

IN THE SUPREME COURT
STATE OF FLORIDA

CASE No. SC16-1976

LUIS TORRES JIMENEZ,

Petitioner,

v.

STATE OF FLORIDA, by and through the CITY OF AVENTURA,

Respondent.

APPENDIX TO CITY OF AVENTURA'S
ANSWER BRIEF ON MERITS

ON DISCRETIONARY REVIEW FROM A DECISION OF THE
THIRD DISTRICT COURT OF APPEAL

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Counsel for City of Aventura

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A. Red Light Camera Summary Reports.

B. Federal Guidelines for Red Light Camera Programs.

Respectfully submitted,

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By: /s/ Edward G. Guedes
Edward G. Guedes

CERTIFICATE OF SERVICE

I certify that a copy of this appendix to answer brief on the merits was served via E-Portal on August 28, 2017, on Amit Agarwal, Solicitor General (amit.agarwal@myfloridalegal.com) and Rachey Nordby, Deputy Solicitor

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/s/ Edward G. Guedes

Edward G. Guedes

CERTIFICATE OF COMPLIANCE

I hereby certify that this brief was prepared in Times New Roman, 14-point font, in compliance with Rule 9.210(a)(2) of the Florida Rules of Appellate Procedure.

/s/ Edward G. Guedes

Edward G. Guedes

APPENDIX

“A”

**DEPARTMENT OF HIGHWAY
SAFETY AND MOTOR VEHICLES**

**RED LIGHT
CAMERA
SUMMARY REPORT**



December 17, 2013

(Revised January 8, 2014)

INTRODUCTION

Section 316.0083(4)(b), Florida Statutes, directs the Department of Highway Safety and Motor Vehicles to provide a summary report on the use of traffic infraction enforcement detectors (red light cameras).

METHODOLOGY

The Department created an on-line survey to gather data for this report from local agencies responsible for the administration of red light camera programs. The survey consisted of 11 multiple choice and 17 free form questions related to activities from July 1, 2012 through June 30, 2013.

The Department contacted 79 counties and municipalities (jurisdictions) with active red light camera programs. These jurisdictions were identified from uniform traffic citation data and red light camera monies remitted to the Department of Revenue. In addition, the Florida Sheriff's Association, the Florida Police Chiefs Association and red light camera vendors distributed the survey information to their members.

The information requested specific to red light camera implementation and program operations included:

- Number of approaches to intersections utilizing red light cameras
- Number of Notices of Violation issued
- Number of Notices of Violation contested
- Number of Notices of Violation dismissed after contested
- Percentage of Notices of Violation issued to a single license plate
- Rating factors used to select red light camera locations
- Comparison of intersection data before and after red light camera installation for:
 - Total crashes
 - Side-impact crashes
 - Rear-end crashes
- Personnel responsible for Notices of Violation
- Personnel responsible for reviewing Notices of Violation contested
- Personnel responsible for issuing Uniform Traffic Citations
- Policies regarding enforcement of red light violations while making right-hand-turns
- Definition of "careful and prudent manner"
- Camera footage usage to investigate other crimes
- Consideration of repealing the red light camera ordinance

DISCUSSION

In total, 75 agencies (respondents) responded to the online survey in accordance with reporting requirements set forth in Florida Statutes. Representatives of Campbellton, Florida City, Hialeah Gardens, and Opa-Locka were contacted but did not complete the survey. Last year, 73 agencies responded to the survey.

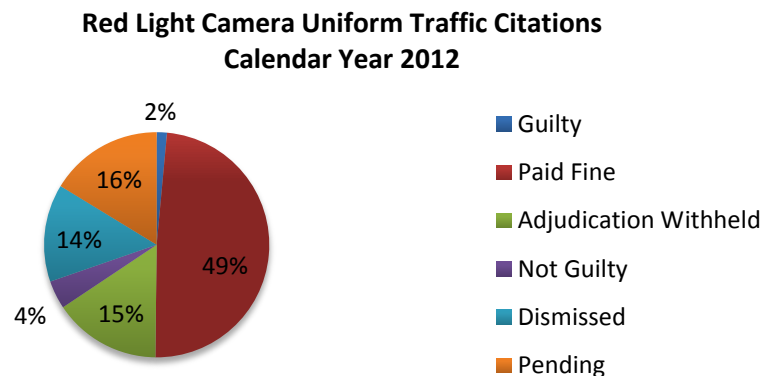
As of June 30, 2013, red light cameras were installed at 922 approaches to intersections.

Notices of Violation and Uniform Traffic Citations

One-third of offenders fail to pay the traffic fine timely

During the reporting period, 1,094,106 Notices of Violation were issued, with 36,063 (three percent) contested by the vehicle owner. Upon review, 24,285 (67 percent) of the violations contested were dismissed by the issuing agency. Five percent of the Notices of Violation were issued to repeat offenders.

In calendar year 2012, 342,308 uniform traffic citations were issued to owners who failed to pay the red light camera fine or contest the Notice of Violation within 60 days. Interestingly, although one-third of the total drivers cited fail to pay the fine timely, almost half of these drivers pay the fine once a uniform traffic citation is issued. It is important to note that court costs and fees are assessed on top of the base \$158 fine when the citation is paid.



By comparison, Florida law enforcement officers issued 72,465 citations to drivers who ran red lights in calendar year 2012.

Intersection Selection

The respondents were asked to rate the factors used in selecting an intersection for red light camera installation from most to least important. The most important factor is traffic crash data (61 percent), with law enforcement officer observations as the second most important factor (32 percent). Video survey of violations was the least important factor of the five choices provided in the survey. In addition to the choices provided, the counties and municipalities responded that they consider overall traffic volume.

*25% reported
that crash data
is not available*

Effect on Safety

Survey respondents were asked to indicate if crashes at intersections with red light cameras had increased, decreased or remained the same. Although section 316.0083, Florida Statutes, requires jurisdictions to report the details of the results of using red light cameras to the Department annually, one-fourth of respondents indicated that crash data at these intersections is unavailable. Further, 31 of the 75 agencies reported no data specific to side-impact and rear-end crashes.

**Number of Respondents Reporting Crash Trends at Red Light Camera Intersections
Fiscal Year 2012-13**

	Total Crashes	Side-Impact	Rear-End
Increased	17	7	14
Decreased	33	27	19
Remained the same	6	10	11
Total Respondents	56	44	44

Florida law requires law enforcement agencies to submit traffic crash reports to the Department, from which the data is extracted and stored in a database. The Department used the crash database to analyze crashes at all traffic control signal intersections for the surveyed jurisdictions. At this time, the Department cannot isolate crash data from the Department's crash database for specific red light camera intersections. The chart below reflects the change in traffic control signal intersection crashes jurisdiction-wide (i.e., at all traffic control signal intersections within the applicable county or municipality) from 2011 to 2012, based on data from the Department's crash report repository. The chart above reflects self-reported trends.

Some areas experienced significant increases in crashes. For example, law enforcement agencies serving the city of Jacksonville reported 1,653 total crashes at traffic control signal intersections in 2011 and 2,887 in 2012, for an overall increase of 75 percent. Side impact crashes increased 81 percent and rear-end collisions increased 85 percent. All of the jurisdictions showing a decrease in crashes had fewer than 600 crashes a year. Statewide, crashes at traffic control signal intersections increased 21 percent from 2011 to 2012.

Although most jurisdictions reported a decrease in crashes at intersections with red light cameras, the crash data maintained by the Department indicates that crashes at traffic control signal intersections typically increased, both statewide and in the surveyed jurisdictions.

**Number of Jurisdictions – Change from Calendar Year 2011 to 2012
Traffic Control Signal Intersection Crashes Jurisdiction-wide**

	Total Crashes	Side-Impact	Rear-End
Increased	47	40	47
Decreased	12	20	13
Remained the same	10	9	9
Total Respondents	69	69	69

Source: DHSMV Crash Database. Note: we could not definitely match respondents to crash data agencies in some cases, accounting for the difference between 69 agencies and the total 75 respondents.

Agencies surveyed were also asked to provide information regarding additional improvements in traffic safety stemming from the implementation of red light cameras. The most common improvements cited were:

- reductions in drivers running red lights at intersections using cameras;
- driver and public awareness; and
- an increase in cautious driving, jurisdiction-wide.

Some jurisdictions have made improvements to lighting, traffic sign visibility, striping, and engineering as a result of their red light camera programs.

Personnel

Jurisdictions were asked to provide a breakdown of all personnel involved in issuing Notices of Violation, reviewing contested Notices of Violation, and issuing uniform traffic citations. Sworn officers, non-sworn government employees, and contractors may be involved in different steps of the same process.

Personnel	Notice of Violation		Uniform Traffic Citation
	Issuing	Reviewing	Issuing
Sworn Police Officer/Deputy	85%	79%	84%
Non-Sworn Government Employee	41%	44%	40%
Other	3%	12%	12%

Right-Turn on Red

Pursuant to section 316.0083, Florida Statutes,

*44 of 75 respondents
issue Notices of
Violation for right-
hand turns*

“A notice of violation and a traffic citation may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a careful and prudent manner at an intersection where right-hand turns are permissible.”

