

## **DEPARTMENT GENERAL ORDER 09-08**

OFFICE of the CHIEF OF POLICE  
REPLACES: General Order 04-27  
SOP 501.75.00

DATE: May 29, 2009

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### **RADAR/LASER SPEED MEASUREMENT DEVICES**

#### **I. PURPOSE.**

To establish guidelines governing the use of radar or other speed measurement devices within the City. The intent behind the deployment of such devices shall be to improve traffic safety and promote energy conservation.

#### **II. DEFINITIONS.**

Radar - A measurement device which utilizes reflected radio waves to determine the speed of moving motor vehicles.

Laser – A measurement device that utilizes light pulses to determine the range and speed of moving vehicles.

#### **III. EQUIPMENT SPECIFICATIONS.**

##### **A. Radar**

Moving/stationary radar units utilized by the department shall be FCC approved and will operate via the Doppler principle. Present units currently operate on the K- Band (34.7 GHz); however, X-Band equipment may be utilized as determined by advances in technology and future purchasing decisions.

In addition, radar units shall be designed to operate off a self-contained battery pack, or the vehicle's power supply. The units shall be comprised of solid-state electronics as much as possible, and adhere to the manufacturer's accuracy specifications.

B. Laser

The hand-held units operated by the department utilize LIDAR technology to send out light pulses to determine the range and speed of a moving target. The units are battery powered and are designed for all weather use.

IV. OPERATIONAL PROCEDURES.

The use of hand-held departmental radar/laser units will be documented via a departmental log. Officers who voluntarily wish to use a radar/laser unit, or are assigned to a speed enforcement detail will place their DSN, date, time out, unit number, and car number. The unit will then be signed back in at the end of usage.

At the time a handheld or dash-mounted radar/laser unit is to be deployed, the officer utilizing same shall ensure that the unit is properly installed and connected to the power supply, as needed. The radar unit will then be tested for accuracy with a tuning fork, and at the discretion of the officer, by a practice run-through by another police vehicle. Such test(s) shall be made before each field deployment of the equipment. Laser units do not utilize tuning forks, so a test run will be the single verification for accuracy.

Radar and/or laser speed measurement devices will generally be focused on specific roadways where speeding and/or accidents have been determined to be a safety problem. However, each type of device may also be deployed at random for enforcement purposes and to further the department's traffic safety program.

Radar/laser may be deployed at the direction of a supervisor, or at the discretion of an individual officer. In either case, traffic enforcement shall not take precedence over normal patrol activities, except in those instances where an officer may be assigned to a specific speed enforcement detail.

Marked police vehicles that are being utilized as a platform to run stationary radar/laser shall be sited in an open fashion, with no attempt on the part of the officer to deliberately hide, conceal, or mask the vehicle's presence to the motoring public (e.g. behind bushes/trees, behind billboards, etc.). However, safety considerations may necessitate locating the police vehicle off the primary roadway, on a shoulder or ramp. Similarly, officers preparing to run radar or laser shall utilize varying geographic locations, so as to avoid any potential charges of a "speed trap."

Officers who elect to deploy radar and/or laser devices on the interstate highway are cautioned to do so with extreme caution and to exercise those measures necessary for their personal safety.

When conducting radar or laser enforcement, officers will notify communications that they are on a traffic stop. ECDC dispatch personnel will then enter the appropriate data related to the traffic stop into the computer.

## V. MAINTENANCE.

Officers shall ensure that radar units receive proper care during those time periods when the units are in their custody and control. Following each hand-held radar unit deployment, the officer utilizing same will remove the equipment from his/her police vehicle and return the device to its proper storage case. Tuning forks will remain with the carrying case of the radar unit. The same applies to the laser unit.

Should an officer determine a radar/laser unit is malfunctioning, the officer will apprise their supervisor of the situation and forward the defective equipment, along with a written explanation of the problem to the sergeant responsible to oversee speed measurement devices. He/she shall then be responsible to ensure the unit is sent out for repair.

### A. Maintenance Schedule

Calibration and certification of department radar units, tuning forks, and associated equipment will be performed annually by certified service technicians in the private sector. Should specific equipment repairs be required, same shall be performed as needed by a licensed service facility or manufacturer. No preventive maintenance program has been adopted or deemed necessary.

Laser units shall be returned to the manufacturer on an annual basis for calibration.

### B. Maintenance Records

All owner's manuals, maintenance records, and calibration certification forms pertinent to department radar and laser equipment shall be maintained by the commander of the Investigations and Support Bureau.

## VI. OPERATOR TRAINING/CERTIFICATION.

All personnel authorized to operate radar or laser speed measurement devices will be instructed in their use by the manufacturer's technical representatives, previously trained department personnel, or via formalized training at a certified police academy. Such training should include: 1) the basic principles of radar and lasers, and 2) radar/laser operations, and will be an approximation of the standards established for the National Traffic Safety Administration Speed Measurement Program.

1. State Certification

The State of Missouri does not require any training or certification prior to the use of radar/laser equipment as a speed enforcement tool.

Bureau and watch commanders, in conjunction with the department's training committee, shall ensure that periodic training is received by uniformed officers so that technical proficiency in radar and/or laser speed enforcement is maintained.

BY ORDER OF:

THOMAS J. BYRNE  
Chief of Police

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