The Virginia Beach Police Department was featured in a public service announcement in the 2016 Sunny Day Guide that was available to citizens in the resort area. This ad was designed to educate citizens on Virginia’s current child restraint laws. Thousands of copies of this guide were published and available to the public.

Enforcement:

The Virginia Beach Police Department utilizes planned patrols, saturations patrols, and traffic safety checkpoints to strictly enforce occupant protection. During 2016, the Virginia Beach Police Department’s Traffic Safety Unit conducted 280 saturation patrols. During those saturation patrols, officers issued 2,227 traffic summonses, of which 402 were occupant protection infractions.

Occupant Protection Statistics

	2015	2016
Seatbelt Summonses	4712	3337
Child Seat Summonses	424	336

In the month of May of 2016, members of the Department participated in the “Click-It-Or-Ticket” campaign and the “Route 60 Blitz”. The Virginia Beach Police Department issued 287 seatbelt summonses and 23 child seat summonses during the “Click-It-Or-Ticket” 2016 Mobilizations. The “Route 60 Blitz” is a statewide effort that involves heavy traffic enforcement on any Route 60 in the Commonwealth of Virginia in an effort to make our roadways safer. In Virginia Beach, Route 60 is Shore Drive, which aligned with one of our target areas. On May 27, 2016, 11 officers participated and issued 27 summonses.

To follow up with the plan to address our target areas, there were 37 saturation patrols conducted on Shore Drive, 38 patrols in the Oceanfront area, and 11 high intensity saturation patrols in Town Center. At the Oceanfront, 741 summonses were issued for seatbelt violations, and 81 child restraint summonses were issued. In the targeted enforcement area of Town Center, 145 seatbelt citations were issued in addition to 18 child restraint citations. Shore Drive enforcement yielded 90 seatbelt citations and 3 child restraint citations.

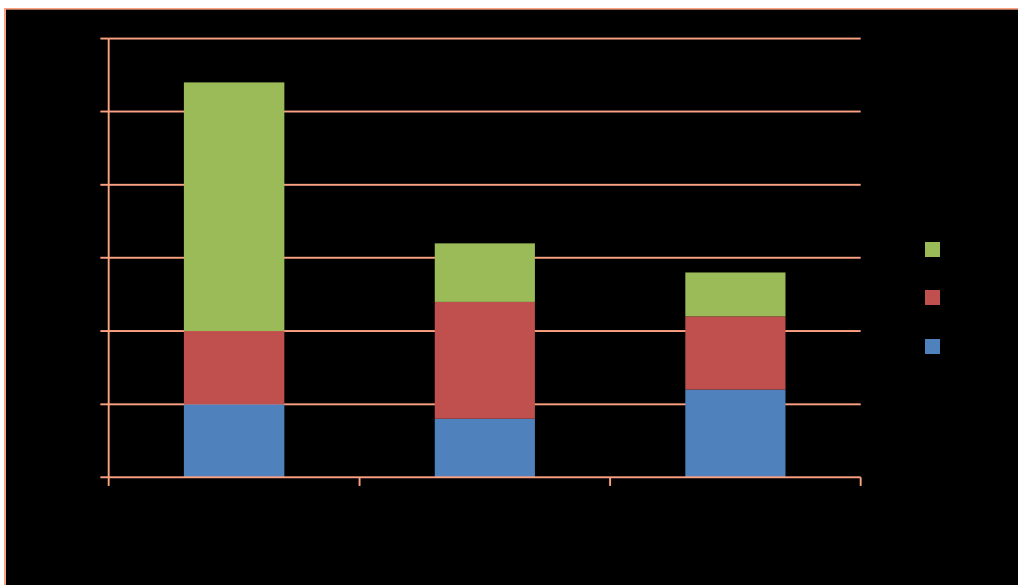
Seatbelt enforcement is a top priority in the Virginia Beach Police Department due to the tragic events that take place from not being properly restrained. Officers are encouraged to enforce occupant protection laws during their normal working hours; however, Seatbelt Grant overtime was available to officers to come in on their time off to enforce traffic violations specifically looking for seatbelt and child restraint infractions. In 2016, officers spent 1,604 hours utilizing Seatbelt Grant overtime. **During this time, officers issued 1,050 seatbelt summonses and 50 child seat summonses.**



Occupant Protection

Outcomes:

The Virginia Beach Police Department continuously puts forth an asserted effort into enforcing occupant protection and impaired driving laws, and as such we have seen a decrease in the amount of citizens involved in fatal crashes. As seen below, there was an overall decrease in total fatal crashes as well as a decrease in unrestrained fatalities.



Our department also sees the importance in recognizing officers that go above and beyond their duties when it comes to traffic safety enforcement. The VBPD recognizes the top three officers at each command that excel in seatbelt enforcement through our Traffic Safety Bulletin that is distributed semi-annually.



Occupant Protection

Excerpt from 2016 Traffic Safety Bulletin



2016 Statistics January 1st–June 30th



The statistics below show the top producers in each of the 4 precincts and Special Operations. This is just an example of how committed the Department and these officers are to improving traffic safety on the roadways of Virginia Beach. Research suggests that a more proactive enforcement effort will decrease the likelihood of a crash.

SEATBELT SUMMONS

1st Prec		2nd Prec		3rd Prec		4th Prec		Spec Ops	
TB Hamed	89	CK Daley	150	JJ Samuels	107	DP Steele	38	MP Silba	171
EJ Kavanagh	34	RT Hearl	61	S Reed	33	PE Hamann	26	JR Ford	127
JL Nicole	29	JD Curtin	44	BR Kenworthy	31	CA Fields	18	CJ Loveless	108
CN Szymanski	29								

The Traffic Safety Unit takes part in officer recognition by issuing a unit specific pin to be worn with an officer's uniform. This pin is earned by officers assigned to the unit who achieve 60 DUI arrests and conduct four (4) safety stand-down lectures during their assignment. Officers are then issued the pin and may continue to wear the pin after completion of their tenure with TSU. The pin indicates their proficiency and dedication to traffic safety initiatives and allows them to stand out from their peers in a positive manner. Three (3) officers earned their pin in 2016.



Traffic Safety Pins



The VBPD was recognized with two separate awards from Virginia DMV stemming from the 2016 "Click-It-Or-Ticket" Campaign. The two awards that were presented to VBPD by DMV and the Virginia Highway Safety Office were "Most Improved Seatbelt Use, 2016" and "Highest Seatbelt Use, 2016."



Occupant Protection

The Virginia Beach Police Department utilizes Virginia's "Saved by the Belt" program to identify citizens that are involved in serious motor vehicle crashes where seatbelts helped save their lives or minimized their injuries. The program encourages citizens to always wear their seatbelts and to ensure that their children are properly restrained while they are traveling in their vehicles. The program stresses the significance of the use of seatbelts in combination with the vehicle's airbag system when involved in a crash. One citizen was nominated for this award in 2016 by Officer E.T. Kolb.



	Operational General Order	10.01 Department Vehicles	PAGE 1 OF 14
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 10 – Vehicle Policies		10-07-2015
			ORIGINATOR/REVIEW
DISTRIBUTION		CALEA: 41.1.3, 41.1.4, 41.3.1, 41.3.2, 41.3.3	
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:			

Purpose

To establish parameters regarding the use of Department Vehicles.

Definitions

Emergency Equipment – lights and sirens as defined by the Code of Virginia.

Policy (CALEA 41.3.1, 41.3.3)

The Virginia Beach Police Department utilizes a large number of vehicles and specialty equipment; in accordance with the City of Virginia Beach Administrative Directive 5.01 (Fleet Asset Operation.) Department vehicles shall be used only for official business and shall be operated only by persons specifically authorized and trained to operate such vehicles.

Only police vehicles equipped with operational emergency lights and siren will be utilized as emergency response vehicles and for general patrol purposes. All personnel shall wear seat belts when operating any Department vehicle, unless said vehicle is exempt from such laws. All passengers, including prisoners, shall utilize restraint devices unless the vehicle is exempt from such laws. The use of alcohol or illegal drugs while operating a city vehicle is prohibited and grounds for disciplinary action; furthermore, the possession of alcohol or illegal drugs, except in the lawful course of official duties or where a waiver has been granted in advance, is prohibited and grounds for disciplinary action.


Members are responsible for the care and proper operation of the vehicles entrusted to them. Each command is responsible for coordinating the routine maintenance, required inspections and necessary repairs for each vehicle assigned to the command. Additionally, each command is responsible for maintaining adequate inventories of supplies for replenishing the equipment required for the vehicles that are assigned and maintained by the command.

Training

Members who are required to periodically operate Department vehicles are required to successfully complete the Defensive Driving Course offered by the City of Virginia Beach Department of Human Resources.

Sworn members who operate vehicles equipped with emergency equipment shall successfully complete driver’s training conducted by Professional Development and Training during the Virginia Beach Police Academy, and periodically during in-service training sessions.

Professional Development and Training shall be responsible for properly documenting any training provided to members of the Department in the operation of vehicles, or specialized equipment,

	Operational General Order	12.01 Traffic Law Enforcement	PAGE 1 OF 8
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		05/18/2007
			ORIGINATOR/REVIEW
DISTRIBUTION		Special Operations	
ALL		CALEA: 61.1.2 C, 61.1.3, 61.1.4, 61.1.4 A, B, C, 61.1.5, 61.1.6 A, B, C, 61.1.12, 61.1.13	
BY THE AUTHORITY OF THE CHIEF OF POLICE:			<i>James A. Curran</i>

Purpose

To establish guidelines for the traffic enforcement function of the Virginia Beach Police Department.

Policy

The enforcement of traffic laws as established by the Code of Virginia and the Municipal Code of the City of Virginia Beach is the responsibility of all Virginia Beach Police Officers. Officers are vested with the enforcement of traffic codes for the purpose of gaining voluntary compliance in furtherance of enhancing traffic safety in the City of Virginia Beach.

Enforcement Actions (CALEA 61.1.2 C, 61.1.4, 61.1.6 A, B, C)

Officers will take enforcement action upon the detection of an illegal or potentially hazardous act by persons operating vehicles, bicycles or other conveyances, or pedestrians. Enforcement action may consist of a warning, the issuance of a Virginia Uniform Summons, or in certain circumstances, a physical arrest.