Of the 75 survey respondents, 44 (59 percent) indicated that they issue Notices of Violation for right turns. However, only 15 agencies have policies

defining ‘careful and prudent’. Definitions range from mirroring the Careless Driving law, section 316.1925, Florida Statutes, to drivers proceeding in a careful manner, not violating the right of way of other vehicles or pedestrian traffic. Section 316.1925, Florida Statutes, uses the term ‘careful and prudent manner’ to define careless driving, but further includes “*regard for width, grade, curves, corners, traffic and all other attendant circumstances, so as not to endanger the life, limb, or property of any person.*”

In 2013, the Legislature attempted to clarify its intent by further modifying section 316.0083, Florida Statutes, to state:

“A notice of violation and uniform traffic citation may not be issued under this section if the driver of the vehicle came to a complete stop after crossing the stop line and before turning right if permissible at a red light, but failed to stop before crossing over the stop line or other point at which a stop is required.”

This change was effective July 1, 2013 and is not reflected in the responses mentioned above.

88% use red light cameras to investigate other crimes

Other Use of Red Light Camera Images

Of the 75 survey respondents, 66 (88 percent) reported that they use their red light cameras to investigate other crimes, such as aid in traffic crash investigations, thefts, robbery, shootings and tracking stolen vehicles. Florida law does not address the use of red light camera images for other purposes, nor does it exclude red light camera images from public record. Additionally, Florida law does not specify how long images may be retained.

Consideration for Ordinance Repeal

Ten of the survey respondents indicated that their jurisdictions have considered repealing their ordinance.

Although Hialeah Gardens did not complete the survey, the agency did state that all red light cameras in its jurisdiction were removed in the spring of 2013.

CONCLUSIONS

- At least one-fourth of the agencies are not tracking crash data at red light camera intersections and an additional 15 percent that do track overall crash data are not collecting data related to specific collision types (side impact, front to rear impact, etc.).
- Although most agencies reported a decrease in crashes at intersections with red light cameras, the crash data maintained by the Department indicates that crashes at traffic control signal intersections typically increased, both statewide and in the surveyed jurisdictions.

- Section 316.0083, Florida Statutes, states that “a notice of violation and a traffic citation may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a careful and prudent manner at an intersection where right-hand turns are permissible.” Of the 75 agencies that submitted data, 44 actively issue Notices of Violation and citations for right-hand turns on red signals. However, only 15 agencies reported having a policy defining “a careful and prudent manner.”
- Florida law does not require counties and municipalities to report to the Department or any other state agency when red light cameras are installed or removed, or at which intersections they are installed.
- Some agencies indicated that traffic volume at an intersection is a primary factor in the decision to install a red light camera.
- Florida law does not prohibit the use of red light camera data for other purposes, exclude it from public record, or establish retention periods.

**DEPARTMENT OF HIGHWAY SAFETY
AND MOTOR VEHICLES**

**Red-Light Camera
Summary Report**

FY 2013–2014



December 31, 2014

Introduction

Section 316.0083(4)(b), Florida Statutes, directs the Department of Highway Safety and Motor Vehicles (DHSMV) to provide a summary report on the use and operation of traffic infraction detectors (“red-light cameras”) in Florida.

Section 316.0083, Florida Statutes, describes the processes for violations of traffic infraction detectors. A traffic infraction enforcement officer issues a Notice of Violation to the violator within 30 days of a violation. The violator may pay the notice or contest the violation through an appeals process within 60 days of the date of the Notice of Violation. If the violator fails to pay or appeal the notice, a traffic infraction enforcement officer issues a Uniform Traffic Citation to the violator, with a copy to the Clerk of Court for adjudication.

Methodology

DHSMV created an online survey to gather information and data from local agencies responsible for the administration of red-light-camera programs during Fiscal Year (FY) 2013–2014. The twenty-seven question survey was designed to collect information such as, camera locations, Notices of Violation, crash statistics, procedural information, etc., and covered activity that occurred from July 1, 2013 to June 30, 2014.

The surveys were directly distributed to all counties and municipalities (jurisdictions) that had remitted red-light camera monies to the Department of Revenue during the reporting period, along with those identified from Uniform Traffic Citation data. In addition, the Florida Sheriffs Association and the Florida Police Chiefs Association distributed the survey to their members.

The deadline for survey responses was October 1, 2014. Any actions that jurisdictions may have taken related to their program subsequent to that date would not be reflected in this report.

See Appendices A and B—Actual Responses to Survey Questions by Jurisdiction.

Discussion

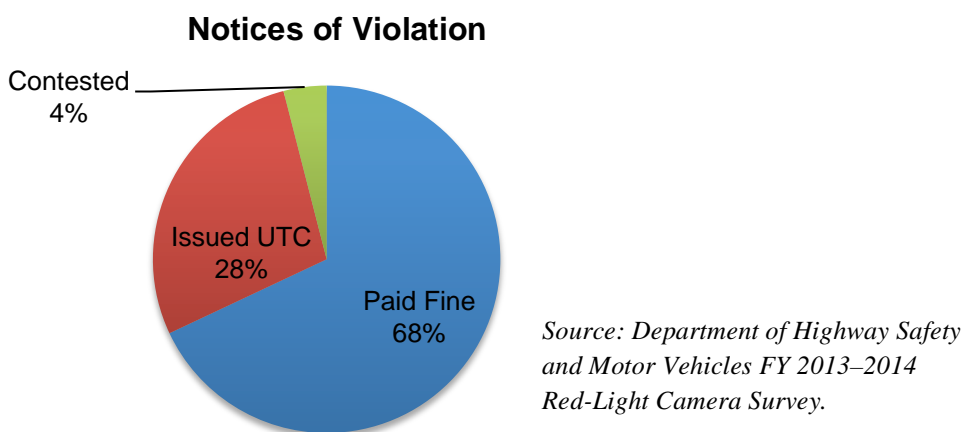
In total, 68 jurisdictions completed the online survey in accordance with reporting requirements set forth in 316.0083(4)(a), Florida Statutes.

The cities of Campbellton, Florida City, and Lakeland were contacted but did not respond. Seven other jurisdictions (Collier County, El Portal, Hallandale Beach, Hialeah Gardens, North Bay Village, Palm Springs, and Pembroke Pines) indicated that they did not complete the survey because their cameras had been removed or their program had been terminated prior to the survey’s reporting period.

Notices of Violation and Uniform Traffic Citations

According to survey respondents, during this reporting period a total of 940,814 Notices of Violation were issued. The majority of these Notices of Violation, 647,991 (68%), were paid within the allotted time period. For 28% of the Notices of Violation, the customer did not respond and a Uniform Traffic Citation was issued. The remaining 37,236 (4%) were contested.

Of the contested violations, 19,066 (51%) were dismissed, 12,190 (33%) were upheld, and 5,980 (16%) were pending. The number of contested Notices of Violation was similar to the prior year (3%), yet the number of contested notices dismissed by the issuing agency dropped 16% from last year.



By comparison, Florida law enforcement officers issued 62,328 in-person citations to drivers who ran red lights in calendar year 2013. The number of in-person citations issued by law enforcement officers has recently been declining. In 2011, 88,676 citations were issued and 72,465 citations were issued in 2012 —marking a 26,348 (30%) reduction in just two years.

Intersection Selection

Respondents were asked to rank the importance of various factors when selecting intersections for red-light camera installation. According the survey, the top contributing factors were traffic crash data, law enforcement officer observation, and traffic citation data. Additional responses included: engineering and infrastructure; pedestrian and bike safety; and crash, injury, and fatality statistics.

Metrics Used to Identify Success/Failure of Camera Locations

Reductions in violations and crashes were the most common metrics used to determine whether to move or remove cameras. Some jurisdictions indicated that driver awareness and citizens' comments were also considered.

Personnel

Jurisdictions were asked about the personnel who review camera images to determine whether a notice should be issued, review contested notices, and issue citations. Answers identified whether sworn officers, non-sworn government employees, non-sworn contractor employees, or other persons were involved in these processes related to red-light camera programs.

Personnel	Notice of Violation		Uniform Traffic Citation
	Reviewing Camera Images	Reviewing Contested NOVs	Issuing
Law Enforcement Officer	82%	69%	74%
Non-sworn Government Employee	34%	35%	41%
Non-sworn Contractor Employee	15%	13%	
Other	6%	15%	26%

Columns do not add up to 100% because respondents were able to select multiple options.

Of the 18 jurisdictions that selected “Other” for issuance of Uniform Traffic Citations, 13 indicated that their red-light camera vendor issued citations. The remaining 5 jurisdictions responded: “non-sworn law enforcement”; “Clerk of Court”; “auto generated by the system for non-payment”; “non-sworn contract employee”; and “system will automatically issue Uniform Traffic Citation if violation notice is not addressed.”

Right Turns on Red Lights

Pursuant to section 316.0083, Florida Statutes:

“A Notice of Violation and a traffic citation may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a careful and prudent manner at an intersection where right-hand turns are permissible.”

“A Notice of Violation and Uniform Traffic Citation may not be issued under this section if the driver of the vehicle came to a complete stop after crossing the stop line and before turning right if permissible at a red light, but failed to stop before crossing over the stop line or other point at which a stop is required.”

Of the 68 survey respondents, 46 (68%) indicated that they issue Notices of Violation for right turns on red lights and provided the policy or guidelines they use to issue these notices. Thirteen of these 46 jurisdictions do not include a definition of “careful and prudent manner” in their policy or guidelines. The remaining 22 (32%) survey respondents indicated that they did not issue Notices of Violation for right turns on red lights.

Other Use of Red-light Camera Images

Of the 68 survey respondents, 94% reported that they use their red-light cameras to investigate other crimes. Florida law does not address the use of red-light camera images for other purposes, nor are red-light camera images specifically addressed in public records laws.

Examples of other crimes include: robbery, burglary, DUI, hit-and-run crashes, police pursuits, homicide, shooting vehicles, general public investigations, auto theft, retail theft, bank robberies, missing persons, and domestic violence.

