

**GENERAL ORDER**  
FAIRFAX COUNTY POLICE DEPARTMENT



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SUBJECT: USE OF SPEED MEASUREMENT DEVICES	NUMBER:	501.3
CANCELS ORDER DATED: 04-01-11	DATE:	1-1-13

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I. POLICY

Speed enforcement is necessary to ensure compliance with posted speed limits. However, it must be accomplished with due regard for the safety of the officer and the public. It is the policy of the Fairfax County Police Department to utilize radar/LIDAR equipment to:

- A. Reduce motor vehicle crashes on roadways at specific locations where the cause of crashes is attributed to excessive speed.
- B. Reduce speeding on roadways identified by citizen complaints and verified through an officer's on-site evaluation.
- C. Reduce speeding on roadways identified through common knowledge, if violations present a hazard.
- D. To conduct evaluations at locations where the posted speed limit may be inappropriate.

II. PROCEDURES

The following procedural guidelines have been established to ensure that traffic radar/LIDAR use shall comply with the *Code of Virginia* §§ 2.2-1112 and 46.2-882, and the standards set forth by the Virginia Law Enforcement Professional Standards Commission.

- A. Station commanders, assistant commanders, and first line supervisors may authorize the use of radar/LIDAR in conjunction with the above policy.
- B. Supervisors shall periodically monitor the operation of radar/LIDAR for the purpose of ensuring compliance with departmental policy.
- C. Radar/LIDAR may be deployed at any location with a legally enforceable posted speed limit; however, station commanders may forbid the operation of radar/LIDAR at specific locations within their district where its operation is impractical or presents a substantial hazard to officers or the public.
- D. Working radar/LIDAR at the foot of a grade shall not be a standard practice. If complaints are received from citizens or if accidents have occurred which

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can be attributed to excessive speed, an on-site inspection shall be conducted by a first line supervisor prior to the use of radar/LIDAR at the foot of a grade.

- E. Traffic radar units shall only be operated by those officers who have successfully completed the Police Department approved Radar Operators Course or equivalent course by another agency as determined by the Criminal Justice Academy. Officers who have not completed an approved course may make radar arrests under the direction of a certified operator. Officers must be in uniform to make an arrest based on a radar reading.
- F. Traffic LIDAR units shall only be operated by those officers who have successfully completed the Fairfax County Police Department approved LIDAR Operators Course or equivalent course by another agency as determined by the Criminal Justice Academy. Officers who have not completed an approved course may make LIDAR arrests under the direction of a certified operator. Officers must be in uniform to make an arrest based on a LIDAR reading.
- G. Station commanders shall ensure that the use of radar/LIDAR is accomplished without any adverse impact on the availability of staffing for minimum patrol needs and services rendered to the community. Under normal circumstances, there will be no more than three officers at the radar/LIDAR site.
- H. Because conditions vary with each roadway and the primary purpose of radar/LIDAR is to cite the more flagrant violator, no motorist should, under normal circumstances, be cited for violations under 10 mph beyond the posted speed limit. Tolerance levels, over and under the minimum, may only be set by the station commander based on circumstances of a specific location.
- I. Radar antennas should be aimed only at target vehicles and not blocked by body parts.
- J. Radar antennas should be mounted outside police vehicles to increase range. If mounted inside, radar antennas should be securely mounted and aimed out the front or rear windshield. Interior mounted radar units must be secured because untethered radar units may become a dangerous missile

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inside the passenger compartment during a crash or emergency vehicle maneuver.

- K. Radar units should be turned off or placed in the "standby" mode when not in use.
- L. Station commanders shall ensure that a "Known Distance" location is identified at their station so operators can comply with LIDAR testing procedures.

III. STATIONARY/LIDAR RADAR ENFORCEMENT

At times, it may be necessary for stationary radar/LIDAR enforcement to be used in an effort to regulate vehicle speed on a specific roadway. Stationary radar/LIDAR enforcement is defined as the process of standing outside the police vehicle and using hand signals to direct the violator to the side of the roadway. Although radar/LIDAR enforcement is necessary to ensure compliance with posted speed limits, it must be accomplished with due regard for the safety of the officer and the public. Officers conducting stationary radar/LIDAR shall use extreme caution when stepping into the roadway to direct violators to the side of the road. The following procedures shall be adhered to when conducting stationary radar/LIDAR enforcement.

- A. Officers shall not conduct stationary radar/LIDAR enforcement without the approval of their first line supervisor.
- B. Officers shall ensure that the location where they are working stationary radar/LIDAR meets the requirements of this general order. Each location where stationary radar/LIDAR is worked must provide adequate sight distance for the operator of any vehicle to observe and safely follow the hand signals of the officer. Stationary radar/LIDAR shall not be worked at the crest of a hill or around a curve, and it must be free of obstacles that could prevent the operator of a vehicle from observing the officer.
- C. Stationary radar/LIDAR enforcement shall not be used on roads with posted speed limits in excess of 35 mph, and shall be limited to roadways with no more than two lanes of travel in the same direction.
- D. Officers shall be in uniform, including hat and traffic safety vests.

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- E. The location where stationary radar/LIDAR enforcement is to be worked shall provide maximum safety for both the approaching motorists and the officer conducting the enforcement. This shall include adequate space to park police vehicles and to allow violators to be pulled out of the traffic flow.
- F. Stationary radar/LIDAR enforcement shall not be conducted during the hours of darkness.

IV. EQUIPMENT

- A. All radar equipment used for enforcement purposes shall be approved by the State Division of Purchases and Supply and shall meet or exceed the DOT/NHTSA Model Minimum Performance Specifications for Police Traffic Radar Devices.
- B. All tuning forks shall be taken to the approved vendor for recalibration checks semiannually. All radar/LIDAR sets will be taken to the current contracted vendor or returned to the manufacturer when in need of service or repair.
- C. Tuning fork calibration certifications shall be forwarded to Court Liaison and filed for officers' use in court presentations.
- D. Only radar/LIDAR units on the IACP's Consumer Product List shall be purchased, as this is a federal regulation and complies with Virginia Code.
- E. LIDAR accuracy shall be checked before and after each shift using one of the calibrated sites located at each district station, Pine Ridge or the Criminal Justice Academy.
- F. The "Known Distances" at each site shall be certified by the County surveyor at six-month intervals. The original certifying document shall be notarized and kept at the Court Liaison Office, with copies distributed to each site and to the Resource Management Bureau.

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V. LEGAL REFERENCE

*Code of Virginia §§ 2.2-1112 and 46.2-882.*

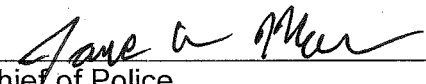
VI. ACCREDITATION STANDARDS REFERENCE

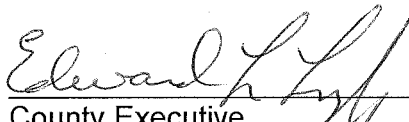
VLEPSC  
OPR.  
07.01  
07.03  
07.04

This General Order becomes effective January 1, 2013 and rescinds all previous rules and regulations pertaining to the subject.

ISSUED BY:

APPROVED BY:

  
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Chief of Police

  
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County Executive