



# City of Manassas Police Department General Duty Manual



Effective Date: 08-15-2007	<b>GENERAL ORDER</b>	Number: 08-06
Subject: Speed Detection Devices		
<input type="checkbox"/> New <input type="checkbox"/> Amends <input checked="" type="checkbox"/> Rescinds <input checked="" type="checkbox"/> Reviewed: 3-10-2015 General Order # 8-6 Dated: 6-13-2000		Reevaluation: <input type="checkbox"/> 1 yr. <input type="checkbox"/> 18 months <input checked="" type="checkbox"/> N/A
Accreditation Standards: 61.1.9/	By Authority Of:  Douglas W. Keen, Chief of Police	Total Pages: 2

## PURPOSE:

To define policy and establish procedures for the operation of speed detection devices on the City.

## POLICY:

The Department utilizes Radar and Lidar in high or potentially high accident locations when speed is a factor; in areas where speed limit violations are prevalent, and in response to citizen complaints concerning speeding motorists.

## DISCUSSION:

The police community believes that police traffic Radar and Lidar are effective tools for speed control, and their role in traffic safety and speed limit compliance are of critical importance. However, modern Radar and Lidar units are complex and have inherent limitations as well as being subject to external and internal interference.

The effective use of Radar and Lidar and their acceptance is dependent upon the operator's understanding of the specific limitations of the unit, adequate training and initial certification to demonstrate the operator's efficiency. VA Code § [46.2-882](#) establishes procedures for the use of Radar/Lidar which will be adhered to in the department's speed detection program,

## PROCEDURE:

### I. Equipment Specifications

- A. All Radar and Lidar units utilized by the Department must meet or exceed the current standards set by the Division of Purchases and Supply pursuant to VA Code § [2.2-1112](#) or the model standards promulgated by the National Highway Traffic Safety Administration (NHTSA).

### II. Operational Procedures

- A. The Radar/Lidar unit must be properly installed and connected to the appropriate power supply.
- B. The effective range of the particular Radar/Lidar unit must be thoroughly understood by the operator so visual observations can support the speed digital display readings.
- C. The Radar or Lidar operator must choose an observation location that affords safety for pedestrians, the officer, and traffic flow. A safe location is used whenever possible for stopping vehicles.
- D. The operator must properly check the calibration of the Radar/Lidar unit for accuracy in checking speed. The operator must follow, without exception, the manufacturer's recommended specific methods of checking calibration.
- E. Officers utilizing Radar or Lidar complete an accuracy test before and after utilizing the unit.
- F. All operators must be able to establish the following elements for court when Radar/Lidar speed charges are placed:
  1. The time, place, and location of the vehicle that was checked, the identity of the operator, and the speed of the vehicle (also police vehicle speed when utilizing the moving radar mode).
  2. The officer's qualifications and training received in the use of Radar/Lidar.
  3. That the Radar/Lidar unit was functioning and operating properly.
  4. That the Radar/Lidar unit was tested for accuracy prior to use, and after use by the approved method.

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5. The identity of the vehicle tracked and a visual and audio tracking history to establish its approximate speed.
6. The speed limit in the zone in which the officer was operating and where the signs were posted.
7. The identity of the operator of the vehicle tracked.

### III. Proper Care and Maintenance

- A. The Traffic Services Supervisor is responsible for the care and maintenance of Radar/Lidar units, and may assign a Radar/Lidar Coordinator as his designee, who may be replaced on an as-needed basis.
- B. Radar/Lidar operators are accountable for any Radar/Lidar unit assigned to them, to include:
  1. The condition of the Radar/Lidar unit.
  2. The proper functioning of the Radar/Lidar unit.
  3. Accounting for all auxiliary equipment (i.e., tuning forks, remote switches, etc.).
  4. Reporting any malfunctions and requesting any needed repairs.
- C. If a Radar/Lidar unit shows signs of malfunctioning, it must be immediately taken out of service. The operator promptly directs a memo to the Traffic Services Supervisor or his designee to include the make, model, set number and the nature of the problem.
- D. It is the responsibility of the Traffic Services Supervisor or his designee to ensure that arrangements are made to have the Radar/Lidar unit properly serviced.
- E. While the units in use by the Department do not require any programmed maintenance, the tuning forks are recalibrated for accuracy every 6 months. Should the unit's manufacturer dictate any "recall" maintenance, the Radar/Lidar Coordinator is responsible for ensuring that any such recommendation is followed.
- F. The Traffic Services Supervisor or his designee assigns Radar/Lidar units to individual officers in the Traffic Services Section and to the Patrol Services Division for assignment by squad supervisors. Portable units may be signed out by patrol members.

### IV. Maintenance and Calibration Records

- A. The Traffic Services Supervisor or his designee establishes procedures and ensures that:
  1. The Radar/Lidar units receive proper care and upkeep.
  2. All required maintenance and calibration of the radar units are performed.
  3. Adequate record systems (suitable for introduction as evidence in court) are developed and maintained, including appropriate calibration records.
  4. The tuning forks for all units are checked for accuracy and recertified semi-annually.
  5. All police vehicles and motorcycles used to deploy Radar/Lidar units or used to check the calibration of Radar/Lidar units have their speedometers checked for accuracy semi-annually.

### V. Operator Training and Certification

- A. Prior to operating radar, an officer must complete the 40-hour course of instruction on radar operations at the Northern Virginia Criminal Justice Academy or other DCJS approved course / location, and submit his training certificate to the Special Projects Supervisor for inclusion into the Training Files.
- B. Radar trained officers are required to complete any retraining courses required by DCJS, or as otherwise mandated by state code.
- C. Prior to operating Lidar, officers must be trained in its use by a certified Radar/Lidar instructor.

Attachments: "A" Legal References  
"B" NHTSA Devices

Index as: Radar  
Lidar  
Speed Measuring Devices

References: N/A