

EFFECTIVE: 1 October 1996

REVISED: 1 August 2000
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SUBJECT: Traffic Enforcement/Radar and LIDAR

ISSUED BY: Fernando Solorzano

I. PURPOSE

To establish guidelines for the use of the Department's radar units and Lidar handheld for the enforcement of speeding violations.

II. POLICY

It is the policy of this Department to create a safe environment for all students, faculty, staff and visitors. To assist in the reduction of motor vehicle accidents and to help ensure that all vehicles and pedestrians move safely across the campus and surrounding streets, officers of the Department will utilize radar units for the enforcement of speeding violations.

To ensure successful prosecution and the safety of the motoring public, all procedures established for its use must be followed at all times.

Radar and Lidar Equipment will only be used for enforcement, by officers who have been trained in its use.

III. PROCEDURES

The Department will utilize Stalker Dual Antenna Radar that can be operated in either the moving or stationary mode.

(a) RADAR CALIBRATION

- (1) Vehicle and Radar - Vehicles driven for radar enforcement must have their speedometers calibrated every year. Radar units must be returned to the service center for re-calibration every year.
- (2) Tuning Fork Test - Calibrated tuning forks must be utilized to ensure both the front and rear antennas of the unit are functioning properly at the beginning and end of operation.
- (3) Internal Tests - The unit's self-test and internal circuit tests ensure that the unit is operating properly.
- (4) Moving Vehicle Test - Officers must test the proper functioning of the unit, before and after use, by comparing the speed indicated on the police vehicle's

speedometer with speed indicated on the radar in the moving mode. This test should be conducted at 25, 35 and 45 mph or 25, 30 and 40 mph, depending on the configuration of the speedometer.

(b) LIDAR CALIBRATION

- (1) Power-On Self-Test- When the Lidar is powered on, a complete self-test is completed and the words "PASS" will display if it is functioning properly. If the self-test fails the unit will be taken out of service and returned to *Stalker Inc.*
- (2) Manual Self-Test- The Officer will run a self-test prior each day when the Lidar is deployed in the field and prior to enforcement. If the unit does not display "PASS" the unit must be turned off for the Power-On Self-Test. If the Self-Test shows "PASS" the Manual Self-Test will attempted again.
- (3) Sight Alignment Test- The sight Alignment test should be conducted each shift prior to enforcement and at the end of the shift to ensure the units aim was accurate throughout the shift.

(c) DOCUMENTATION

- (1) The Watch Commander will be responsible for ensuring the Lidar Unit is properly checked out and returned each shift. The Watch Commander will check at the beginning of each watch that the Lidar Unit and all of its contents are present in the Watch Commander Office.
- (2) Before using the Lidar in the field officers shall check out the Lidar Unit with the Watch Commander and initial on the Lidar sign out sheet. The Officer who checked out the equipment will be responsible to return the unit by the end of their shift and sign it in with the Watch Commander.
- (3) Engineering and Traffic surveys of all roads where radar is utilized will be maintained on file and updated as required.
- (4) Officers will note the word "LIDAR" or "RADAR" on all citations for speeding that result from the use of Radar or Lidar.

(d) ENFORCEMENT

- (1) Boundaries - Officers will operate radar for enforcement purposes primarily on the University campus, concentrating on areas where complaints have been received of vehicles operating at unsafe speeds. Officers may operate radar in the areas designated as patrol boundaries, such as Atherton Street, Palo Verde Avenue and Bellflower Avenue. Radar or Lidar will not be worked on 7th Street or in any of the adjoining neighborhoods.
- (2) Safe Vehicle Operation - Officers are to ensure that at all times they operate their vehicles in a safe manner and adhere to the regulations established in Section 1000 of this manual. Officers are not to make unsafe maneuvers to apprehend a violator.
- (3) Officers shall only operate the Lidar Unit from a stationary position.
- (4) Discretion and Speed - As with all enforcement activities, officers are encouraged to utilize discretion when citing speeding violations and should

weigh all circumstances involved when determining a proper course of action. However, the following are established as Department guidelines for the citing of speeding violations. These are only guidelines and are not intended to be absolutes:

- a. 0-9 miles above the speed limit - issue warning
- b. 10-15 miles above the speed limit - officer discretion
- c. Over 15 miles above the speed limit - citation

APPROVED