Uniformed officers assigned to the operations division are assigned geographic areas in which they are responsible for providing police services to include the enforcement of traffic laws. Uniformed officers assigned to Special Operations are assigned based on both geographic areas and specialized function. Uniformed officers utilize a variety of strategies to promote traffic safety through traffic law enforcement to include overt proactive visible patrols in marked police vehicles and covert methods via the use of stationary concealed positions and unmarked police vehicles.

Warnings

Officers have the discretion to issue a warning when the officer believes that a warning will achieve the objective of voluntary compliance with the law. The Virginia Beach Police Department does not have a written means for issuing or tracking warnings for traffic violations. Officers are encouraged to note that a warning was issued in the comment section of the case assigned to the traffic stop by the Computer Aided Dispatch System (CADS).

Virginia Uniform Summons

At the discretion of the officer who observes the violation, a Virginia Uniform Summons may be issued to a motorist or a pedestrian for a violation of the traffic code when the officer believes that the issuance will achieve the objective of voluntary compliance with the law. Officers who wish to charge a motorist or a pedestrian shall take the name and address of such person as well as the license number of his motor vehicle and issue a Virginia Uniform Summons for the violation. The issuance of the Virginia Uniform Summons will provide information relating to the charge, the scheduled court date, and instructions for appearing in court or prepayment of fines if applicable. The court date for any issued Virginia Uniform

Speeding Violations (CALEA 61.1.5 C)

Accidents resulting from excessive speeds may cause a great deal of property damage, serious injury or death. The enforcement objective of the Virginia Beach Police Department is to establish and charge speeding violations, which are either too fast for road conditions or in excess of posted speed limits.

Occupant Restraint Violations

The major concern in dealing with this class of violation is that drivers and passengers are properly restrained. This will occur through the use of one of the following:

- seatbelts
- child safety seats
- child booster seats

Many injuries and deaths occur each year as a direct result of failing to be properly restrained. As a result of the departments' commitment to traffic safety, we must recognize the importance of these violations and our role in reducing them. The enforcement objectives of the Virginia Beach Police Department is to establish and charge occupant restraint violations which have been set forth in the State Code.

Other Hazardous Violations (CALEA 61.1.5 D)

In addition to DUI and speeding violations the National Safety Council has identified the following as principal accident causing violations:


- Failure to yield right of way
- Following another vehicle too closely
- Improper turning movements
- Driving on the center-line
- Failure to heed stop signs
- Improper passing
- Disregarding signals

Equipment Violations (CALEA 61.1.5 F)

Although equipment violations may not appear to be as important as the moving violations, many accidents are the direct result of faulty vehicular equipment. As a result of the Departments commitment to traffic safety, we must recognize the significance of these violations and our role in reducing them.

Motor Carrier Safety / Commercial Vehicle Violations (CALEA 61.1.5 G)

The major concern in dealing with this class of violation is that drivers are properly licensed and qualified to safely operate the vehicle and that the vehicle is properly registered, equipped and insured to legally operate upon the highways of the City. Special Operations supports the Motor Carrier Safety Unit, which is available to assist the uniformed patrol officer with the enforcement of codes that are specific to these types of vehicles.

	Operational General Order	12.06 Selective Enforcement	PAGE 1 OF 2
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		07/17/2006
			ORIGINATOR/REVIEW
DISTRIBUTION		CALEA: 61.3.1, 61.3.6	Special Operations
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:		<i>James A. Curran</i>	

Purpose

To establish selective traffic enforcement policies and practices for the Virginia Beach Police Department.

Policy

The Virginia Beach Police Department is committed to promoting traffic safety to the residents of and visitors to the City of Virginia Beach. This commitment requires the department to work cooperatively with other city, state and federal agencies in promoting traffic safety, and addressing traffic law enforcement needs. In furtherance of this commitment, the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities of the Virginia Beach Police Department. At a minimum, the Traffic Enforcement Priority Plan will consider or be based on:

- A compilation and review of traffic collisions
- A compilation and review of enforcement activities
- A comparison of collision data and enforcement activities
- Traffic volume and conditions

The plan will be disseminated to the various components of the operations division for action. Such actions should include:

- The implementation of selective enforcement techniques such as:
 - Planned patrols
 - Geographic/temporal assignment of personnel
 - Directed Traffic Patrols both overt and covert
 - Stationary Observation
 - Traffic Safety Checkpoints
- Placement of new or temporary signage
- Use of roadside Dynamic Message Boards

Annually, the Deputy Chief – Operations or his/her designee will evaluate the effectiveness of actions taken in response to the plan. Based on the review of actions, and an annual review of the minimum factors mentioned above, the plan shall be revised and updated annually.

In addition to the Traffic Priority Plan, the Virginia Beach Police Department Office of Planning and Analysis will provide a quarterly statistical summary to the Commanding Officer of Special Operations for presentation to the various organizational components commanding officers at the monthly COMPSTAT meeting. The summary will contain information regarding the location and numbers of crashes, alcohol related crashes, and DUI arrests within the City of Virginia Beach, depicted or controlled by precinct geographical boundaries. From the information presented, Operation Division commanding officers will

direct the efforts of uniformed personnel toward addressing identified areas of need in support of the Traffic Enforcement Priority Plan as depicted above.

The Police Department's Office of Planning and Analysis shall be responsible for compiling an annual report for the Traffic Engineering Division that includes the location of all fatal motor vehicle crashes, and the high incident locations for injury crashes, non-injury crashes, DUI arrests, and traffic summonses. The Traffic Engineering Division will receive a copy of all traffic crash reports on a regular basis from the Records Section of the Services Unit.

There are several committees within the City of Virginia Beach and regionally that involve traffic safety that members of the Department participate in. These include, but are not limited to, the following:

- A member from each precinct, Special Operations, and the Office of Planning and Analysis shall attend periodic meetings with the Traffic Engineering Division to discuss traffic related matters. The purpose of members attending these meetings will be to relate complaints from the community regarding traffic engineering deficiencies, make recommendations for traffic engineering studies, and to share information regarding collision and enforcement data.

Speed Awareness



Problem Identification:

In Virginia Beach, 33% of serious injury crashes in 2015 were speed related, and 37% of fatal crashes investigated found speed to be a factor. This information is generated from the Fatal Crash Team's fatal and serious crash logs maintained by Special Operations indicating a speed related crash problem exists in our jurisdiction. In 2016, the Virginia Beach Police Department (VBPD) sought to reduce the number of speed related crashes resulting in a serious injury or fatality, through active speed enforcement throughout the City of Virginia Beach. With a notable increase in traffic around the expanding Town Center Area of the city and historical data related to Shore Drive, these two geographic locations quickly became target areas for traffic enforcement. An evaluation of historical speed related crashes, speed related traffic complaints, and evening work commute, Special Operations officers determined the target enforcement times would be between the hours of 1700 and 0300.

Other evaluation techniques include citizens expressing their concerns about traffic related problems, to include speeding, in their neighborhood through a variety of means such as community meetings, online, or contacting the nearest precinct. VBPD Special Operations and the individual precincts are charged with determining if the complaints are isolated or consistent occurrences, and if there are specified times during which the speeding occurs. A tool that we use to determine if the complaints are isolated or consistent is a "Speed Trailer," which is a portable sign equipped with a number of features. The speed trailer utilizes radar to capture speeds, which are displayed for drivers to see. Speeds are recorded and are saved. The use of the Speed Trailer can confirm or dispel a problem resulting from speeding. Additionally the trailer helps us localize times when the problem is most prevalent. It was deployed in nine neighborhoods during the past year, for two weeks in each neighborhood.

Traffic safety meetings are coordinated with the City's Traffic Engineering Division throughout the year, which involves representatives from each precinct of the police department, Planning and Analysis, and Traffic Engineering. During traffic engineering meetings, identified concerns are addressed with various stakeholders within the city concerning traffic related issues. Such issues include speed related problems in localized areas that warrant police enforcement response, as well as larger speed issues evaluated by Traffic Engineering to determine if changes in roadway management are required such as speed limit changes or installation of new signage or traffic lights.

As required by VBPD General Order 12.06, Selective Enforcement, we conducted a review of traffic crashes and enforcement, and determined one of the significant problems in the city is speed. The Deputy Chief of Operations maintains this plan making speed enforcement a priority.



Speed Awareness

Policy:

12.01 Traffic Law Enforcement

“Accidents resulting from excessive speeds may cause a great deal of property damage, serious injury or death. The enforcement objective of the Virginia Beach Police Department is to establish and charge speeding violations, which are either too fast for road conditions or in excess of posted speed limits.”

12.03 RADAR Operations

“Only officers who have successfully completed a departmentally approved police RADAR operator-training course shall operate RADAR. Only officers who have successfully completed a departmentally approved police LIDAR operator-training course shall operate LIDAR. RADAR and LIDAR units shall be set up, tested, operated, and maintained in accordance with the departmental speed measurement training provided during basic RADAR or LIDAR training and recertification classes.”

12.06 Selective Enforcement

“The Virginia Beach Police Department is committed to promoting traffic safety to the residents of and visitors to the City of Virginia Beach. This commitment requires the department to work cooperatively with other city, state and federal agencies in promoting traffic safety, and addressing traffic law enforcement needs. In furtherance of this commitment, the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities of the Virginia Beach Police Department. At a minimum, the Traffic Enforcement Priority Plan will consider or be based on:

- *A compilation and review of traffic collisions*
- *A compilation and review of enforcement activities*
- *A comparison of collision data and enforcement activities*
- *Traffic volume and conditions*

The plan will be disseminated to the various components of the operations division for action. Such actions should include:

- *The implementation of selective enforcement techniques such as:*
 - *Planned patrols*
 - *Geographic/temporal assignment of personnel*
 - *Directed Traffic Patrols both overt and covert*
 - *Stationary Observation*
 - *Traffic Safety Checkpoints*
- *Placement of new or temporary signage*
- *Use of roadside Dynamic Message Boards”*

Speed Awareness



Planning:

The VBPD Traffic Safety Unit (TSU) was formed with the goal of specializing and focusing on traffic enforcement. While each precinct will work within their assigned boundaries to conduct saturation and directed patrols; TSU in particular, will respond and conduct stationary and moving RADAR enforcement as well as LIDAR enforcement throughout the city. Additionally, TSU will conduct numerous roving saturation patrols on a daily basis and focus their efforts on a specific timeframe in a particular area.

