

CPRC

CANADIAN POLICE RESEARCH CENTRE



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CENTRE CANADIEN DE RECHERCHES POLICIÈRES

TM-02-92 ***Evaluation of ST-1000 Safety Lights***

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TECHNICAL MEMORANDUM

Submitted by
Ottawa Police Department

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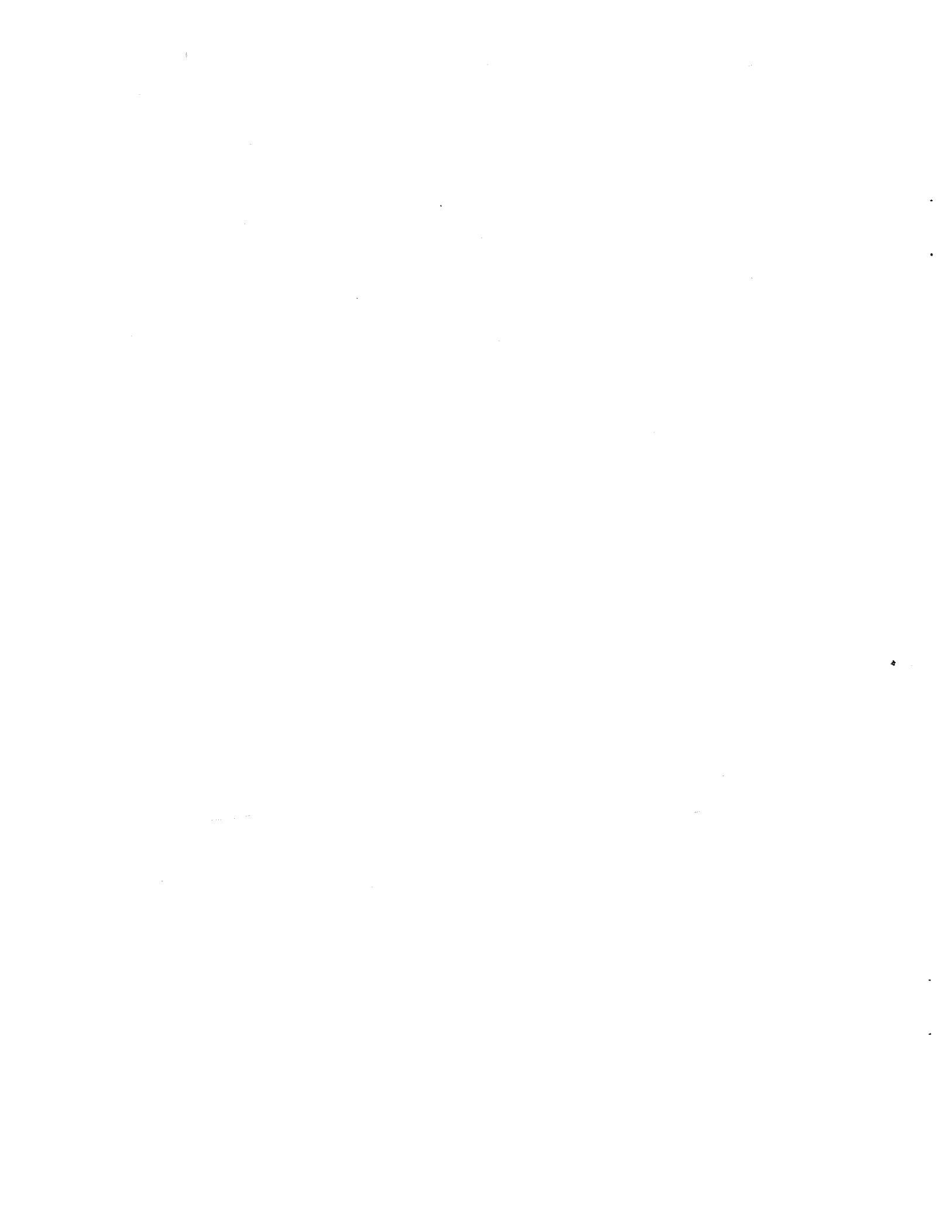
NOTE: Further information
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ST-1000 Safety Light Evaluation

The Ottawa Police have conducted an evaluation of the ST-1000 Safety Lights under normal "field conditions". The devices were assigned to the R.I.D.E. Program. The following is a collective summary of the comments and recommendations of the participating officers and the general public:

- 1) The lights were set out several nights, the first of which resulted in an impaired driver running over one of the lights, damaging it beyond repair.
- 2) The lights are overpowered by the activated roof lights of the police vehicles, therefore rendering the strobe lights ineffective.
- 3) The strobe flashes seemed to act as lures to impaired drivers in that they caught the intoxicated persons attention causing him\her to aim for the light as opposed to recognizing it's purpose.
- 4) The lights were tested during daylight hours also, they did not see them, all they saw were the police vehicles and the police officers themselves.

