

IACP TECHNOLOGY CLEARINGHOUSE

Law Enforcement Technology Program Survey

Agency Name: [Painesville Police Department](#)

Technology Program Name: Mobile Data Project

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Agency Size: Total Sworn: 44; Total Civilian 4

Agency Type: Municipal Police

Technology Program Status: Department Wide, Permanent Program

How is data transmitted from the Field to the Station? Wireless

How is data transmitted from the Station to State and Data Collection Authorities?
Paper

Funding: COPS MORE 1998 grant and local funding

Hardware Manufacturers: [Kontron](#) - mobile computers, [Symbol](#) - 802.11 hardware; [Kenwood](#) - RF Data radios; [Padcom](#) - middleware for the radio to computer to station connectivity

Software Manufacturers: [DataForce](#) RMS - field report writing and uploading; [Cerulean](#) - LEADS/NCIC; [Padcom](#) - for connectivity software and radio analog-digital translation

Program Narrative Overview:

The program is a two pronged approach at getting mobile reporting into the cars and also LEADS connectivity. Two different solutions are used and merged. For the LEADS connectivity, a standard 450 radio (Kenwood) optimized for data by Padcom Inc is used, connected to the car PC (Kontron Mobile) via Padcom hardware and software. The LEADS software is Aether (formerly Cerulean). The car computer communicates to the Aether server in the station via the 450 radio. The Padcom hardware and software handle the signal from the radio to the computer and to the Padcom server in the station, which is connected to the Aether LEADS server which is connected of course to the State LEADS. That is a fairly common mobile LEADS setup. For the mobile data and reporting and Spread Spectrum (802.11) radio connection is used, using Symbol cards in the mobile PC and a Symbol access point and antenna at the station. (All the old 802.11 spread spectrum standard) Our records and reporting software vendor DataForce RMS wrote the mobile client for the cars. A synchronization scheme is then used to get the data from the cars to the station data base. The officers can complete all reports in teh cars, from accidents to incidents to tows and statements and etc. Then when then are parking at the station they see their signal meter come up meaning they have connectivity and they upload their work to the server. If they have names and persons information the software stops them and verifies that they have new or are overwriting existing data which may already be on the server for a given person. This keeps the data from being corrupted. They can upload all of a report or as much as they have done of it and finish it when they get into the station. The server assigns the number of the incidents completed in the field so as to keep order in the database with the in-house and mobile. When the officer uploads their reports, the system automatically sends to their car computer all the new names added to master name so that when they are in the field they have a full copy of the master name database at their disposal, including those photos which have been added. We are looking to expand this to records in the field other than just master name.

Additional Concerns:

All such technology projects are difficult and will take more time and expense than planned. Be very wary with your vendors and promises and timelines. There is alot on the horizon with wireless data, but waiting only begets more waiting. Keep an eye on the future, but proceed. Get good technological advice. Rarely will that exist inside an agency. A shrewd veteran consultant will save you way more money and time than he or she will cost you. Beware of those vendors and consultants who are entirely from the business world. Law Enforcement is a strange animal and while alot is in common with the business world, they think of property in terms of stock and inventory and etc., and rarely get the concept of things like chain of custody and evidence and midnight shift patrol and etc. Deal with Law Enforcement vendors.

We at Painesville have had a long running award-winning project and if we can be of advice to you and your agency please give us a call. Our two technical people are myself, the author of this, and Patrolman Dave Simmons.

Updated: 11/8/02