As a city-wide Special Operations traffic enforcement unit, TSU covers a large number of enforcement areas. After a serious speed related crash involving injuries, TSU officers will spend time during the following weeks in the area enforcing speed limits. Additional resources are provided by the individual precincts, many of which often have an officer designated as a traffic officer in the precinct to address traffic complaints.

The department also utilizes a full-time motorcycle unit to address traffic safety issues, often in areas where the use of a police vehicle is impractical. The motor unit has a unique advantage operating in areas where decreased visibility, traffic congestion, and highway design limit enforcement by officers in vehicles. Additionally, motor officers work primarily during daytime hours in order to enforce school zone speed violations as well as rush hour traffic. The assignment of motor officers to daytime patrol provides a wider time frame of coverage, as TSU and Fatal Crash Team (FACT) officers work primarily during nighttime hours.

TSU and FACT officers work adjusted patrol hours to better accomplish their mission. A Wednesday schedule of 0800-1800 allows for focus on daytime traffic issues. On Thursday through Saturday, officers work a schedule from 1700-0300 to focus more time addressing identified traffic concerns at night. In studying many speed related serious and fatal crashes, it was determined a large number occur during evening hours. This is why officers are assigned enforcement activities during these hours to address speeding before it becomes a crash problem. These hours are the standard work schedule, however many officers work additional hours on grant funded overtime during both day and nighttime hours expanding enforcement efforts.

Grant funding is provided by the Virginia Department of Motor Vehicles (DMV) to departments that apply and have demonstrated the primary transportation goal of reducing death and serious injuries resulting from traffic crashes. Part of our planning process is to apply for traffic enforcement grants from the DMV, and to utilize this money for the enforcement of speed violations.

In analyzing statistical crash data as well as overall population growth, we determined a number of areas to focus more traffic enforcement efforts. These areas included the growing area of Town Center,

Speed Awareness



Oceanfront/Resort area, and Shore Drive. In particular, Shore Drive has had a number of fatal and serious injury crashes over recent years.

When problems are identified from citizen complaints, saturation patrols are conducted by TSU or precinct officers and the statistics are analyzed by the unit's Sergeant and Lieutenant. Traffic safety complaints are addressed by officers and documented on a form (PD-137) to include the amount of time spent addressing the complaint and the enforcement action taken during the designated timeframe. A PD-137 is a police department form used to document and enforce traffic safety concerns we have been identified. After completion of an enforcement



Variable speed signs for school zones

period documented on a PD-137, it will be submitted to the TSU supervisor to review the efforts, their successes, and to determine what additional follow up may be required. This follow up could be additional enforcement, new or altered signage, or partnering with an outside agency such as traffic engineering for roadway modifications. PD-137s are forwarded to and maintained by a Special Operations Lieutenant. Additionally, the TSU supervisor monitors saturation patrols and ensures that enforcement efforts are focused in various locations across the entire city. The supervisor is aware of time spent in areas needing more enforcement activities.

Members from each precinct, Special Operations, and the Office of Planning and Analysis attend bi-monthly meetings with the Traffic Engineering Division to discuss traffic related matters. The purpose of these meetings is to review complaints from the community regarding traffic engineering deficiencies, to make recommendations for traffic engineering studies, and to share information regarding crash and enforcement data.

In addition to the Traffic Priority Plan, the VBPD Special Operations command receives statistical data from the Office of Planning and Analysis. This information is processed by the command and provided as monthly summaries for presentation to the various organizational components commanding officers at the COMPSTAT meetings. The summaries contain information regarding the location and numbers of crashes, alcohol related crashes, and DUI arrests within the City of Virginia Beach, depicted or controlled by precinct geographical boundaries. Of particular importance are any fatal crashes which occurred during the months. These fatal crash reports include whether speed was a factor in the crash. From the information presented, Operations Division commanding officers direct the efforts of uniformed personnel toward addressing identified areas of need. Officers continue to work the areas that were



Speed Awareness

identified as problems. As a result of saturating an area with officers, we focus the overall presence of the police. As prescribed by the National Highway Traffic Safety Administration (NHTSA) Data-Driven Approaches to Crime and Traffic Safety (DDACTS), criminal behavior can be deterred through traffic enforcement. Additionally, saturating an area increases the number of citizen contacts which in turn leads to criminal arrests.

The VBPD supports the [2012-2016 Virginia Strategic Highway Safety Plan \(SHSP\)](#) as it relates to speed with its goal to reduce the overall number of injuries and deaths as they pertain to speed related crashes. We support the plan by enforcing all traffic laws; specifically speed related traffic offenses. This is done by selectively monitoring traffic crash locations, enforcement activities, and traffic conditions to determine the best location(s) for enforcement to best address public safety. Additionally we enforce traffic laws in areas where data indicates a larger number of speed related crashes. Per the SHSP, as seen below, our city reports a high number of fatal and serious injury crashes related to speed.

Objectives

To address the speeding problem, the SHSP includes the following objectives using 2010 data as a baseline:

- » Reduce deaths by three percent each year from 294 in 2010 to 245 by 2016 (Figure 14).
- » Reduce severe injuries by three percent each year from 3,997 in 2010 to 3,329 by 2016 (Figure 14).

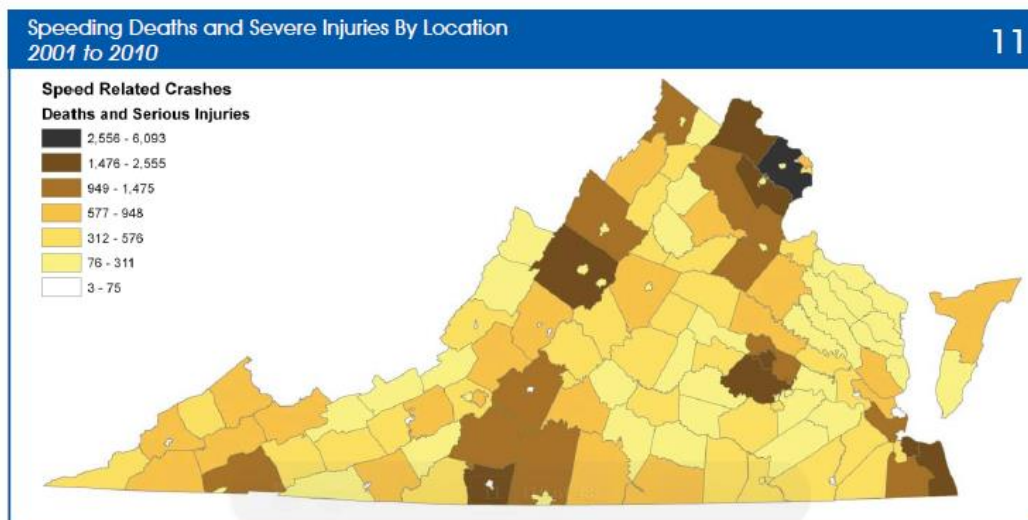


2.5 Enhance the education of police officers on the need for speed enforcement. (DMV)



2.6 Provide grant funding for speed enforcement in areas where data indicate a speed problem. (DMV)

Six counties in Virginia, including Fairfax, Loudoun, Prince William, Henry, Augusta, and Chesterfield had the highest number of speed-related deaths and severe injury crashes (Figure 11). Three cities, Virginia Beach, Norfolk, and Richmond, also reported high numbers of this type of crash.





Speed Awareness

Training:

Throughout 2016 The Virginia Beach Police Department provided a variety of speed enforcement related training to the department. The additional training provided served to enhance our enforcement efforts and supplemented our crash investigation training.

- Total number of officers on the Department trained in radar: 426 officers.
- The total number of officers on the Department trained in LIDAR: 35 officers.
- New RADAR operators: 20 officers.
- Number of RADAR operators who received recertification: 103 officers.
- Number of LIDAR operators who received recertification: 10 officers.
- New Radar Training Officers: 64 officers.
- Basic Crash School: 9 officers, which includes basic speed measurements for crash investigation.
- Advanced Crash School: 2 officers, which includes additional speed measurements for crash investigation.
- Crash Data Retrieval Technician: 4 officers, which include reviewing vehicle data from crashes.

Public Information & Education:

The VBPD TSU instituted a traffic safety lecture tailored for local military commands and civic organizations. During these safety lectures, consequences of speeding, impaired driving, and distracted driving were outlined. During 2016, there were **approximately 1,100 citizens reached through 14 lectures**. These lectures are designed to educate and inform various members, especially from the military, who often come from differing states having varying laws. The goal of the lectures is deterrence through education. Additionally, the lectures allow for a more personal and informal opportunity to ask questions of an officer.

The use of social media sites such as Facebook, Twitter, and Pinterest has grown rapidly in recent years, and the VBPD's Traffic Safety Unit has increased its use of these communication platforms to educate the public on traffic safety. In 2016, a number of posts were made to increase public awareness as well as to remind the public of potential dangers of excessive speed while driving.

The Speed Monitoring Trailer is used to increase public awareness. The trailer is used in highly visible locations to indicate the speed of the passing motorists as well as collect data for further analysis. This trailer provides immediate feedback to drivers on their current speed and has the ability to slow down drivers without police enforcement.



Speed Awareness

The VBPD coordinates its efforts with the City's Traffic Engineering Department to update the traffic safety message boards throughout the city. The message boards are utilized to increase public awareness in a variety of areas including speeding, impaired driving, and occupant protection. One of these message boards is located on General Booth Boulevard headed into the Oceanfront/Resort area, which was one of the identified targeted areas, and was frequently used to remind travelers to watch their speed. Two additional message boards are located on Shore Drive; which was another of our identified problem areas.



One of seven message boards used in the city for traffic safety announcements.

The VBPD collaborates closely with the traffic engineers. The engineers make determinations about the assigned speed limits for the roads maintained in the city. VBPD has worked closely with the traffic engineers to have the speed limits reduced on certain roads where we have determined speed to be a frequent causal factor of crashes. In 2016, efforts have continued to address speed related issues in the Oceanfront area and the growing Town Center area.