Consideration of Ordinance Repeal

Twelve survey respondents indicated that their jurisdictions have considered repealing their red-light camera ordinance. Only one of the twelve had terminated their program since July 1, 2013, and one other jurisdiction stated that their program was under review.

Actions Taken to Improve Safety Measures

Survey respondents were asked to describe what actions they have taken to improve safety measures at red-light camera intersections. Thirty-six jurisdictions indicated that they have taken some form of action as a result of their red-light camera program. These actions include infrastructure improvements (e.g., installation of medians, increased signage, tree trimming, repaved intersection, re-striping, “yield to pedestrian” signs), as well as public education and awareness campaigns (e.g., message boards to advise motorists of video enforcement, program materials on city websites).

Conclusion

Of the jurisdictions contacted, 68 reported use of red-light cameras during the FY 2013–14. Three jurisdictions did not respond to the survey and seven jurisdictions reported that they discontinued their traffic infraction detection program and removed their cameras prior to July 1, 2013.

Survey respondents indicated that they issued 940,814 Notices of Violation, and ranked traffic crash data, law enforcement observation, and traffic citation data as the primary factors used in determining camera placement. Additionally, 64 of the 68 respondents used red-light cameras to investigate other crimes, including robbery, DUI, and hit-and-run crashes.

Half of the respondents have implemented additional safety measures—such as infrastructure improvements and public awareness campaigns—in conjunction with their traffic infraction detection program.

*Survey results were compiled by the Office of Performance Management,
Florida Department of Highway Safety and Motor Vehicles.*

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What Department within your agency oversees the red light camera program?	Provide the contact information of the person completing this survey.	Please fill out information regarding Notices of Violation issued in your Jurisdiction between July 1, 2013 and June 30, 2014.						Percent of distinct vehicle owners issued multiple Notices of Violation for different incidents:
			# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# Issued as UTC	Total #	
Orange County	Public Works-Traffic Engineering	Krista Barber, OC Traffic Engineering, krista.barber@ocfl.net, 407-836-7892	13589	26	327	83	6703	20765	One Paid Notice 96.4% Two Paid Notices 3.2% Three or More Paid Notices 0.4%
CITY OF HOLLYWOOD	POLICE	SGT. MICHAEL WHITING, POLICE DEPARTMENT, MWHITING@HOLLYWOODFL.ORG, 954-967-4382	17444	0	10	285	9247	44430	"Hollywood, FL Red-Light Safety Camera Program Recidivism Rate" One Paid Notice 95.38% 23503 Two Paid Notices 4.20% 1034 Three or More Paid Notices 0.42% 104 4.62%
City Of Daytona Beach	Traffic Division	Gary Sault, Daytona Beach Police Department, saultgary@dbpd.us, 386-671-5530	10781	475	292	156	2965	15696	.068%
City of Edgewood	Department of Traffic Enforcement	Stacey Salemi, Edgewood Police Department, ssalemi@edgewood-fl.gov, 407-851-2820	4686	2	8	26	1401	6565	7.32%
City of Palatka	Traffic Division	James Griffith, Palatka Police Department, jgriffith@palatka-fl.gov, 386 329-0115	3874	11	178	105	1409	5577	7.0 Percent
DUNNELLON	DUNNELLON POLICE DEPARTMENT	JOANNE M BLACK, DUNNELLON POLICE DEPARTMENT, JBLACK@DUNNELLONPD.ORG, 352-465-8510	0	0	0	0	0	0	We do not have access to this data system any longer. Our cameras were taken down in August of 2013
Coral Springs	Coral Springs Police, Traffic Unit	Sgt. Brett Coleman, Coral Springs PD, bcoleman@coralsprings.org, 954-346-1799	2326	0	0	15	906	3247	2.3 %
City of Winter Park, FL.	Special Operations	Sgt. Bruce Robinson, Winter Park PD, brobinson@cityofwinterpark.org, 407-599-3510	12037	10	29	64	2444	16021	5
City of West Palm Beach	West Palm Beach Police Department	Chris Robinson, Palm Beach Police Department, CRobinson@WPB.Org, 561-822-1636	27225	1	8	140	9774	37148	1.6%
City of Orlando	Code Enforcement	Kory Keith, City of Orlando, kory.keith@cityoforlando.net, 407.246.3479	17896	31	12	99	7024	25062	One Paid Notice 97.5% Two Paid Notices 2.3% Three or More Paid Notices 0.2%
City of Bradenton	Traffic Unit	Sgt. William E. Weldon, Bradenton Police Dept, william.weldon@cityofbradenton.com, 941-932-9318	6291	0	0	0	1986	6722	Less than 1 percent
Miami Beach Police Department	Traffic Unit	Abby Jenkins, Xerox State & Local Solutions, abby.jenkins@xerox.com, 910-263-1524	12971	196	11	22	18	13363	8.55%
City of New Port Richey	Police Department	Kim Bogart, New Port Richey Police Department, Bogartk@cityofnewportrichy.org, 727-841-4550	7777	1	10	93	2053	10526	3.9

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What Department within your agency oversees the red light camera program?	Provide the contact information of the person completing this survey.	Please fill out information regarding Notices of Violation issued in your Jurisdiction between July 1, 2013 and June 30, 2014.						Percent of distinct vehicle owners issued multiple Notices of Violation for different incidents:
			# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# Issued as UTC	Total #	
City of Oldsmar, Florida	City Clerk/Finance/Public Works	Alan S. Braithwaite, City of Oldsmar, Florida, abraithwaite@myoldsmar.com, 813-749-1107	2570	0	4	35	597	3206	2.1
Manatee County Government	Building & Development Services	Tammy Boggs, Manatee County Building & Development Services, tammy.boggs@mymanatee.org, 941-748-4501 x3817	19528	2000	3000	4000	6120	34648	6.61%
Tampa	Special Support Divison	Corporal Paul Smalley, Tampa Police Department, paul.smalley@tampagov.net, 813-348-2035	30368	4	162	444	12836	43814	6.2%
Fort Lauderdale	Police Department	Gary Martin, Fort Lauderdale PD, garyma1280@yahoo.com, 9548286016	17438	3	33	172	5653	23299	Two Paid Notices 3.9% Three or More Paid Notices 0.5%
City of South Pasadena	Public Safety and Administration	Carley Lewis, of South Pasadena, clewis@mysouthpasadena.com, 727-347-4171	5417	0	3	67	1482	6969	4.5%
City of Brooksville, County of Hernando	Brooksville Police Department	Captain Richard Hankins, Brooksville Police Department, rhankins@cityofbrooksville.us, 352-540-3800	7027	2	39	225	3135	11954	1 Violation - 81% / 2 Violations - 12.9% / 3 Violations - 3.8% / 4 Violations - 1.1% / 5 Violation - .4% / 6 Violations - .2% / 7 Violations - .1% / 8 Violations - .1% / 9 Violations - .2% / 10 Violations - .1% and 15 Violations - .1%
City of Miami Springs	Police Department	Sergeant Jimmy Deal, Miami Springs Police Department, jdeal@mspd.us, (305) 888-5286	5789	0	12	100	2121	8328	12%
TAMARAC	DEPARTMENT OF LAW ENFORCEMENT - BROWARD SHERIFF'S OFFICE	MARTY CHASTAIN, BROWARD SHERIFF'S OFFICE - TAMARAC DISTRICT, Marty_Chastain@sheriff.org, 954-720-2225	4096	0	4	41	1600	5741	2.4%
City of Gulf Breeze	Police Department	Robert Randle, Gulf Breeze Police Department, rrandle@gulfbreezefl.gov, 850-934-5121	4616	1	1	13	884	4686	1.9%
Santa Rosa	Patrol	Anthony Tindell, Milton Police, Tindellam@flcjn.net, 8509835424	1754	0	0	15	490	2259	UNK
Palm Bay	Police Department	Kwabena Oforu, City of Palm Bay, Public Works Dept., ofosuk@palmbayflorida.org, 321-953-8996	840	0	51	0	333	0	1.9%

