Colorado Springs Police Department
General Order

1330 Speed Monitoring Awareness Radar Trailer (SMART)

Section 1300 – Traffic Functions

Effective Date: 1/10/2022
Supersedes Date: 5/13/2009

.01 Purpose

The purpose of this directive is to establish the policy and operational procedures for deployment of the Speed Monitoring Awareness Radar Trailer (SMART) system.

.02 Cross-Reference

DL-1501-05 Radar/Lidar Unit Use

.03 Discussion

The trailers are intended for deployment at locations within the city such as neighborhoods, school zones, construction sites, and dangerous roads where help is desired to gain speed compliance by reminding motorists they are driving too fast.

.04 Policy

The SMART speed trailer unit is used to gain voluntary compliance from motor vehicle operators with speed limits in order to maintain safe, legal speeds through selected areas of the city. The SMART trailer will be maintained in a state of operational readiness and used to improve traffic safety within Colorado Springs.

.05 Definitions

Speed Monitoring Awareness Radar Trailer (SMART) System: A portable self-contained speed display unit which is used to educate the public and to be used as a community relations' tool.

.10 Neighborhood Traffic Complaint Form

Any member of the CSPD may complete a Neighborhood Traffic Complaint Form upon the receipt of an expressed complaint or concerns about traffic speeding violations at specific locations. The

member completing a Neighborhood Traffic Complaint Form will send it to the appropriate traffic enforcement personnel at the affected patrol division.

.20 Authorization and Placement

Each geographical patrol division has a Speed Monitoring Awareness Radar Trailer (SMART).

Requests for the trailer will be made to the appropriate division crime prevention officer:

Arrangements for the use and placement of the SMART system will be made in consideration of traffic safety, input from citizens, traffic safety complaints, and recommendations from CSPD personnel.

.30 Deployment, Training, and Set-up

The following guidelines are established to assist in the deployment of the SMART system:

- The city vehicle designated to tow the SMART system must have the proper hitch and wiring assembly prior to moving the trailer on the roadway.
- A log will be maintained by each division to track the date, time, and location of each deployment.
- Training should be provided to those deploying the trailer by a police department member familiar with the proper set-up and takedown procedures.
- The proper set-up and takedown procedures described in the SMART Operator's Manual shall be followed.
- The appropriate security devices, axle lock, and removable tongue (if applicable) will be utilized when the trailer is deployed.
- The appropriate speed limit sign on the trailer will correspond with the posted speed limit on the street on which the trailer is placed. Should an orange advisory speed sign be present in the area of the trailer, the trailer speed limit sign will comply with the posted regulatory white sign. If the street is not posted with a speed limit sign, the trailer speed limit sign will comply with the city ordinance for "Unposted Speed Limits" - 25 MPH.
- The trailer will be deployed in a manner to minimize any obstructions to the normal traffic flow or pedestrian right of way. Traffic cones should be deployed when appropriate for safety measures or to provide the necessary room for the tow vehicle when it returns to retrieve the trailer.

- The trailer will be maintained in a functioning, clean, and presentable manner when deployed.

.40 Community Awareness and Traffic Safety Improvement

When the trailer is deployed in a residential neighborhood, contact should be made with nearby residents to let them know the purpose of the trailer being placed there and to inform them of the proper contact within the department should there be any problems or issues with the trailer.

The statistical printout generated can be shared with residents and traffic engineering to help provide a better understanding of the extent of the speeding problem and possible engineering improvements. The information can also help direct enforcement activities at selected locations considering temporal factors including the time of day and days(s) of the week.