Enforcement:

In 2016, VBPD utilized 3,315 hours of grant funded enforcement. While these grants are labeled for DUI and Seatbelt enforcement, officers issue a large number of citations for speed as seen in the chart below. When not actively assigned to other calls for service, precinct officers are encouraged to perform traffic enforcement activities during their shift. Officers also conduct saturation and planned patrols in areas where problems were specifically identified. General Orders identify the expectation of the Department's traffic enforcement, and specifically refers to speed enforcement.

	Hours	Vehicles	DUI	Speeding	Seatbelt	Child Restraint	Criminal Arrests	Other Summonses
DUI Enforcement	1,711	2222	173	384	128	8	76	472
Seatbelt Enforcement	1,604	3118	7	978	1050	50	35	933

Speed Awareness



Captured output statistics for 2016 include the following:

- Total of 10,893 speeding citations.
- Targeted enforcement areas:
 - Shore Drive area: 956 speed citations.
 - Town Center area: 443 speed citations.
 - Oceanfront area: 1,351 speed citations.
- Speeding citations during targeted enforcement times
 - Thursday 1700-0300 = 679
 - Friday 1700-0300 = 865
 - Saturday 1700-0300 = 868
 - Total = 2,412

The Virginia Beach Police Department does not formally document warnings issued to drivers who have been stopped by officers. Therefore, it is unknown the total number of contacts made in target areas or during the target times as it relates to speed related issues.



Officers Aicher and Gayhart utilizing LIDAR

However, a review of information obtained from our Computer Aided Dispatch System (CADS) indicates that there were a total of 103,373 traffic stops initiated during 2016, which indicates 10.5% of traffic stops led to a citation for speeding in 2016. It is also of note Virginia Beach does not utilize automated speed enforcement measures.

Traffic Safety officers conducted a large number of saturation patrols with the objective of increasing the number of officers in a geographical area for a period of time to enhance officer visibility of enforcement efforts. These patrols were conducted in various areas of the city and there were a total of 280 such patrols. There were a total of 2,227 traffic summonses issued, 1,087 of which were for speed offenses, which was 48.8% of all citations. It is also of note that 37 saturation patrols were conducted on Shore Drive, 38 patrols in the Oceanfront/resort area, and 11 patrols in Town Center.

Outcomes:

In 2016, we responded to two fatal crashes deemed to be speed related, as well as six serious injury crashes determined speed related. Both the number of fatality crashes and serious injury crashes were reduced in comparison to previous years. While a combination of factors are likely involved, it is positive to see a reduction in the speed related serious injuries as it may indicate our efforts in prevention and enforcement is impacting the community.




Speed Awareness

We firsthand saw the benefits of DDACTS through saturation patrols conducted in our targeted enforcement areas, as we yielded a number of criminal arrests in the form of 46 misdemeanor and 21 felony charges. While patrols are directed toward traffic safety efforts, affecting criminal arrests is a positive outcome for the department, community, and for the goal of reducing crime and the fear of crime.



Semi-annually in the 2016 calendar year, the Fatal Crash Team generated a Traffic Safety Bulletin. Within the bulletin, top performers in speed enforcement are identified for their hard work. In 2016, the entire Traffic Safety Unit was the recipient of the John T. Hanna award for Outstanding Achievement in Law Enforcement Initiatives. This award is in part for the unit's efforts in traffic enforcement as well as community education efforts.

	Operational General Order	12.01 Traffic Law Enforcement	PAGE 1 OF 8
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		05/18/2007
			ORIGINATOR/REVIEW
DISTRIBUTION		Special Operations	
ALL		CALEA: 61.1.2 C, 61.1.3, 61.1.4, 61.1.4 A, B, C, 61.1.5, 61.1.6 A, B, C, 61.1.12, 61.1.13	
BY THE AUTHORITY OF THE CHIEF OF POLICE:			<i>James A. Curran</i>

Purpose

To establish guidelines for the traffic enforcement function of the Virginia Beach Police Department.

Policy

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Virginia Uniform Summons

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Speeding Violations (CALEA 61.1.5 C)

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- child safety seats
- child booster seats

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Other Hazardous Violations (CALEA 61.1.5 D)

In addition to DUI and speeding violations the National Safety Council has identified the following as principal accident causing violations:


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- Following another vehicle too closely
- Improper turning movements
- Driving on the center-line
- Failure to heed stop signs
- Improper passing
- Disregarding signals

Equipment Violations (CALEA 61.1.5 F)

Although equipment violations may not appear to be as important as the moving violations, many accidents are the direct result of faulty vehicular equipment. As a result of the Departments commitment to traffic safety, we must recognize the significance of these violations and our role in reducing them.

Motor Carrier Safety / Commercial Vehicle Violations (CALEA 61.1.5 G)

The major concern in dealing with this class of violation is that drivers are properly licensed and qualified to safely operate the vehicle and that the vehicle is properly registered, equipped and insured to legally operate upon the highways of the City. Special Operations supports the Motor Carrier Safety Unit, which is available to assist the uniformed patrol officer with the enforcement of codes that are specific to these types of vehicles.

	Operational General Order	12.03 RADAR Operations	PAGE 1 OF 3
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		04/01/2011
			ORIGINATOR/REVIEW
DISTRIBUTION		CALEA: 61.1.9	Special Operations
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:		<i>James A. Curran</i>	

Purpose

To establish the policies and procedures for the use of speed measurement equipment and the requirements of operators to use the RADAR (Radio Detection and Ranging) or LIDAR (Light Detection and Ranging).

Policy

Only officers who have successfully completed a departmentally approved police RADAR operator-training course shall operate RADAR. Only officers who have successfully completed a departmentally approved police LIDAR operator-training course shall operate LIDAR. RADAR and LIDAR units shall be set up, tested, operated, and maintained in accordance with the departmental speed measurement training provided during basic RADAR or LIDAR training and recertification classes.

Operational Procedures (CALEA 61.1.9 B, D)

RADAR and LIDAR equipment shall be tested for accuracy in accordance with the Code of Virginia.

When checking RADAR for accuracy officers shall use a calibrated speedometer from a police vehicle or calibrated tuning forks. Vehicle calibration will be facilitated by the City Garage; certified calibration sheets for vehicles will be kept on file at the First Precinct. The speedometer of a police vehicle used to check the accuracy of the RADAR shall be calibrated at the City of Virginia Beach Automotive Services Division every 6 months. RADAR units installed or used by motorcycle units may be checked either by using certified, calibrated tuning forks or a calibrated speedometer from a police unit. Officers assigned to the motorcycle unit will each be responsible for maintaining a certified copy of the tuning forks used to test their RADAR units. To ensure accuracy, tuning forks used to calibrate RADAR units will be calibrated every six months.

When checking the LIDAR, for accuracy, officers shall only use the certified known distance course established by the Department. The known distance course used to verify the accuracy of the LIDAR shall be certified every 6 months. Special Operations will facilitate this certification and maintain the documentation associated with the process.

When a LIDAR or RADAR unit is used for enforcement it must be checked for accuracy at least at the beginning and end of each shift.

For the safety of the officer and the public, speed measurement equipment shall not be operated where hazardous road conditions exist because of inclement weather (rain, sleet, or snow).

Equipment Specifications (CALEA 61.1.9 A)

The Department shall only use speed measurement equipment approved for use by The Commonwealth of Virginia Department of General Services per the code of Virginia.

Proper Care and Maintenance (CALEA 61.1.9 C, 61.1.9 D)

The following guidelines shall be adhered to for the proper care and maintenance of the department's speed measurement equipment.

1. RADAR equipment may not be handled or operated by anyone other than RADAR-certified personnel. If a RADAR unit is the only patrol unit available for an operator who is not RADAR certified, then arrangements should be made for an exchange of patrol vehicles with a RADAR-certified officer.
2. LIDAR equipment may not be handled or operated by anyone other than LIDAR-certified personnel.
3. The area surrounding the RADAR console and antennas must be kept clear of obstructions that would impede the operation of the equipment.
4. Officers are not permitted to perform repairs or maintenance to the RADAR or LIDAR equipment. Officers may, however, check and replace defective fuses.
5. If a defect is noted or maintenance is required on any speed measurement equipment, the officer shall notify their immediate supervisor in writing. Included should be the date, time, and the type of defect or malfunction. The notified supervisor shall then notify the precinct maintenance officer.
 - a. Programmed maintenance and repairs will be performed only by a designated certified repair facility.
 - b. All maintenance records for repairs shall be maintained by the command responsible for facilitating the repairs.
 - c. When removing RADAR equipment from a police vehicle, it should be secured within its designated carrying case. This shall be done anytime RADAR equipment is moved.

Operator Training and Certification

To ensure officers selected as speed measurement equipment operators receive the training necessary to establish a high degree of knowledge and proficiency, officers selected as speed measurement equipment operators will be required to meet the training guidelines as set by the Department of Criminal Justice Services (DCJS). Officers that are selected as speed measurement equipment operators will be compelled to meet the training requirements conducted by certified instructors and qualified Field RADAR Training Officers, and coordinated and documented by the Office of Professional Development and Training. This training will include a basic RADAR school and 20 hours of RADAR Field Training under the supervision of a Field RADAR Training Officer with 4 of the 20 hours being conducted at night. All 20 hours of Field training must be completed within 3 months of completing the classroom instruction.


Field RADAR Training Officers

To qualify as a field RADAR training officer, an officer must have been a certified RADAR officer for a minimum of 2 years and have successfully completed the RADAR Training Officer Course conducted by the Office of Professional Development and Training. Any currently certified RADAR instructor shall be considered a Field RADAR Training Officer.

Certification (CALEA 61.1.9 E)

Speed Measurement Equipment Operators will be certified for a period of three years after successfully completing all training requirements. Certification will be in effect until the end of the third calendar year after the completion of the training (Ex: An officer certified on 04/02/11 may be recertified any time during 2014, from January through December.) RADAR and LIDAR instructors must have successfully completed an instructor course approved by DCJS.

Speed Measurement Equipment Operators must successfully complete a recertification class prior to the end of the third calendar year in order to remain certified.