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What Department within your agency oversees the red light camera program?	Provide the contact information of the person completing this survey.	Please fill out information regarding Notices of Violation issued in your Jurisdiction between July 1, 2013 and June 30, 2014.						Percent of distinct vehicle owners issued multiple Notices of Violation for different incidents:
			# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# Issued as UTC	Total #	
Sarasota	Police	Bryan Graham, Police Department, bryan.graham@sarasotagov.com, 941 954-7022	16943	3	2	137	4470	21555	One Paid Notice 94.4% 18569 Two Paid Notices 4.9% 967 Three or More Paid Notices 0.6% 126
City of Homestead	Special Patrol Division	Sgt. Thomas Surman, Homestead Police Department, tsurman@homesteadpolice.com, 305-224-5411	5395	5	7	106	2899	8412	One Paid Notice 94.0% 7925 Two Paid Notices 5.4% 452 Three or More Paid Notices 0.7% 56
Orange Park	Orange Park Police Department	Gary Goble, Orange Park Police Dept, ggoble@orangeparkpolice.com, 904-278-3006	6246	3	9	48	2360	8666	3.8
City of Cocoa Beach	Police Department	Jeff Taylor, Police Dept., jtaylor@cityofcocoabeach.com, 321-868-3251	6084	0	10	127	1598	7819	4.9
Town of Kenneth City	Kenneth City Police Department	Sergeant Thomas R. Goldberg, Kenneth City Police Dept., sgtgoldberg@kennethcityfl.org, 727-498-8942 Ext 903	3796	1	5	55	1427	5284	5.0%
City of Tallahassee	Public Works Department	Allen Secreast, City of Tallahassee, allen.secreast@talgov.com, (850) 891-8273	6722	0	5	41	2545	9313	Unknown
City of Clearwater	Special Operations/Traffic	Sergeant Michael Walek, Clearwater Police Department, michael.walek@myclearwater.com, 727-562-4162	4372	3	2	47	1331	5755	2.4%
City of Margate	Traffic	CSA Erin Pope, City of Margate, EPope@margatefl.com, 7542209876	5468	35	36	47	2689	8275	2.6
City of Boynton Beach	Traffic Unit - Boynton Beach Police Dept	Anthony Verrigni, Of Boynton Beach, verrignia@bbfl.us, 1-561-742-6820	12878	905	45	129	4200	18157	6.3% OR 862
CITY OF MIAMI	CAPITAL IMPROVEMENTS PROGRAM	OFC. MICHAEL VEGA, CITY OF MIAMI POLICE DEPT, MICHAEL.VEGA@MIAMI-POLICE.ORG, 305-603-6710	68690	13	188	575	29407	98873	TWO OR MORE 1.3% TWO PAID NOTICES 7.4%
Hillsborough County	Patrol Services	Cpl. Michael Kuettnr, Hillsborough County Sheriff's Office, mkuettne@hcsotampa.fl.us, (813)247-0985	12210	1	9	98	4262	16580	2.6%
City of Palm Coast	Code Enforcment Division	Barbara Grossman, City of Palm Palm Coast, bgrossman@palmcoastgov.com, 3869864739	4948	0	72	146	3585	8751	Two Paid Notices 8.8% Three Or More Paid Notices 2.4%

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What Department within your agency oversees the red light camera program?	Provide the contact information of the person completing this survey.	Please fill out information regarding Notices of Violation issued in your Jurisdiction between July 1, 2013 and June 30, 2014.						Percent of distinct vehicle owners issued multiple Notices of Violation for different incidents:
			# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# Issued as UTC	Total #	
Town of Juno Beach	Police	James Kos, Beach Police Department, jkos@junobeachpd.com, 561-626-2100	3239	1	9	55	1033	4337	1 NOTICE - 96.5% 2 NOTICES - 3.0% 3 OR MORE NOTICES - 0.5%
Apopka	Police	Charles W. Vavrek, City of Apopka, rfernandez@apopka.net, 407-703-1771	15808	55	10	208	5170	21251	Approx. 2%
City of West Park	Public Works	John Wilson, City of West Park, jwilson@cityofwestpark.org, 954 931-2149	1103	6	0	35	750	1990	1.9%
City of Groveland	Police	Lt. Scott Penvose, City of Groveland, scott.penvose@groveland-fl.gov, 352-429-4166	1843	16	4	12	7	1882	unavailable
Maitland	Operations Division	Dawn D'Ambrosio, Maitland Police Dept, ddambrosio@maitlandpd.org, 407-875-2810	10628	0	42	30	2704	14621	Not tracked
Cutler Bay	Community Development	Matthew Helman, Town of Cutler Bay, mhelman@cutlerbay-fl.gov, 305-234-4262	2243	36	49	82	1075	3485	2
City of Clewiston	Clewiston Police Department	Lt. Chad Pelham, Clewiston Police Department, pelhamc@flcjn.net, 863-983-1474	1946	8	16	2	450	1466	1.7
North Miami	Traffic Unit	PSA L. Campbell, North Miami Police Dept., lcampbell@northmiamipolice.com, 305-891-02294 ext 23208	20083	27	106	600	14657	35473	0
Haines City	Haines City Police Department	Brian McNulty, Haines City Police Department, bmcnulty@hainescitypd.com, 863-421-3636	9914	0	11	47	3236	13208	0.034078
Green Cove Springs	Police Department	Officer J. J. Faro, Jr., Green Cove Springs Police Dept, JFari@gcspd.com, 904 297-7322	4977	1	1	43	1377	6399	3.6%
Medley	Police	Diego Torres, Town of Medley Police Department, dtorres@medleypd.com, (305) 883-2047	6933	65	64	64	1877	9003	4.7
City of Ocoee	Police Department	Lt. Brad Dreahser, City of Ocoee Police Department, bdreahser@ocoe.org, 407-905-3160 ext. 3028	10419	106	33	119	3784	14461	One Notice 92.3% Two Notices 6.5% Three or More 1.2%

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What Department within your agency oversees the red light camera program?	Provide the contact information of the person completing this survey.	Please fill out information regarding Notices of Violation issued in your Jurisdiction between July 1, 2013 and June 30, 2014.						Percent of distinct vehicle owners issued multiple Notices of Violation for different incidents:
			# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# Issued as UTC	Total #	
Surfside, FL	Police Department	Richard Williams, Surfside Police Department, rwilliams@townofsurfsidefl.gov, 305-861-4862	2525	0	3	12	958	4096	2.10%
Temple Terrace	Police Department	Deputy Chief Bernard Seeley, Temple Terrace Police Department, bseeley@templeterrace.com, 813-506-6500	3185	11	16	30	1525	4767	3.5%
Boca Raton	Police Services Department	Peter Buhr, Police Services, pbuhr@myboca.us, 561-620-6059	6789	0	29	114	2143	9053	3.5%
City of North Miami Beach	Police Department	Mohammad Asim, North Miami Beach Police Department, asim@nmbpd.org, 305-949-5500 ext. 2508	2963	35	121	21	1636	4776	2.5%
City Of Sweetwater	Red Light Light Camera	Lt. Eduardo Fuentes, City Of Sweetwater, efuentes@cityofsweetwater.fl.gov, 305-455-4507	19204	7	161	233	7125	26562	94.3% One Paid Notices 4.9% Two Paid Notices 0.8% Three or Paid Notices
West Miami	Police Dept.	Nelson Andreu, West Miami Police Dept, ChiefAndreu@WestMiamiPolice.org, 305-266-0530	7601	3	34	126	2962	10925	5.2%
City of Aventura	Police	Sgt Jeff Burns, Aventura Police, burnsj@aventurapolice.com, 305-466-2894	21609	4	22	262	6502	28399	1.1
City of Opa-locka Police Department	Patrol	Sgt. Marcos Gonzalez, City of Opa-locka Police Department, mgonzalez@opalockapd.com, 3057785641	3962	280	0	0	0	0	?
City of Miami Gardens/ Miami Dade County	Traffic Division	Sgt W. Bamford, Miami Gardens Police Department, william.bamford@mgpdf.org, 305-474-1391	32390	1341	12960	1440	35090	67480	0.05
City of St. Petersburg	Police / Transportation	Michael Frederick, City of St. Petersburg, michael.frederick@stpete.org, 727-893-7843	18085	0	27	125	4935	23172	2 NOV's = 652 or 3.9% 3 or more = 75 or 0.50%
Coral Gables	Coral Gables	Alex Escobar, Police, aescobar@coralgables.com, 305-476-7824	2947	58	260	34	1069	4252	3%

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What Department within your agency oversees the red light camera program?	Provide the contact information of the person completing this survey.	Please fill out information regarding Notices of Violation issued in your Jurisdiction between July 1, 2013 and June 30, 2014.						Percent of distinct vehicle owners issued multiple Notices of Violation for different incidents:
			# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# Issued as UTC	Total #	
Clermont	Traffic	Michael Scheller, Clermont Police Department, mscheller@clermontfl.org, 352)394-5588	4433	64	9	55	431	4992	5.2
Town of Davie	Police	John Wilson, Police Department, John_Wilson@Davie-FL.gov, 954 693-8342	6041	25	9	42	1864	6041	1.7%
City of Doral	Police	Cathy Jewett, City of Doral Police, Cathy.Jewett@doralpd.com, 7868454600	3156	0	31	64	4843	5253	2.4%
City of Sunrise	Police Department	Sergeant Steve Curran, City of Sunrise, scurran@sunrisefl.gov, 954-746-3387	6110	3	144	369	6634	7276	One Paid Notice 91.2% 19904 Two Paid Notices 7.2% 1580 Three or More Paid Notices 1.5% 335
City of Kissimmee	Kissimmee Police Department	Sgt. Jim Loughlin, Kissimmee Police Department, jloughli@kissimmee.org, 407-847-0176	16675	41	73	87	6179	23055	5.63
City of Holly Hill	Police	Stephen K. Aldrich, City of Holly Hill, saldrich@hollyhillfl.org, 386-248-9494	2776	3	66	26	751	3613	19% of the vehicle owners have been issued multiple violations during the nearly three years that the system has been active.
Bal Harbour Village	Police	Michael Daddario, Harbour Village, mdaddario@balharbourpolice.org, 305 866 5000	5158	30	146	50	2098	7482	2 paid notices- 3% (196) 3 or more paid notices .4% (27)
City of Gulfport	Police Department	Robert Vincent, Gulfport Police Department, rvincent@mygulfport.us, 727-893-1049	1896	21	25	35	974	2951	4.2
VILLAGE OF KEY BISCAYNE	TRAFFIC DIVISION	OFC. BRIAN KEMMERER, KEY BISCAYNE POLICE DEPT., BKEMMERER@KBPD.NET, 305-365-5555	1258	1	1	12	346	1627	7.8%

