

EFFECTIVE: 1 October 1996

REVISED: 1 August 2000
1 January 2010
20 June 2011
21 April 2016

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 of

speedometer with speed indicated to 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 selftest fails the unit will be taken out of service and returned to *Stalker Inc.*
- (2) Manual Self Test The Officer will run a selftest 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 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 /LI Tw 0.N(a)-1yC /t Tes

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:

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