	Operational General Order	12.06 Selective Enforcement	PAGE 1 OF 2
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		07/17/2006
			ORIGINATOR/REVIEW
DISTRIBUTION		CALEA: 61.3.1, 61.3.6	Special Operations
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:		<i>James A. Curran</i>	

Purpose

To establish selective traffic enforcement policies and practices for the Virginia Beach Police Department.

Policy

The Virginia Beach Police Department is committed to promoting traffic safety to the residents of and visitors to the City of Virginia Beach. This commitment requires the department to work cooperatively with other city, state and federal agencies in promoting traffic safety, and addressing traffic law enforcement needs. In furtherance of this commitment, the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities of the Virginia Beach Police Department. At a minimum, the Traffic Enforcement Priority Plan will consider or be based on:

- A compilation and review of traffic collisions
- A compilation and review of enforcement activities
- A comparison of collision data and enforcement activities
- Traffic volume and conditions

The plan will be disseminated to the various components of the operations division for action. Such actions should include:

- The implementation of selective enforcement techniques such as:
 - Planned patrols
 - Geographic/temporal assignment of personnel
 - Directed Traffic Patrols both overt and covert
 - Stationary Observation
 - Traffic Safety Checkpoints
- Placement of new or temporary signage
- Use of roadside Dynamic Message Boards

Annually, the Deputy Chief – Operations or his/her designee will evaluate the effectiveness of actions taken in response to the plan. Based on the review of actions, and an annual review of the minimum factors mentioned above, the plan shall be revised and updated annually.

In addition to the Traffic Priority Plan, the Virginia Beach Police Department Office of Planning and Analysis will provide a quarterly statistical summary to the Commanding Officer of Special Operations for presentation to the various organizational components commanding officers at the monthly COMPSTAT meeting. The summary will contain information regarding the location and numbers of crashes, alcohol related crashes, and DUI arrests within the City of Virginia Beach, depicted or controlled by precinct geographical boundaries. From the information presented, Operation Division commanding officers will

direct the efforts of uniformed personnel toward addressing identified areas of need in support of the Traffic Enforcement Priority Plan as depicted above.

The Police Department's Office of Planning and Analysis shall be responsible for compiling an annual report for the Traffic Engineering Division that includes the location of all fatal motor vehicle crashes, and the high incident locations for injury crashes, non-injury crashes, DUI arrests, and traffic summonses. The Traffic Engineering Division will receive a copy of all traffic crash reports on a regular basis from the Records Section of the Services Unit.

There are several committees within the City of Virginia Beach and regionally that involve traffic safety that members of the Department participate in. These include, but are not limited to, the following:

- A member from each precinct, Special Operations, and the Office of Planning and Analysis shall attend periodic meetings with the Traffic Engineering Division to discuss traffic related matters. The purpose of members attending these meetings will be to relate complaints from the community regarding traffic engineering deficiencies, make recommendations for traffic engineering studies, and to share information regarding collision and enforcement data.

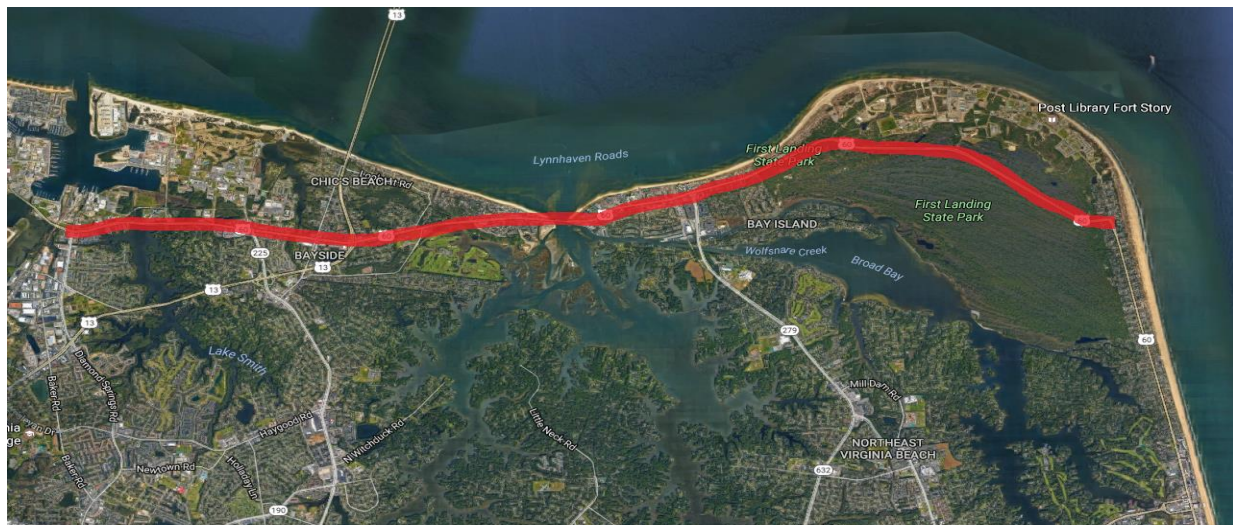


State/Local Issue

Shore Drive

Problem Identification:

One roadway in the City of Virginia Beach that has been consistently an area of focus year after year is Shore Drive. Shore Drive is located at the northern part of the City and is over 11 miles long. It spans the entire width of the City of Virginia Beach from the border of the City of Norfolk to the Atlantic Ocean. Sections of Shore Drive are residential, border a local military base, are lined with local business, and travels through a State Park. Because of the different sections of the road the speed limits various along from 25mph up to 55mph. Shore Drive is a major thoroughfare for tourists coming from the Chesapeake Bay Bridge Tunnel heading to the oceanfront. These factors cause Shore Drive to experience heavy traffic throughout the year.



In 2014, a total of 2,289 traffic summons were issued on shore drive and 1,579 traffic summons were issued in 2015. There were 70 reported crashes resulting in injury on Shore Drive in 2014, and another 34 in 2015. Between 2014 and 2015, 173 DUI arrest were made on Shore Drive alone and Shore Drive is consistently one of the highest DUI arrest streets in the City of Virginia Beach. At the start of 2016, the first fatal crash of the year was on a section of Shore Drive. In June of 2016, we experienced another fatal crash, claiming one life and seriously injuring two others. These events along with an increase of speeding complaints from residence in the area, the Virginia Beach Traffic Safety Unit, with the help of the Fatal Crash Team and Motorcycle Unit, felt it was necessary to increase focus and to heavily increase enforcement on Shore Drive to attempt to prevent further incidents.



State/Local Issue

Shore Drive

Policy:

It is the policy of the Virginia Beach Police Department to fairly and adequately enforce all violations of criminal and traffic law.

11.08 Planned Patrols

“Documentation of planned patrol strategies is necessary on a continuing basis in order to ensure the most effective patrol plans are implemented when crime patterns are detected. The following procedure should be utilized when initiating a planned patrol.”

Before planned patrol strategies can be developed or implemented, the nature and extent of the particular problem must be identified. Field officers, or their supervisors, may identify a problem or these problems may be identified by the Precinct Crime Analyst(s) or the Crime Analysis Unit (CAU). Once problems are identified, they should be communicated to all commands via COMPSTAT. In all cases, the problem(s) identified must be related to an area of responsibility for, or shared with, the Virginia Beach Police Department. It must be emphasized that the initial identification of a problem must be as complete as possible with respect to details, description, and facts and the planned patrol response clearly supported in the same manner.”

12.01 Traffic Law Enforcement

“Uniform enforcement activities support the goal of traffic law enforcement, which is to achieve voluntary compliance with traffic laws and regulations.”

“In addition to DUI and speeding violations the National Safety Council has identified the following as principal accident causing violations:

- *Failure to yield right of way*
- *Following another vehicle too closely*
- *Improper turning movements*
- *Driving on the center-line*
- *Failure to heed stop signs*
- *Improper passing*
- *Disregarding signal*

12.06 Selective Enforcement

“The Virginia Beach Police Department is committed to promoting traffic safety to the residents of and visitors to the City of Virginia Beach. This commitment requires the department to work cooperatively with other city, state and federal agencies in promoting traffic safety, and addressing traffic law enforcement needs. In furtherance of this commitment, the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities of the Virginia Beach Police Department. At a minimum, the Traffic Enforcement Priority Plan will consider or be based on:



State/Local Issue

Shore Drive

- *A compilation and review of traffic collisions*
- *A compilation and review of enforcement activities*
- *A comparison of collision data and enforcement activities*
- *Traffic volume and conditions*

The plan will be disseminated to the various components of the operations division for action. Such actions should include:

- *The implementation of selective enforcement techniques such as:*
 - *Planned patrols*
 - *Geographic/temporal assignment of personnel*
 - *Directed Traffic Patrols both overt and covert*
 - *Stationary Observation*
 - *Traffic Safety Checkpoints*
- *Placement of new or temporary signage*
- *Use of roadside Dynamic Message Boards*

Planning:

The Virginia Beach Police Department's Deputy Chief of Operations along with a Virginia Beach Councilman Jim Wood met with the Chesapeake Bay Civic League who expressed concerns they had with the traffic issues on Shore Drive. That information was reported to the Virginia Beach Traffic Safety Unit (TSU) to focus efforts along Shore Drive. With Shore Drive located in two different precincts, TSU is a city-wide Special Operations traffic unit centered on combating this type of problem. Two other units of Special Operations also assist in specialized traffic enforcement are the Fatal Crash Team (FACT) and four full-time motorcycle officers.

Traffic concerns on Shore Drive were occurring at different times during the day throughout the week. The motorcycle unit primarily works during the daytime hours, while the TSU and FACT work primarily during the evening hours. This allows the VBPD spread the enforcement efforts on Shore Drive throughout the day and week and focus on not just speed but also DUIs which are shown to be factors in the issues on Shore Drive. All three units are trained in conducting stationary and moving RADAR as well as using LiDAR for enforcement.

The motorcycle unit has an advantage while combating traffic issues due to their ability to enforce areas where an officer in a vehicle may not be able. Both TSU and FACT, utilize unmarked police vehicles to assist in their traffic enforcement.



State/Local Issue

Shore Drive

Training:

Being that the issues on Shore Drive, include various factors all officers of the Virginia Beach Police Department are trained on traffic laws and traffic enforcement. Additional training is given to the TSU, FACT, and Motor officers to combat traffic issues to include RADAR, LiDAR, Advance DUI Detection, and Distracted Driver issues.