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Please rank the following factors on importance when selecting which intersections to install red light cameras. (1=most important, 6 = least important)						Please provide any other factors (not listed above) that your Jurisdiction felt were important considerations when determining the intersections where red light cameras are installed.	What metrics were used to identify the success/failure of camera locations that prompted you to move/remove cameras?
	Traffic Crash Data	Traffic Citation Data	Citizen Complaints	Law Enforcement Officer Observations	Video Survey of Violation	Traffic Volume		
Orange County	1	6	4	5	3	2	Pedestrian Accidents and Fatalities	No locations have been relocated between February 28, 2011-June 30, 2014
CITY OF HOLLYWOOD	4	3	5	1	2	6	DATA NOT AVAILABLE	DATA NOT AVAILABLE
City Of Daytona Beach	1	2	6	4	5	3	No other factors	Reduction in violations occurring at specific intersections
City of Edgewood	1	2	4	3	6	5	Public Safety	We have no moved or removed a camera
City of Palatka	5	6	2	3	1	4	N/A	N/A
DUNNELLON	1	2	6	3	4	5	Heavy traffic, shopping center entrance/exit, history of accidents	drivers became more aware of signals
Coral Springs	1	4	5	3	2	6	CRASH DATA SPECIFIC TO INJURY CRASHES	NO CAMERAS HAVE BEEN MOVED OR REMOVED AT THIS TIME.
City of Winter Park, FL.	1	3	2	5	6	4	None	None
City of West Palm Beach	1	4	6	5	2	3	None.	None have been moved or removed.
City of Orlando	1	2	6	4	3	5	N/A	Violation rate
City of Bradenton	1	2	3	4	5	6	N/A	Have not moved cameras
Miami Beach Police Department	1	3	2	4	5	6	N/A	N/A
City of New Port Richey	3	4	1	2	5	6	None	Not needed

Appendix A - Actual Responses to Survey Questions by Jurisdiction

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	Traffic Crash Data	Traffic Citation Data	Citizen Complaints	Law Enforcement Officer Observations	Video Survey of Violation	Traffic Volume		
City of Oldsmar, Florida	1	6	2	4	5	3	None	We haven't moved or removed any cameras.
Manatee County Government	1	5	4	2	3	6	No other factors.	We have not moved or removed any cameras.
Tampa	1	2	3	4	6	5	N/A	No cameras were moved or removed during this survey period
Fort Lauderdale	2	1	4	3	6	5	N/A	N/A
City of South Pasadena	6	3	1	4	5	2	Traffic study	Traffic study
City of Brooksville, County of Hernando	3	5	6	2	1	4	The utilization of the VIP devices.	Success is measured by State of Florida statistical data.
City of Miami Springs	2	1	4	3	5	6	The number of fatality crashes/hit & runs that have occurred at an intersection/approach.	We have not moved or removed any cameras.
TAMARAC	1	5	4	3	6	2	CRASH REDUCTION AND PREVENTION	NOT APPLICABLE *NOTE: THIS IS OUR FIRST YEAR. NO EVALUATION HAS BEEN CONDUCTED YET*
City of Gulf Breeze	1	6	2	3	4	5	Intersections selected were considered sensitive areas in the City. The first location was the school complex, the next location was at the hospital intersection and the last location was a shopping complex after it was renovated and generated a very high traffic volume.	No cameras have been moved/removed.
Santa Rosa	1	5	6	4	2	3	NONE	NONE MOVED OR REMOVED
Palm Bay	3	2	6	1	4	5	The physical accommodations of the site to install the equipment	none. Council voted to terminate the program after citizens' comments.

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Please rank the following factors on importance when selecting which intersections to install red light cameras. (1=most important, 6 = least important)						Please provide any other factors (not listed above) that your Jurisdiction felt were important considerations when determining the intersections where red light cameras are installed.	What metrics were used to identify the success/failure of camera locations that prompted you to move/remove cameras?
	Traffic Crash Data	Traffic Citation Data	Citizen Complaints	Law Enforcement Officer Observations	Video Survey of Violation	Traffic Volume		
Sarasota	1	2	5	4	3	6	N/A	Have not removed or moved a camera.
City of Homestead	3	5	6	2	1	4	NONE	NOT APPLICABLE
Orange Park	1	4	5	2	3	6	None	N/A - no cameras moved or removed
City of Cocoa Beach	5	6	3	4	1	2	Volume of pedestrians crossing.	None
Town of Kenneth City	3	2	6	5	1	4	Traffic Violation Studies.	NA
City of Tallahassee	1	2	6	3	4	5	N/A	We have not moved/removed any red light cameras
City of Clearwater	1	3	2	6	5	4	N/A	N/A
City of Margate	1	4	5	3	6	2	None	Reduction in violations
City of Boynton Beach	1	2	4	3	5	6	NONE	NOT APPLICABLE AT THIS TIME
CITY OF MIAMI	1	6	3	4	2	5	WE LOOKED INTO THE INTERSECTIONS WITH THE HIGHEST FATALITIES/SERIOUS INJURIES	YEAR TO YEAR FATAL/SERIOUS INJURY ACCIDENTS COMPARISON. NO CAMERAS HAVE BEEN REMOVED OR RELOCATED.
Hillsborough County	1	2	3	4	5	6	Pedestrian and Bike Safety	Annual evaluation to check crash volume and severity for possible camera movement
City of Palm Coast	3	2	4	1	6	5	N/A	N/A

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Please rank the following factors on importance when selecting which intersections to install red light cameras. (1=most important, 6 = least important)						Please provide any other factors (not listed above) that your Jurisdiction felt were important considerations when determining the intersections where red light cameras are installed.	What metrics were used to identify the success/failure of camera locations that prompted you to move/remove cameras?
	Traffic Crash Data	Traffic Citation Data	Citizen Complaints	Law Enforcement Officer Observations	Video Survey of Violation	Traffic Volume		
Town of Juno Beach	1	5	6	3	4	2	NONE	TRAFFIC VOLUME
Apopka	1	4	5	2	6	3	N/A	Number of reduction in violations and traffic crash reduction data.
City of West Park	1	3	4	5	6	2	N/A	No cameras have be moved or removed since the inception of the program.
City of Groveland	1	2	3	6	5	4	N/A	N/A
Maitland	1	3	5	4	6	2	n/a	Decrease in violations Decrease in crashes
Cutler Bay	1	2	6	3	5	4	N/A	The Town only removed a camera temporarily due to construction at the intersection where one of the cameras is located. The cameras have not been moved since the start of the program.
City of Clewiston	2	6	3	1	5	4	Personal injury or fatalities	N/A
North Miami	1	4	3	5	6	2	None	None
Haines City	3	4	6	5	2	1	N/A	N/A - No cameras moved or removed
Green Cove Springs	3	4	2	5	1	6	None	None Moved or Removed
Medley	1	4	5	6	2	3	none	none
City of Ocoee	1	3	4	5	2	6	Engineering of intersection	N/A

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Please rank the following factors on importance when selecting which intersections to install red light cameras. (1=most important, 6 = least important)						Please provide any other factors (not listed above) that your Jurisdiction felt were important considerations when determining the intersections where red light cameras are installed.	What metrics were used to identify the success/failure of camera locations that prompted you to move/remove cameras?
	Traffic Crash Data	Traffic Citation Data	Citizen Complaints	Law Enforcement Officer Observations	Video Survey of Violation	Traffic Volume		
Surfside, FL	2	6	3	4	1	5	N/A	N/A
Temple Terrace	1	3	4	5	6	2	The vendor (American Traffic Solutions) provided, Violation Incident Monitoring System (VIMS) and site selection reports.	We have not moved or removed any of our cameras.
Boca Raton	1	6	5	4	2	3	None	None have move or removed
City of North Miami Beach	1	4	6	3	2	5	The amount of accidents at the intersection.	At the present time, we don't have enough data to determine this information.
City Of Sweetwater	2	4	3	1	5	6	Future growth of retail/commercial openings which would increase traffic flow.	Lower violation rates, reduced traffic accidents.
West Miami	1	2	5	3	6	4	N/A	No cameras have been moved or removed
City of Aventura	6	5	2	4	3	1	Property issues and installation of equipment.	No cameras have been moved or removed since inception
City of Opa-locka Police Department	1	3	5	4	6	2	City main arteries that can assist with crime evidence or suspect vehicle information	Intersection reduction of crashes, and volume of violations
City of Miami Gardens/ Miami Dade County	1	2	3	4	5	6	N/A	A significant decrease in traffic crashes.
City of St. Petersburg	1	4	6	5	3	2	1. Danger Index 2. Feasibility Index 3. Human Factors Index	1. RLR Crash Frequency 2. Volume of RLR NOV's issued
Coral Gables	2	4	5	3	6	1	N/A	Reduce Traffic Crashes

Appendix A - Actual Responses to Survey Questions by Jurisdiction

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	Traffic Crash Data	Traffic Citation Data	Citizen Complaints	Law Enforcement Officer Observations	Video Survey of Violation	Traffic Volume		
Clermont	1	3	5	4	6	2	n/a	n/a
Town of Davie	1	2	4	5	6	3	N/A	No Cameras have been moved since the inception of the program.
City of Doral	1	5	2	4	6	3	All were mentioned above.	No cameras were moved or removed.
City of Sunrise	1	4	5	2	3	6	None	N/A we have not moved/removed a camera.
City of Kissimmee	1	2	5	4	6	3	Not Applicable	Not Applicable
City of Holly Hill	1	3	2	4	6	5	None	No cameras within our system have been removed or moved.
Bal Harbour Village	6	5	4	3	2	1	Wanted to get every intersection on main state 3 lane road thru village.	none removed
City of Gulfport	1	5	6	4	3	2	N/A	N/A
VILLAGE OF KEY BISCAYNE	2	4	1	3	6	5	No other factors were considered.	No cameras have been moved or removed.