The officers who tested these units agreed that they were not of benefit with the city atmosphere of street lights, heavy traffic, and generally well lit conditions, however they felt that these units may be effective if deployed in a rural setting.



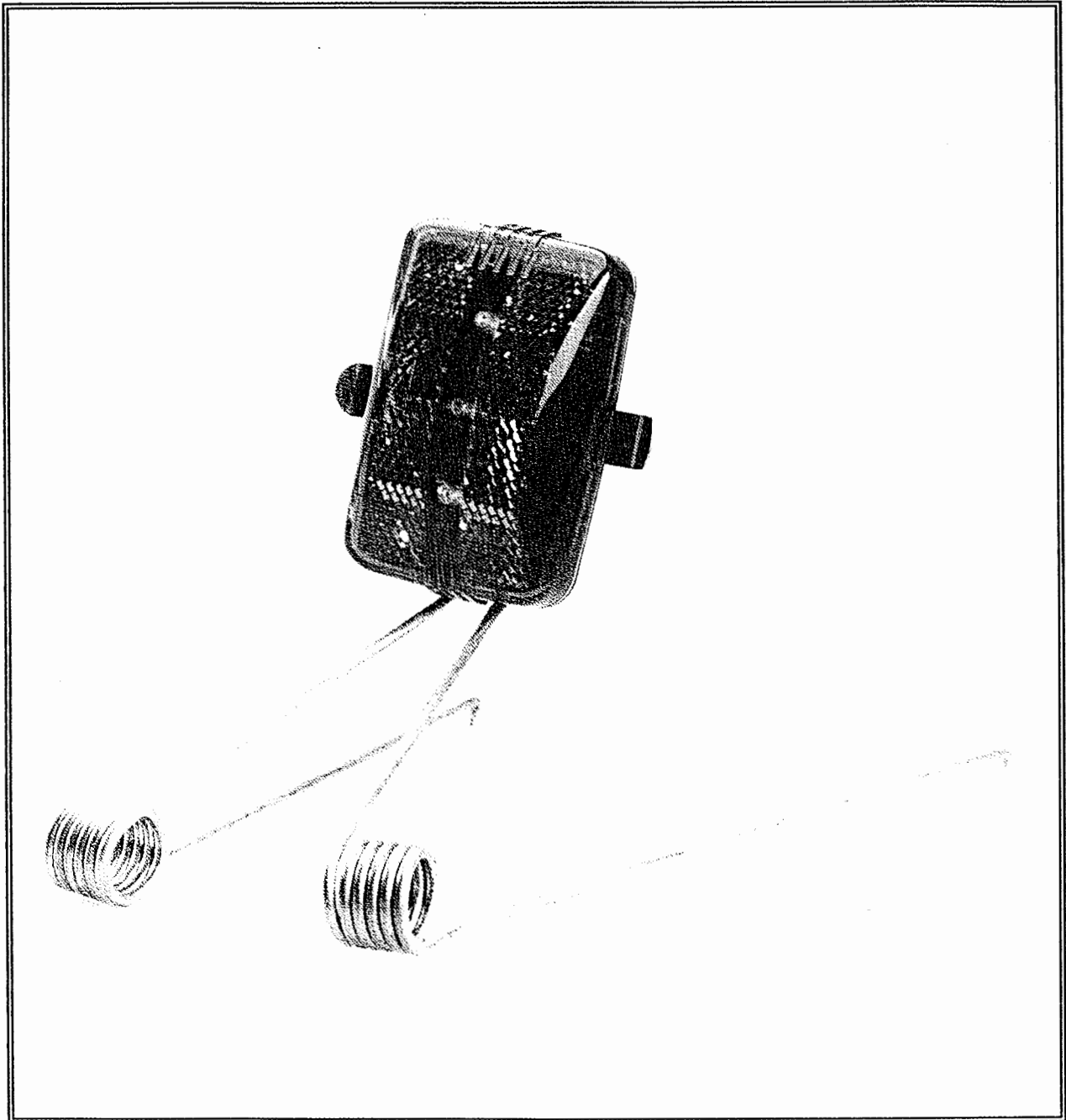


Figure 1 - ST-1000 Safety Light

The ST-1000 safety light can be used in two positions or placements - on the ground or road surface, as indicated above or in a traffic cone (where the two metal prongs are placed in the top the traffic cone and the light is adjusted to face oncoming traffic).

These lights are being sold to the public for their bicycles.