- All VBPD officers (100%) receive training related to performing traffic stops and basic crash investigation during the academy. 64 recruits graduated the Virginia Beach Police Department Academy in 2016.
- Total number of officers on the Department trained in radar: 426 officers.
- The total number of officers on the Department trained in LIDAR: 35 officers.
- All VBPD officers (100%) have received initial NHTSA Standardized Field Sobriety Test (SFST) training as part of the recruit training academy.
- 213 officers are certified to operate the Intox EC/IR II breath alcohol instrument.

Public Information and Education:

On each of the two ends of Shore Drive, the road runs parallel to 2 of the 4 military bases located in the City of Virginia Beach. In 2016, TSU completed 14 Traffic Safety lectures, which reached approximately 1,100 individuals. The VBPD TSU traffic safety lecture is tailored for local military commands and civic organizations. During these safety lectures, consequences of speeding, impaired driving, and distracted driving were outlined. These lectures are designed to educate and inform various members, especially the military, who often come from differing states. The goal of the lectures is deterrence through education. Additionally, the lectures allow for a more personal and informal opportunity to ask questions of an officer.

The use of social media such as Facebook, Twitter, and Pinterest by police departments has grown rapidly in recent years. In 2016, a number of posts were made to increase public awareness and promote safe driving behaviors.

The VBPD coordinates its efforts with the City's Traffic Engineering Department to update the traffic safety message boards throughout the city. The message boards are utilized to increase public awareness in a variety of areas including speeding, impaired driving, distracted driving, and occupant protection. Two message boards are located on Shore Drive. Each message board consistently displays "Please Drive Safe."



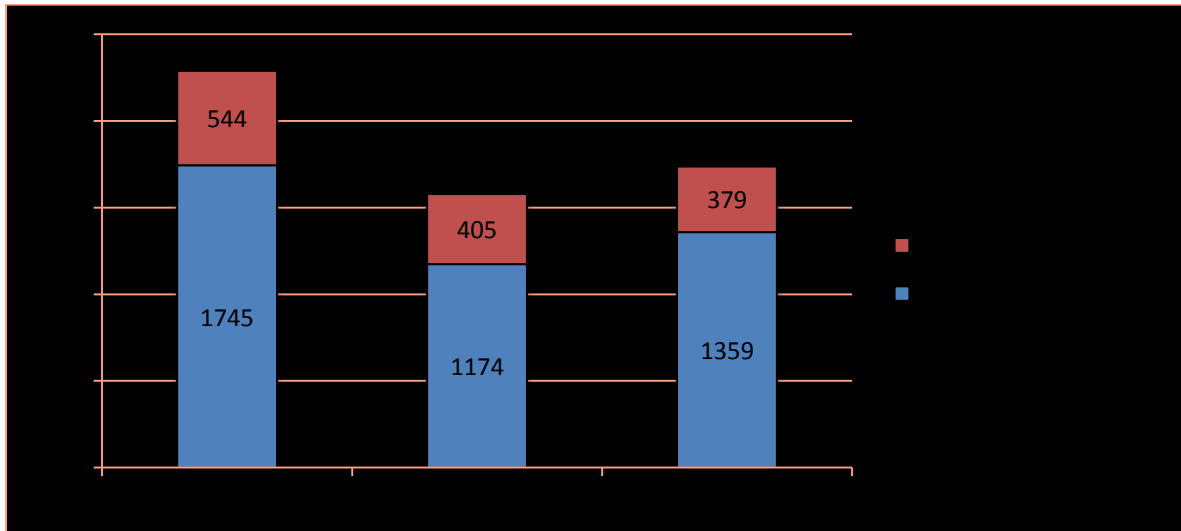


State/Local Issue

Shore Drive


Enforcement:

During 2016, a total of 1738 traffic summons were issued on Shore Drive, 78% of which were moving violations. With a total of 674 summons being issued during target times. Throughout 2016 a total of 37 special enforcement efforts were completed on Shore Drive alone; in which 20 were done during the second half of 2016 after focus was increased on Shore Drive. In an immediate response to the fatal crash that caused the VBPD traffic units to increase traffic enforcement on Shore Drive, 57 man hours were dedicated in which 106 summons were issued with 7 warnings.



Outcomes:

During the increased efforts and focus on Shore Drive, there was one additional fatal crash on Shore Drive involving an intoxicated male crossing the street not utilizing the crosswalk, and no additional serious injury crashes or new citizen complaints were expressed. The Virginia Beach Police Department recognizes the reoccurring issues on Shore Drive. This is possibly due to the large number of military and tourist traveling the area throughout the year. Therefore, the traffic units assigned to the Special Operations Division continue to focus on Shore Drive in an ongoing effort to reduce overall fatalities and serious injury crashes. The benefits of a high visibility traffic team working this stretch of roadway have been demonstrated over the past year. The Virginia Beach Police Department's Special Operations will continue to aggressively enforce traffic safety laws in order to reinforce safe driving and reduce serious injuries or death.

	Operational General Order	11.08 Planned Patrols	PAGE 1 OF 3
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 11 – Patrol Operations		03/20/2014
			ORIGINATOR/REVIEW
DISTRIBUTION	CALEA:		Uniform Division
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:			<i>James A. Coonan</i>

Purpose

To provide guidelines for the implementation and documentation of planned patrol strategies.

Policy

Documentation of planned patrol strategies is necessary on a continuing basis in order to ensure that the most effective patrol plans are implemented when crime patterns are detected. The following procedure should be utilized when initiating a planned patrol.

Problem Identification

Before planned patrol strategies can be developed or implemented, the nature and extent of the particular problem must be identified. Field officers, or their supervisors, may identify a problem or these problems may be identified by the Precinct Crime Analyst(s) or the Crime Analysis Unit (CAU). Once problems are identified, they should be communicated to all commands via COMPSTAT. In all cases, the problem(s) identified must be related to an area of responsibility for, or shared with, the Virginia Beach Police Department. It must be emphasized that the initial identification of a problem must be as complete as possible with respect to details, description, and facts and the planned patrol response clearly supported in the same manner.

Development of Planned Patrol Strategy

Once a specific problem has been identified and it has been determined that a patrol plan is warranted, an ICS form (ICS 204P) will be used to record:

- a. The specific problem by type and area;
- b. The particular strategy implemented to effectively address the problem;
- c. The source of information on which the plan is based; sources should be specifically indicated;
- d. The time frame over which the patrol plan is to be applied;
- e. The Incident Command Structure in place for the patrol plan;
- f. Upon termination of the patrol plan, the results i.e., number of arrests, field interviews, etc. will be documented on an After Action Review (ICS Form AAR-01), which will be forwarded to the respective Precinct Crime Analyst or the Crime Analysis Unit.

Supervisory personnel should use their creativity and resourcefulness in developing planned patrol procedures to effectively deal with specific problems. Moreover, subordinate personnel (especially those assigned to those zones where the problem has been identified) should be consulted on a regular basis in order to contribute ideas and suggestions. Examples of available strategies are as follows:

- a. Field interviews;
- b. Traffic enforcement;

- c. Decoys;
- d. Plainclothes patrol
 - 1. On foot
 - 2. On bicycles
 - 3. In unmarked or non-police vehicles
- e. Saturation patrol by marked units;
- f. Stakeouts;
- g. Surveillance
- h. Crime Prevention - C.P.T.E.D
 - 1. Canvassing of neighborhoods
 - 2. Concentrating security surveys in affected areas
 - 3. Conducting security surveys in homes and businesses

Implementation of the Planned Patrol Strategy

Once the problem has been identified and the patrol strategy developed, the following steps should be taken in order to ensure that the patrol plan is effectively implemented:

- a. Notify the E911 Emergency Communications and identify those personnel who will be involved in the planned patrol tactics;
- b. Thoroughly brief all patrol personnel who will be on duty during that time period the plan is to be executed as to the specific details of the planned patrol procedure;
- c. Inform the supervisor on the subsequent shift as to what particular tactics were utilized to carry out the patrol plan so that any follow-up activity can be initiated;
- d. Closely monitor the results of the planned patrol procedure in order to evaluate its operational effectiveness.
- e. If the patrol plan will be in effect more than 3 days, daily activity reports should be given by the Reporting Officer to the Commanding Officer via the Precinct Crime Analyst or Crime Analyst Unit of the affected command as well as the Commanding Officers of all-supporting commands. The daily activity reports will be documented on ICS 204D.
- f. If a patrol plan will be in effect for a period exceeding 10 days, consideration should be given to forming an Investigative Task Force
- g. Upon termination of the patrol plan, the results i.e., number of arrest, field interviews, etc. will be documented on an After Action Review (ICS Form AAR-01) which will be forwarded to the respective Precinct Crime Analysis Unit.

Evaluation of the Planned Patrol Strategy (After Action Review) and Records Retention



In order to ascertain the overall effectiveness of any planned patrol strategy, relevant data must be collected and analyzed. More specifically, these types of data include, but are not limited to:

- a. The number of arrests that stem directly from implementing the specific patrol plan
- b. The frequency with which the offense(s) specified in the original identification of the problem are perpetrated following the implementation of the patrol strategy
- c. The frequency with which other types of criminal activities occur in the area following the execution of a patrol plan
- d. The overall workability of the strategy including any problems encountered during its implementation
- e. The relative efficiency of the patrol plan (the number of arrests per man-hours expended).

Planned Patrols will be routed to the Precinct Crime Analyst and reviewed by the training Lieutenant of the Command. Recommendations by the training Lieutenant shall be made to Professional Development and Training for consideration. After the evaluation of the patrol plan has been routed to the Precinct Crime Analyst, the original ICS form and the After Action Report shall be maintained on the network by the Precinct Crime Analyst. The Crime Analyst Unit will be responsible for maintaining the records as required by the [Library of Virginia Records Retention and Disposition Schedule](#).

The Crime Analysis Unit (CAU) shall utilize the completed patrol plan to:

- a. Compare pre and post patrol plan crime statistics;
- b. Identify if the problem has been resolved or moved to other locations;
- c. Identify all persons arrested or field interviewed during the planned patrol.