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Please describe any other ways that traffic safety has been impacted in your Jurisdiction as a result of the red light camera program:	Who reviews the camera images before Notices of Violation are issued? (select all that apply)			
		Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)
Orange County	Driving Behavior and heightened awareness	Law Enforcement Officer			Non-Sworn Law Enforcement
CITY OF HOLLYWOOD	PUBLIC PERCEPTION IS THAT ALL INTERSECTIONS ARE MONITORED BY CAMERAS.	Law Enforcement Officer	Non-Sworn Government Employee		
City Of Daytona Beach	Number of red light violations have decreased	Law Enforcement Officer	Non-Sworn Government Employee		
City of Edgewood	Pedestrian Safety has increased. We have had no pedestrian accidents from July 1, 2013 to June 30, 2014		Non-Sworn Government Employee	Non-Sworn Contractor Employee	Gatso the contracted company
City of Palatka	Number of red light running violations has decreased	Law Enforcement Officer			
DUNNELLON	Drivers are more aware traffic signals, speeding has decreased due to awareness of signals	Law Enforcement Officer			
Coral Springs	SINCE PLACEMENT OF THE RLC INJURY CRASHES HAVE DECREASED AT A SUBTANTIAL RATE (OVER 20%) AT ALL LOCATIONS. THEY CONTINUE TO TRACK DOWN (DECREASE), DROPPING FURTHER EACH YEAR.	Law Enforcement Officer			
City of Winter Park, FL.	None observed.	Law Enforcement Officer	Non-Sworn Government Employee		
City of West Palm Beach	Red light violations have decreased.		Non-Sworn Government Employee		
City of Orlando	The red light cameras have had a halo effect at surrounding intersections.		Non-Sworn Government Employee		
City of Bradenton	The numbers on the previous 2 pages are not accurate due to previous data entry. the number of crashes are actually reduced at most intersections.	Law Enforcement Officer	Non-Sworn Government Employee		
Miami Beach Police Department	Minimized red light violations city-wide.	Law Enforcement Officer			
City of New Port Richey	Officers continue to report that the overall number of crashes is down.		Non-Sworn Government Employee		Red Light Camera Provider Staff and Civilian Traffic Enforcement Officer

Appendix A - Actual Responses to Survey Questions by Jurisdiction

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		Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)
City of Oldsmar, Florida	It would appear that the severity of the crashes that still occur are significantly less.	Law Enforcement Officer			
Manatee County Government	7 of the intersections have had a decrease in accidents since the red light cameras were installed while 4 remained the same and 5 intersections went up in accidents. We have also had several consecutive months where the red light tickets issued have decreased in volume as awareness in the community as increased.	Law Enforcement Officer			
Tampa	N/A	Law Enforcement Officer			
Fort Lauderdale	Red light traffic infractions have reduced at certain intersections.		Non-Sworn Government Employee		
City of South Pasadena	Downward trend in violations issued	Law Enforcement Officer		Non-Sworn Contractor Employee	
City of Brooksville, County of Hernando	A. driver and public awareness; and B. an increase in cautious driving, jurisdiction-wide.	Law Enforcement Officer			
City of Miami Springs	The number of Red Light Camera Violations captured and issued has steadily decreased yearly.	Law Enforcement Officer	Non-Sworn Government Employee		
TAMARAC	BECAUSE OF MEDIA REPORTS, MOTORISTS ARE AWARE OF RED LIGHT CAMERAS WITHIN OUR JURISDICTION. PERHAPS MOTORISTS ARE MORE CAREFUL AT ALL INTERSECTIONS AS A RESULT.	Law Enforcement Officer	Non-Sworn Government Employee		
City of Gulf Breeze	Traffic safety has been impacted by a significant reduction in traffic crashes.	Law Enforcement Officer			
Santa Rosa	LESS ACCIDENTS AT THESE INTERSECTION S WITH THE CAMERAS	Law Enforcement Officer			
Palm Bay	none	Law Enforcement Officer			

Appendix A - Actual Responses to Survey Questions by Jurisdiction

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		Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)
Sarasota	While we are not able to separate side impact crashes from front to rear crashes, the department showed an average -10.90% drop in accidents/citations issued at intersections with red light cameras compared to the reporting period for the previous year.	Law Enforcement Officer			
City of Homestead	INCREASED AWARENESS OF INTERSECTION SAFETY AT ALL INTERSECTIONS	Law Enforcement Officer			
Orange Park	Total reduction in violations which equate to more drivers stopping on red.	Law Enforcement Officer			
City of Cocoa Beach	NA	Law Enforcement Officer		Non-Sworn Contractor Employee	
Town of Kenneth City	NA	Law Enforcement Officer			
City of Tallahassee	Drivers seem to be more aware of when a traffic signal changes from green to yellow to red.	Law Enforcement Officer		Non-Sworn Contractor Employee	
City of Clearwater	N/A	Law Enforcement Officer			
City of Margate	Increased driver awareness		Non-Sworn Government Employee		
City of Boynton Beach	Promote Traffic Awareness; Reduction in Serious Injury Crashes; Assist in Non-Traffic Related Crimes	Law Enforcement Officer	Non-Sworn Government Employee		
CITY OF MIAMI	DRIVING BEHAVIOR HAS IMPROVED. HELPED IN DETERMINING FAULT IN ACCIDENTS.	Law Enforcement Officer	Non-Sworn Government Employee		
Hillsborough County	Overall reduction of traffic crashes at intersections where red light cameras exist since installation.	Law Enforcement Officer			
City of Palm Coast	Modification signal phasing at two locations		Non-Sworn Government Employee		

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Please describe any other ways that traffic safety has been impacted in your Jurisdiction as a result of the red light camera program:	Who reviews the camera images before Notices of Violation are issued? (select all that apply)			
		Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)
Town of Juno Beach	STRICTER ENFORCEMENT	Law Enforcement Officer			
Apopka	The city continues to see a year to year reduction in the number of violations issued vs. the previous years data.	Law Enforcement Officer			
City of West Park	We have noticed a significant decrease in the number of violations being issued.			Non-Sworn Contractor Employee	
City of Groveland	N/a	Law Enforcement Officer			
Maitland	Crashes have declined as well as property damage and injuries.	Law Enforcement Officer		Non-Sworn Contractor Employee	
Cutler Bay	The Town has attempted to raise awareness through the publication of an Intersection Safety Program brochure as well as providing education through customer service.	Law Enforcement Officer			ATS (Red Light Camera vendor)
City of Clewiston	N/A	Law Enforcement Officer			
North Miami	Red Light Camera enforcement has modified driver behavior in the City of North Miami. More drivers are obeying the traffic control device.	Law Enforcement Officer	Non-Sworn Government Employee		
Haines City	N/A	Law Enforcement Officer			
Green Cove Springs	Very noticeable reduction in red light violations showing the public is paying more attention to the traffic lights	Law Enforcement Officer			
Medley	Motorist drive with more due care	Law Enforcement Officer			
City of Ocoee	We have had great Media Coverage of our Program.	Law Enforcement Officer	Non-Sworn Government Employee		

Appendix A - Actual Responses to Survey Questions by Jurisdiction

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		Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)
Surfside, FL	Red Light violations are down.	Law Enforcement Officer			
Temple Terrace	The presence of the cameras as well as the media coverage of the program are changing drivers behaviors and has increased public awareness of the dangers of red light running even at intersections without cameras currently installed.			Non-Sworn Contractor Employee	
Boca Raton	NA	Law Enforcement Officer			
City of North Miami Beach	Angled crashes have decreased.		Non-Sworn Government Employee		
City Of Sweetwater	Pedestrian safety has been increased and traffic accidents have been reduced.	Law Enforcement Officer			
West Miami	Reductions in the number of violations indicates driver compliance	Law Enforcement Officer			
City of Aventura	Video reviews have been used to investigate crashes and hit and runs	Law Enforcement Officer			
City of Opa-locka Police Department	Crashes at the RLC locations were reduced	Law Enforcement Officer			
City of Miami Gardens/ Miami Dade County	Speeding violations have decreased.	Law Enforcement Officer	Non-Sworn Government Employee		
City of St. Petersburg	Total RLR Crashes down 58% at camera approaches. RLR Injury Crashes down 77% at camera locations. RLR Rear End Crashes down 64% at camera approaches.		Non-Sworn Government Employee		
Coral Gables	Accidents are down overall but many more rear end crashes have occurred at intersections.	Law Enforcement Officer	Non-Sworn Government Employee		

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Please describe any other ways that traffic safety has been impacted in your Jurisdiction as a result of the red light camera program:	Who reviews the camera images before Notices of Violation are issued? (select all that apply)			
		Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)
Clermont	Cameras have only been in operation for nine months	Law Enforcement Officer	Non-Sworn Government Employee		
Town of Davie	We have noticed a significant reduction in the number of red light violations issued.			Non-Sworn Contractor Employee	
City of Doral	Drivers are alert and cautious when driving through areas equipped with the cameras.	Law Enforcement Officer	Non-Sworn Government Employee		
City of Sunrise	Driver behavior regarding stopping prior to making a right turn on red is changing in a positive direction making it safer for all persons using the roadways within Sunrise.	Law Enforcement Officer		Non-Sworn Contractor Employee	
City of Kissimmee	Public Awareness	Law Enforcement Officer			
City of Holly Hill	The total number of violation notices have lowered from the original numbers.	Law Enforcement Officer			
Bal Harbour Village	General awareness of red light cameras has led to minimal repeat offenders thus changing driver habits.	Law Enforcement Officer			
City of Gulfport	It has provided us with video footage of 10 traffic crashes as well as seven crime incidents. This footage has provided investigators with valuable information.	Law Enforcement Officer			
VILLAGE OF KEY BISCAYNE	Improved red light/traffic safety awareness.	Law Enforcement Officer		Non-Sworn Contractor Employee	