	Operational General Order	12.01 Traffic Law Enforcement	PAGE 1 OF 8
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		EFFECTIVE DATE 05/18/2007
			ORIGINATOR/REVIEW Special Operations
	DISTRIBUTION ALL	CALEA: 61.1.2 C, 61.1.3, 61.1.4, 61.1.4 A, B, C, 61.1.5, 61.1.6 A, B, C, 61.1.12, 61.1.13	
BY THE AUTHORITY OF THE CHIEF OF POLICE:			

Purpose

To establish guidelines for the traffic enforcement function of the Virginia Beach Police Department.

Policy

The enforcement of traffic laws as established by the Code of Virginia and the Municipal Code of the City of Virginia Beach is the responsibility of all Virginia Beach Police Officers. Officers are vested with the enforcement of traffic codes for the purpose of gaining voluntary compliance in furtherance of enhancing traffic safety in the City of Virginia Beach.

Enforcement Actions (CALEA 61.1.2 C, 61.1.4, 61.1.6 A, B, C)

Officers will take enforcement action upon the detection of an illegal or potentially hazardous act by persons operating vehicles, bicycles or other conveyances, or pedestrians. Enforcement action may consist of a warning, the issuance of a Virginia Uniform Summons, or in certain circumstances, a physical arrest.

Uniformed officers assigned to the operations division are assigned geographic areas in which they are responsible for providing police services to include the enforcement of traffic laws. Uniformed officers assigned to Special Operations are assigned based on both geographic areas and specialized function. Uniformed officers utilize a variety of strategies to promote traffic safety through traffic law enforcement to include overt proactive visible patrols in marked police vehicles and covert methods via the use of stationary concealed positions and unmarked police vehicles.

Warnings

Officers have the discretion to issue a warning when the officer believes that a warning will achieve the objective of voluntary compliance with the law. The Virginia Beach Police Department does not have a written means for issuing or tracking warnings for traffic violations. Officers are encouraged to note that a warning was issued in the comment section of the case assigned to the traffic stop by the Computer Aided Dispatch System (CADS).

Virginia Uniform Summons

At the discretion of the officer who observes the violation, a Virginia Uniform Summons may be issued to a motorist or a pedestrian for a violation of the traffic code when the officer believes that the issuance will achieve the objective of voluntary compliance with the law. Officers who wish to charge a motorist or a pedestrian shall take the name and address of such person as well as the license number of his motor vehicle and issue a Virginia Uniform Summons for the violation. The issuance of the Virginia Uniform Summons will provide information relating to the charge, the scheduled court date, and instructions for appearing in court or prepayment of fines if applicable. The court date for any issued Virginia Uniform

Summons shall be set at least 30 days from the date of the violation unless a speedy trial is requested by the violator. Conditions under which the motorist may be physically arrested and taken before a magistrate are dictated in the Constitutional Issues Field Guide.

Nonresidents (CALEA 61.1.3 A)

If the motorist is a non-resident, the question of reciprocity must be considered. Reciprocity represents an agreement among states effecting the processing of some traffic violations. This agreement extends to residents of member states, while outside their home state jurisdiction, the rights and privileges of their home state. Residents of states, which are party jurisdictions in a reciprocal agreement with Virginia, are to be processed in a similar manner as Virginia residents. Consequently, most traffic violations will be charged through the summoning procedure except:

- The violation is such that conviction requires the revocation of the motorist's license
- The motorist specifically requests to post collateral or bond in a manner provided by law
- In the absence of the motorist's written promise to appear in court on the date and time indicated on the Virginia Uniform Summons
- The motorist is likely to disregard a Virginia Uniform Summons

See Appendix I for the states that participate in the Non Resident Reciprocal Compact

Officers who wish to issue a Virginia Uniform Summons to a motorist licensed in a state that is not a member of the Non Resident Reciprocal Compact may either issue the summons or take the motorist before a magistrate.

Juveniles (CALEA 61.1.3 B)

Officers who encounter juveniles who have committed a traffic violation may, at the officer's discretion, issue either a warning or a Virginia Uniform Summons. All Virginia Uniform Summons issued to juveniles must be heard in Juvenile Court.

Legislators (CALEA 61.1.3 C)

Sworn members shall take action against members of the General Assembly, clerks, their assistants, and the Sergeant at Arms in accordance with the Code of Virginia. Privilege is extended to these persons for the period that the legislature is in session and five days before and after the session. Privilege extends to criminal and civil process with the exception of criminal offenses (felonies and misdemeanors). As such, officers shall not issue a summons or make an arrest for a traffic infraction when the provisions of the code apply.

As DUI is a criminal offense, members of the legislature may be arrested in accordance with the procedures set forth in the DUI Investigative Field Guide.

Foreign Diplomats/Consular Officers (CALEA 61.1.3 D)

When a driver believed to have diplomatic immunity is stopped for a moving traffic violation and has proper and valid identification indicating immunity; officers may issue an appropriate traffic citation or warning. Issuance of a traffic citation does not constitute an arrest or detention. **If a person with**

diplomatic immunity refuses to sign the summons they should not be arrested. “Refused / Diplomat” should be written on the signature line and the summons should be processed as if signed (with a copy sent to the U.S. State Department).

- Whenever the following occurs, officers should, in addition to normal procedures, send a copy of summons for moving violations and accident reports to:

U.S. Department of State
Diplomatic Motor Vehicle Office
International Center
3507 International Place, N.W.
Washington, D.C. 20008
FAX (202) 895-3646

- A summons is issued to the driver of a vehicle (or the accident involves a vehicle) with U.S. Department of State diplomatic license plates.
- A summons is issued to (or the accident involves) a driver whose identity has been confirmed by the U.S. Department of State, Office of Protocol, as a member of a foreign mission entitled to immunity.
- Upon receipt of each summons or accident report, it is the responsibility of the U.S. Department of State, Diplomatic Motor Vehicle Office to notify the cited individual’s embassy of the citation and obligation to pay any fines, and assign points to the individual’s driver record after disposition of the summons. This can only be done, however, if copies of the summons and accident reports are sent to the Driver Records Unit at the Office of Foreign Missions.
- Papers, documents or archives of a person entitled to immunity or in a vehicle bearing federal diplomatic plates are not to be searched, examined or seized, even if the driver is restrained or the vehicle removed or immobilized.

DUI (Diplomats)

Of primary consideration in a DUI incident is assurance that the driver does not endanger himself or the public. Preventative steps may include taking the subject to another location to permit sufficient recovery to drive safely, providing transportation or taking other appropriate corrective action while respecting any immunity that may apply. Access to a telephone must be provided.

The official, if entitled to immunity, should not be subjected to any sobriety or other mandatory test, and, except in extreme cases, should not be restrained.

Persons with Diplomatic Immunity may be released to embassy, consular or U.S. Department of State officials who present proper credentials.

Military Personnel (CALEA 61.1.3 E)

Under the provisions of the Federal Soldiers and Sailors Relief Act, military personnel licensed as operators in their home states are permitted to drive a motor vehicle upon the highways of Virginia. Furthermore, in the event their operator’s license expires while they are stationed in Virginia, they may continue to drive on the otherwise valid operator’s license. As such, military personnel and dependents shall be treated in the same manner as Virginia residents.

Parking Enforcement (CALEA 61.1.13)

Parking regulations have been established to ensure the safe and efficient movement of vehicular and pedestrian traffic. All sworn officers, and designated ancillary personnel authorized by the Chief of Police, are responsible for the enforcement of these laws in a reasonable and equitable manner.

Should officers or designated ancillary personnel determine that current parking regulations need to be revised; this should be documented on a memorandum and forwarded to the command representative to the Traffic Safety Committee coordinated by Public Works/Traffic Engineering. If the suggest change involves a code change, the memorandum should be forwarded to the City Attorney's office via Chain of Command. This memorandum should describe the problem in detail and any suggested course(s) of action.

General Enforcement Practices (CALEA 61.1.5)

Uniform enforcement activities support the goal of traffic law enforcement, which is to achieve voluntary compliance with traffic laws and regulations.

This policy is not intended to supplant officer judgment, for it is impossible to foresee every conceivable situation involving traffic violations. In unusual circumstances, the officer must decide what enforcement action is proper based upon a combination of training, experience and the needs of the community. Judgment and considerations of circumstances regarding violations shall be thoroughly reviewed by the officer prior to taking any law enforcement action. Traffic laws shall be enforced without regard to race, sex, national origin, type of vehicle, location or state of residence of operator, or purpose of the vehicle (whether public, commercial, or privately owned and operated).

Under normal circumstances the following general types of violations should result in proper enforcement action when violations are observed or established.

Driving Under the Influence of Alcohol/Drugs (CALEA 61.1.5 A)

Officers are expected to apprehend, and arrest intoxicated or impaired drivers who come to their attention. (See General Order 12.04, Alcohol Enforcement Countermeasures).

Suspended or Revoked Licenses (CALEA 61.1.5 B)

A person detained for driving on a revoked or suspended license, may be released on a Virginia Uniform Summons or arrested and taken before a magistrate, depending on the attendant circumstances. Officers will normally arrest an individual reasonably believed to be driving in knowing violation of an order of revocation or suspension, such as when the driver acknowledges that his license was suspended, or when the officer has personal knowledge that the suspension was imposed in court. In other cases, the individual may be arrested or released after the issuance of a Virginia Uniform Summons, and completion of a Department of Motor Vehicles Suspension/ Revocation/ Disqualification Notice [DSA-10]. (The Virginia Beach Police Department is in compliance with [46.2-936](#) in that "prior general approval has been granted by the general district court" and an officer may make an arrest.)

Speeding Violations (CALEA 61.1.5 C)

Accidents resulting from excessive speeds may cause a great deal of property damage, serious injury or death. The enforcement objective of the Virginia Beach Police Department is to establish and charge speeding violations, which are either too fast for road conditions or in excess of posted speed limits.

Occupant Restraint Violations

The major concern in dealing with this class of violation is that drivers and passengers are properly restrained. This will occur through the use of one of the following:

- seatbelts
- child safety seats
- child booster seats

Many injuries and deaths occur each year as a direct result of failing to be properly restrained. As a result of the departments' commitment to traffic safety, we must recognize the importance of these violations and our role in reducing them. The enforcement objectives of the Virginia Beach Police Department is to establish and charge occupant restraint violations which have been set forth in the State Code.