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)		
	Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)	Law Enforcement Officer	Non-Sworn Government Employee	Other (please specify)
Orange County		Non-Sworn Government Employee		Non-Sworn Law Enforcement	Law Enforcement Officer		Non-Sworn Law Enforcement
CITY OF HOLLYWOOD	Law Enforcement Officer	Non-Sworn Government Employee		TRAFFIC MAGISTRATE OR JUDGE	Law Enforcement Officer	Non-Sworn Government Employee	
City Of Daytona Beach	Law Enforcement Officer				Law Enforcement Officer	Non-Sworn Government Employee	
City of Edgewood		Non-Sworn Government Employee				Non-Sworn Government Employee	
City of Palatka	Law Enforcement Officer		Non-Sworn Contractor Employee		Law Enforcement Officer		
DUNNELLON	Law Enforcement Officer				Law Enforcement Officer		
Coral Springs	Law Enforcement Officer				Law Enforcement Officer		
City of Winter Park, FL.	Law Enforcement Officer	Non-Sworn Government Employee			Law Enforcement Officer	Non-Sworn Government Employee	
City of West Palm Beach		Non-Sworn Government Employee				Non-Sworn Government Employee	
City of Orlando		Non-Sworn Government Employee				Non-Sworn Government Employee	
City of Bradenton	Law Enforcement Officer				Law Enforcement Officer		
Miami Beach Police Department	Law Enforcement Officer				Law Enforcement Officer		
City of New Port Richey		Non-Sworn Government Employee		Magistrate		Non-Sworn Government Employee	Red Light Camera Provider

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)		
	Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)	Law Enforcement Officer	Non-Sworn Government Employee	Other (please specify)
City of Oldsmar, Florida	Law Enforcement Officer			And Special Magistrate who hears the appeal	Law Enforcement Officer		Camera Vendor, who processes payments, sends notice to the Clerk of the Circuit Court to issue UTC if violation is not paid within required time limit.
Manatee County Government	Law Enforcement Officer				Law Enforcement Officer		
Tampa		Non-Sworn Government Employee		Hearing Magistrate		Non-Sworn Government Employee	ATS automatically generates unpaid NOV's to UTC's
Fort Lauderdale		Non-Sworn Government Employee				Non-Sworn Government Employee	
City of South Pasadena			Non-Sworn Contractor Employee		Law Enforcement Officer		
City of Brooksville, County of Hernando	Law Enforcement Officer				Law Enforcement Officer		
City of Miami Springs	Law Enforcement Officer	Non-Sworn Government Employee			Law Enforcement Officer	Non-Sworn Government Employee	
TAMARAC			Non-Sworn Contractor Employee		Law Enforcement Officer	Non-Sworn Government Employee	
City of Gulf Breeze	Law Enforcement Officer				Law Enforcement Officer		
Santa Rosa			Non-Sworn Contractor Employee		Law Enforcement Officer		CONTRACTOR - ATSOL
Palm Bay	Law Enforcement Officer				Law Enforcement Officer		

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)		
	Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)	Law Enforcement Officer	Non-Sworn Government Employee	Other (please specify)
Sarasota	Law Enforcement Officer				Law Enforcement Officer		
City of Homestead		Non-Sworn Government Employee			Law Enforcement Officer		
Orange Park	Law Enforcement Officer			General Magistrate	Law Enforcement Officer		
City of Cocoa Beach	Law Enforcement Officer				Law Enforcement Officer		
Town of Kenneth City	Law Enforcement Officer				Law Enforcement Officer		
City of Tallahassee	Law Enforcement Officer				Law Enforcement Officer		
City of Clearwater	Law Enforcement Officer				Law Enforcement Officer		
City of Margate		Non-Sworn Government Employee				Non-Sworn Government Employee	
City of Boynton Beach	Law Enforcement Officer	Non-Sworn Government Employee			Law Enforcement Officer	Non-Sworn Government Employee	
CITY OF MIAMI	Law Enforcement Officer				Law Enforcement Officer	Non-Sworn Government Employee	
Hillsborough County		Non-Sworn Government Employee		County Court Hearing Officer		Non-Sworn Government Employee	Clerk of the Court
City of Palm Coast		Non-Sworn Government Employee				Non-Sworn Government Employee	Vendor

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)		
	Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)	Law Enforcement Officer	Non-Sworn Government Employee	Other (please specify)
Town of Juno Beach		Non-Sworn Government Employee		LOCAL HEARING MAGISTRATE	Law Enforcement Officer		
Apopka	Law Enforcement Officer				Law Enforcement Officer		Auto Generated by the System for Non-Payment
City of West Park			Non-Sworn Contractor Employee			Non-Sworn Government Employee	Non-Sworn Contract employee
City of Groveland	Law Enforcement Officer				Law Enforcement Officer		
Maitland	Law Enforcement Officer		Non-Sworn Contractor Employee			Non-Sworn Government Employee	Citations are generated through automated system set up by red light vender
Cutler Bay	Law Enforcement Officer			Special Magistrate	Law Enforcement Officer		ATS system, automatically
City of Clewiston	Law Enforcement Officer				Law Enforcement Officer		
North Miami	Law Enforcement Officer	Non-Sworn Government Employee			Law Enforcement Officer	Non-Sworn Government Employee	
Haines City	Law Enforcement Officer				Law Enforcement Officer		
Green Cove Springs	Law Enforcement Officer				Law Enforcement Officer		
Medley	Law Enforcement Officer				Law Enforcement Officer		american traffic solutions
City of Ocoee	Law Enforcement Officer	Non-Sworn Government Employee			Law Enforcement Officer	Non-Sworn Government Employee	

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)		
	Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)	Law Enforcement Officer	Non-Sworn Government Employee	Other (please specify)
Surfside, FL	Law Enforcement Officer					Non-Sworn Government Employee	American Traffic Solutions Inc. (ATS)
Temple Terrace	Law Enforcement Officer				Law Enforcement Officer		This is completed by the vendor (American Traffic Solutions).
Boca Raton	Law Enforcement Officer				Law Enforcement Officer		
City of North Miami Beach	Law Enforcement Officer	Non-Sworn Government Employee				Non-Sworn Government Employee	
City Of Sweetwater	Law Enforcement Officer				Law Enforcement Officer		
West Miami	Law Enforcement Officer			Magistrate	Law Enforcement Officer		
City of Aventura	Law Enforcement Officer				Law Enforcement Officer		
City of Opa-locka Police Department	Law Enforcement Officer				Law Enforcement Officer		ATS
City of Miami Gardens/ Miami Dade County	Law Enforcement Officer				Law Enforcement Officer	Non-Sworn Government Employee	
City of St. Petersburg		Non-Sworn Government Employee				Non-Sworn Government Employee	
Coral Gables	Law Enforcement Officer	Non-Sworn Government Employee				Non-Sworn Government Employee	

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)		
	Law Enforcement Officer	Non-Sworn Government Employee	Non-Sworn Contractor Employee	Other (please specify)	Law Enforcement Officer	Non-Sworn Government Employee	Other (please specify)
Clermont	Law Enforcement Officer	Non-Sworn Government Employee				Non-Sworn Government Employee	
Town of Davie			Non-Sworn Contractor Employee			Non-Sworn Government Employee	
City of Doral		Non-Sworn Government Employee			Law Enforcement Officer		
City of Sunrise	Law Enforcement Officer				Law Enforcement Officer		
City of Kissimmee	Law Enforcement Officer				Law Enforcement Officer		UTC's are issued through Red Flex in name of Law Enforcement Officer who signed off on violation
City of Holly Hill	Law Enforcement Officer					Non-Sworn Government Employee	The system will automatically issue UTC if violation notice is not addressed.
Bal Harbour Village			Non-Sworn Contractor Employee		Law Enforcement Officer		
City of Gulfport	Law Enforcement Officer				Law Enforcement Officer		
VILLAGE OF KEY BISCAYNE		Non-Sworn Government Employee	Non-Sworn Contractor Employee	Local Hearing Officer / County Court Hearing Officer	Law Enforcement Officer		Red Light Camera vendor

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Do you issue Notices of Violation for persons making right turns on red signals?	If you answered yes to question 20, please provide your definition for "careful and prudent manner."	If you answered yes to question 20, please provide the policy or guidelines your Jurisdiction uses to issue Notices of Violation for persons making right turns on red signals.
	Response		
Orange County	Yes	Right turn enforcement only at locations that have a "No Turn on Red" sign, we currently have 4 locations enforcing right on red	If a vehicle turns right when the "No Turn on Red" sign is illuminated a violation is issued.
CITY OF HOLLYWOOD	Yes	N/A	AGENCY ONLY ISSUES RIGHT HAND TURN VIOLATIONS WHERE NOT PERMISSABLE.
City Of Daytona Beach	No		
City of Edgewood	No		
City of Palatka	Yes	Approach above 10 miles per hour and failure to stop before turning	Failure to make a stop prior to turning
DUNNELLON	Yes	driver must come to a complete stop and then proceed at a safe and prudent manner	driver must come to a complete stop and then proceed at a safe and prudent manner
Coral Springs	No		
City of Winter Park, FL.	Yes	IF the turn is made at less than 12 mph.	Same as above.
City of West Palm Beach	No		
City of Orlando	No		
City of Bradenton	Yes	speed below certain mph depending on intersection.	speed below certain mph depending on intersection.
Miami Beach Police Department	Yes	Pedestrian at crosswalk, speed over 15 mph, turning right from wrong lane.	Pedestrian at crosswalk, excessive speed, turning from wrong lane.
City of New Port Richey	Yes	Our department does not utilize a written definition. The determination of careful and prudent is based upon the totality of the Traffic Enforcement Officers observations and judgment of vehicle speed and road and traffic conditions.	Our department does not utilize a written policy or guidelines. The determination to issue a Notice of Violation is based upon the totality of our Traffic Enforcement Officers observations and judgment regarding vehicle speed, and road and traffic conditions.