Other Hazardous Violations (CALEA 61.1.5 D)

In addition to DUI and speeding violations the National Safety Council has identified the following as principal accident causing violations:

- Failure to yield right of way
- Following another vehicle too closely
- Improper turning movements
- Driving on the center-line
- Failure to heed stop signs
- Improper passing
- Disregarding signals

Equipment Violations (CALEA 61.1.5 F)

Although equipment violations may not appear to be as important as the moving violations, many accidents are the direct result of faulty vehicular equipment. As a result of the Departments commitment to traffic safety, we must recognize the significance of these violations and our role in reducing them.

Motor Carrier Safety / Commercial Vehicle Violations (CALEA 61.1.5 G)

The major concern in dealing with this class of violation is that drivers are properly licensed and qualified to safely operate the vehicle and that the vehicle is properly registered, equipped and insured to legally operate upon the highways of the City. Special Operations supports the Motor Carrier Safety Unit, which is available to assist the uniformed patrol officer with the enforcement of codes that are specific to these types of vehicles.

Other Non-Hazardous violations (CALEA 61.1.5 H)

Because of the limited relationship of non-hazardous violations to accident causation an officer's law enforcement discretion is greater. Officers should use discretion in the enforcement of licensing and equipment violations in accordance with the goals of achieving voluntary compliance with traffic codes. Officers are reminded of the procedures set forth in General Order 17.01(Court Procedures) requiring motorists issued a Virginia Uniform Summons for a licensing or equipment violation to appear in court in order to properly dispose of charges.

Multiple Violations (CALEA 61.1.5 I)

In the event a motorist is stopped and may be charged with more than one violation, a separate Virginia Uniform Summons will be issued for each charge.

Newly Enacted Laws and / or Regulations (CALEA 61.1.5 J)

Officers are not authorized to either initiate or extend legislative periods of grace; however, the best interests of the community may be served through officer judgment and application of appropriate enforcement action.

Violations that result in traffic collisions (CALEA 61.1.5 K)

Officers charged with investigating traffic accidents are directed by General Order 12.05 (Traffic Crash Investigations) to take appropriate enforcement action in keeping with the goal of voluntary compliance with the law.

Special Enforcement Practices**Bicycle and Pedestrians (CALEA 61.1.5 L)**

Police Officers should control bicycle and pedestrian traffic so as to minimize their interference with and exposure to vehicular traffic.

Enforcement action should be taken against bicyclists and pedestrians who recklessly disregard traffic laws and / or create a hazard to themselves and others.

Bicyclists who operate in a careless and reckless manner upon the public streets and roads should be cited, as could any other vehicle operator.

Pedestrians or bicyclists involved in traffic crashes should be charged if it is found, upon investigation that they are at fault.

Moped and Motorized Scooters / Skateboards

As this is an evolving area of law, officers need to be aware of the latest definitions and laws concerning these devices. The general rules for these devices are as follows:

- Electric-powered wheeled devices: The Operator must be fourteen (14) years of age unless supervised by an adult. Persons of fourteen (14) years of age or younger must wear a helmet. The device must not be capable of traveling at more than thirty (30) miles per hour. These devices may be ridden on sidewalks and bike paths; however they may not be ridden on resort sidewalks or bike

paths, the Boardwalk, or any Oceanfront Park or Plaza. When ridden on the street or highways, operators must abide by all traffic laws.

- Gas-powered wheeled devices: The operator must be sixteen (16) years of age and must have identification in possession confirming this. Operators must wear a helmet and safety goggles, safety glasses or a face shield unless the vehicle is equipped with a windshield. Gas-powered engines may not exceed 50cc in size and the vehicle cannot be capable of speeds in excess of thirty (30) miles per hour. Gas-powered devices may not be ridden on any sidewalks, bike paths, the Boardwalk, City Parks or Plazas. When ridden on the street or highways, operators must abide by all traffic laws.

As the majority of violations that occur involving mopeds, scooters and skateboards involve juveniles, officers should use discretion in enforcement keeping in mind the goal of voluntary compliance with traffic codes.

Off-Road Vehicles (CALEA 61.1.5 E)

The need for enforcement exists with the increase in use and popularity of off-road recreational vehicles while on the public highways.

This requires a strict enforcement approach to enforcing licensing, registration, equipment and operations violations committed with off-road recreational vehicles while on the public highways, misuse of bike paths and public trails which prohibit any motor vehicles, violations of motor vehicle laws and ordinances on public beaches and boardwalk areas, or, excessive noise or trespassing violations.

In accordance with the Code of Virginia, an exception to such enforcement allows particular type of motorcycles to operate on portions of the public highway while participating in certain approved and sanctioned sporting event.

Accidents involving off-road vehicles are to be investigated in the same manner as any other motor vehicle crash.

Driver Re-Examination (CALEA 61.1.12)

During the course of traffic enforcement, an officer may detect a motor vehicle operator who appears to be incapable of safely operating a vehicle. In order to request a reexamination of the driver, the following procedure must be adhered to:


- Complete the Virginia Department of Motor Vehicle “Medical Review Request,” Form [MED 3](#):
- The information should be self-explanatory and lead one to reasonably conclude that a reexamination is necessary.
- The officer should complete the form by identifying himself as the “requestor” and mail the completed form as specified on the Medical Review Request.

Appendix I

NON-RESIDENT VIOLATOR COMPACT**Purpose**

The Non-Resident Violator Compact allows states to suspend drivers for failure to comply with an out-of-state citation. Compliance can either be failure to appear at a required court appearance or failure to pay fine.

STATE	JOINDER DATE	STATE	JOINDER DATE
Alabama	10/1981	Montana	Not a Member
Alaska	Not a Member	Nebraska	01-1982
Arizona	01-1993	Nevada	02-1990
Arkansas	01-1986	New Hampshire	01-1982
California	Not a Member	New Jersey	07-1983
Colorado	01-1982	New Mexico	01-1985
Connecticut	01-1981	New York	06-1982
Delaware	02-1979	North Carolina	09-1980
District of Columbia	08-1980	North Dakota	07-1980
Florida	10-1981	Ohio	01-1985
Georgia	02-1980	Oklahoma	07-1987
Hawaii	01-1996	Oregon	Not a Member
Idaho	10-1992	Pennsylvania	07-1979
Illinois	07-1984	Rhode Island	04-1986
Indiana	01-1980	South Carolina	01-1981
Iowa	11-1980	South Dakota	05-1980
Kansas	01-1983	Tennessee	09-1984
Kentucky	12-178	Texas	01-1982
Louisiana	11-1979	Utah	07-1985
Maine	01-1982	Vermont	10-1985
Maryland	07-1979	Virginia	07-1980
Massachusetts	12-1987	Washington	10-1993
Michigan	Not a Member	West Virginia	07-1978
Minnesota	10-1978	Wisconsin	Not a Member
Mississippi	03-1979	Wyoming	07-1987
Missouri	10-1980		

	Operational General Order	12.06 Selective Enforcement	PAGE 1 OF 2
	SUBJECT		EFFECTIVE DATE
	Virginia Beach Police Department General Order Chapter 12 – Traffic Operations		07/17/2006
			ORIGINATOR/REVIEW
DISTRIBUTION		CALEA: 61.3.1, 61.3.6	Special Operations
ALL			
BY THE AUTHORITY OF THE CHIEF OF POLICE:		<i>James A. Curran</i>	

Purpose

To establish selective traffic enforcement policies and practices for the Virginia Beach Police Department.

Policy

The Virginia Beach Police Department is committed to promoting traffic safety to the residents of and visitors to the City of Virginia Beach. This commitment requires the department to work cooperatively with other city, state and federal agencies in promoting traffic safety, and addressing traffic law enforcement needs. In furtherance of this commitment, the Deputy Chief - Operations or his/her designee will formulate and maintain a selective enforcement plan, which will summarize the traffic enforcement priorities of the Virginia Beach Police Department. At a minimum, the Traffic Enforcement Priority Plan will consider or be based on:

- A compilation and review of traffic collisions
- A compilation and review of enforcement activities
- A comparison of collision data and enforcement activities
- Traffic volume and conditions

The plan will be disseminated to the various components of the operations division for action. Such actions should include:

- The implementation of selective enforcement techniques such as:
 - Planned patrols
 - Geographic/temporal assignment of personnel
 - Directed Traffic Patrols both overt and covert
 - Stationary Observation
 - Traffic Safety Checkpoints
- Placement of new or temporary signage
- Use of roadside Dynamic Message Boards

Annually, the Deputy Chief – Operations or his/her designee will evaluate the effectiveness of actions taken in response to the plan. Based on the review of actions, and an annual review of the minimum factors mentioned above, the plan shall be revised and updated annually.

In addition to the Traffic Priority Plan, the Virginia Beach Police Department Office of Planning and Analysis will provide a quarterly statistical summary to the Commanding Officer of Special Operations for presentation to the various organizational components commanding officers at the monthly COMPSTAT meeting. The summary will contain information regarding the location and numbers of crashes, alcohol related crashes, and DUI arrests within the City of Virginia Beach, depicted or controlled by precinct geographical boundaries. From the information presented, Operation Division commanding officers will

direct the efforts of uniformed personnel toward addressing identified areas of need in support of the Traffic Enforcement Priority Plan as depicted above.

The Police Department's Office of Planning and Analysis shall be responsible for compiling an annual report for the Traffic Engineering Division that includes the location of all fatal motor vehicle crashes, and the high incident locations for injury crashes, non-injury crashes, DUI arrests, and traffic summonses. The Traffic Engineering Division will receive a copy of all traffic crash reports on a regular basis from the Records Section of the Services Unit.

There are several committees within the City of Virginia Beach and regionally that involve traffic safety that members of the Department participate in. These include, but are not limited to, the following:

- A member from each precinct, Special Operations, and the Office of Planning and Analysis shall attend periodic meetings with the Traffic Engineering Division to discuss traffic related matters. The purpose of members attending these meetings will be to relate complaints from the community regarding traffic engineering deficiencies, make recommendations for traffic engineering studies, and to share information regarding collision and enforcement data.