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Do you issue Notices of Violation for persons making right turns on red signals?	If you answered yes to question 20, please provide your definition for "careful and prudent manner."	If you answered yes to question 20, please provide the policy or guidelines your Jurisdiction uses to issue Notices of Violation for persons making right turns on red signals.
	Response		
City of Oldsmar, Florida	Yes	Judgement of the reviewing Law Enforcement Officer	Judgment of the Officer as to whether the turn was made in a careful and prudent manner, just as they would while patrolling.
Manatee County Government	Yes	Our red light camera does not even photograph unless the vehicle is going 15 mph or over. The videos are reviewed by a Manatee County Sheriff Office Deputy who uses the same discretion ticketing a red light camera offense as they would in ticketing the offense in person.	Florida Statute 316.0083
Tampa	Yes	Where vehicle makes a right turn at a speed which does not create a hazard to other vehicles or affect pedestrian crossings.	None Written- Utilize
Fort Lauderdale	No		
City of South Pasadena	Yes	At the discretion of the reviewer	Over 12 MPH and not in a careful and prudent manner, issued at the discretion of the reviewer
City of Brooksville, County of Hernando	Yes	Careful and prudent manner shall mean having regard for width, grade, curves, corners, traffic, actual and potential hazards, and all other attendant circumstances so as not to endanger pedestrians, other motor vehicles, or the property of another, while progressing at a rate of speed that does not exceed five mph.	The City of Brooksville Red Light Camera policy consists of (8) pages and available upon request.
City of Miami Springs	Yes	The vehicle should be traveling less than 15 miles per hour. Drivers must yield the right of way to other drivers and to pedestrians attempting to cross the street within a cross walk.	When making right turns on red, vehicles must be traveling less than 15 miles per hour. Drivers must yield to other vehicles and not violate their right of way. This also pertains to pedestrians attempting to cross the street within a cross walk.
TAMARAC	Yes	"CAREFUL AND PRUDENT MANNER" NOT APPLICABLE BECAUSE THE ONLY INTERSECTION ENFORCED IS POSTED "NO RIGHT TURN ON RED"	ONLY WHERE "NO RIGHT TURN ON RED" SIGNS EXIST.
City of Gulf Breeze	No		
Santa Rosa	No		
Palm Bay	No		

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Do you issue Notices of Violation for persons making right turns on red signals?	If you answered yes to question 20, please provide your definition for "careful and prudent manner."	If you answered yes to question 20, please provide the policy or guidelines your Jurisdiction uses to issue Notices of Violation for persons making right turns on red signals.
	Response		
Sarasota	Yes	Not interfering with vehicle or pedestrian traffic.	The intersection must be posted, no turn on red.
City of Homestead	Yes	IF A STOP WAS MADE ANYWHERE BEFORE THE TURN OR SLOWED TO A SAFE SPEED AS DETERMINED BY THE REVIEWING OFFICER.	NO WRITTEN POLICY OR GUIDELINE / REVIEWING OFFICER DISCRETION OF #22.
Orange Park	Yes	At the particular intersection where we enforce right on red, it is only if they leave the lane, go around other traffic into the bike lane affecting traffic and/or pedestrians	At the particular intersection where we enforce right on red, it is only if they leave the lane, go around other traffic into the bike lane affecting traffic and/or pedestrians
City of Cocoa Beach	Yes	Determined based on amount of traffic, speed, if pedestrians are present.	Florida State Statute
Town of Kenneth City	Yes	A turn made that is made under 12 miles per hour and is not a constant turn.	There is no policy. Only 3 are able to review and approve or refuse and they are trained the same way.
City of Tallahassee	Yes	The Legislature has not provided a statutory definition for "careful and prudent manner", so we would not be so presumptive to provide a definition.	Circumstances where our Agency may electronically enforce right on reds, is based on the totality of the circumstances. Some elements to be considered include: the speed of the offender, did the offender's actions negatively influence a pedestrian, pedal-cyclist, or motor vehicle, was the turn made from the proper lane, etc...
City of Clearwater	No		
City of Margate	No		
City of Boynton Beach	No		
CITY OF MIAMI	No		
Hillsborough County	Yes	HCSO maintains a 15 mph threshold and only possesses two intersections with right turn enforcement. Only 114 violations were issued out of the 16,754 total.	HCSO maintains a 15 mph threshold and only possesses two intersections with right turn enforcement. Only 114 violations were issued out of the 16,754 total.
City of Palm Coast	Yes	Max. safe speed as per FDOT green book	Max safe speeds as per FDOT green book

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Do you issue Notices of Violation for persons making right turns on red signals?	If you answered yes to question 20, please provide your definition for "careful and prudent manner."	If you answered yes to question 20, please provide the policy or guidelines your Jurisdiction uses to issue Notices of Violation for persons making right turns on red signals.
	Response		
Town of Juno Beach	Yes	NON-AGGREGIOUS	OUR DEPARTMENT GIVES EACH OFFICER THE DISCRETION TO DETERMINE WHETHER OR NOT AN INFRACTION OCCURRED.
Apopka	Yes	Violations are issued by LEO's when the violator has progressed far enough into the intersection that it can impede the flow of traffic. Additionally we have taken other precautions by placing a stop here sign at the intersection and also hanging signs that say right turn on red after stop.	Violations are issued by LEO's when the violator has progressed far enough into the intersection that it can impede the flow of traffic. Additionally we have taken other precautions by placing a stop here sign at the intersection and also hanging signs that say right turn on red after stop.
City of West Park	No		
City of Groveland	Yes	Has to come to a complete stop prior to the stop bar.	Has to come to a complete stop prior to the stop bar.
Maitland	Yes	Not specifically defined; however, turns made at a speed greater than 15mph are not considered careful and prudent generally speaking.	State Statutes 316.074, 316.075 and 316.0083. We also rely on our city ordinance which mirrors state statute.
Cutler Bay	No		
City of Clewiston	No		
North Miami	Yes	Careful and prudent in the City of North Miami is defined as stopping during the course of completing a right turn. No pedestrians should be visible in the crosswalk and traffic from other directions should flow without being interrupted.	Florida Statutes 316.0083, 316.074(1), and 316.075(1)(c)1
Haines City	No		
Green Cove Springs	Yes	Speed, Lack of slowing down and disregard to the safety of the public and pedestrians.	It is up to the experienced Law Enforcement Officer doing the the review, based on what is "careful and prudent" based on his/her years of traffic enforcement experience.
Medley	Yes	Any person operating a vehicle upon the streets or highways within the state shall drive the same in a careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other attendant circumstances, so as not to endanger the life, limb, or property of any person	When over 14 MPH and when not careful and prudent.
City of Ocoee	Yes	A notice will not be issued if a driver came to a complete stop after crossing the stop line and before turning right if permissible at a red light, but failed to stop before crossing over the stop line or other point at which a stop is required. The City of Ocoee has a speed variance at the stop bar of 12 mph to trigger the camera for police review.	We utilize the Business Rules set with our Vender ATS and section 4.4 covers right hand turns in which we set a 12 mph speed variance to trigger the camera for police review.

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Do you issue Notices of Violation for persons making right turns on red signals?	If you answered yes to question 20, please provide your definition for "careful and prudent manner."	If you answered yes to question 20, please provide the policy or guidelines your Jurisdiction uses to issue Notices of Violation for persons making right turns on red signals.
	Response		
Surfside, FL	No		
Temple Terrace	Yes	We have not independently defined "careful and prudent manner" as an agency. Although the term "careful and prudent" is not specifically defined by Florida State Statute, we do adhere to it as it is referred to in §316.1925 when reviewing red light camera violations as follows: Careless driving- Any person operating a vehicle upon the streets or highways within the state shall drive the same in a careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other attendant circumstances, so as not to endanger the life, limb, or property of any person. Failure to drive in such manner shall constitute careless driving and a violation of this section. It can therefore be inferred that making a right turn in a manner that would violate §316.1925 meets the legislated standard for issuance of a right turn violation under §316.0083.	A vehicle captured on a red-light camera making a right turn on a red signal in a manner that would violate §316.1925 would meet the legislated standard for issuance of a right turn violation under §316.0083. Other factors such as weather conditions, traffic conditions or the presence of pedestrians in the crosswalks are also considered.
Boca Raton	Yes	Speed of vehicle and other vehicles or pedestrians in the area.	State statute
City of North Miami Beach	No		
City Of Sweetwater	Yes	Vehicle slows to almost complete stop and cautiously makes a slow right turn is seen to be braking throughout the turn but does not come to a complete stop.	Right turn at excessive speed without coming to a complete stop or braking when approaching red light. Failure to yield to pedestrians in crosswalks.
West Miami	Yes	If the officer were at the intersection and he/she would issue the violator a hand-written UTC, then the violation is valid.	If the officer were at the intersection and he/she would issue the violator a hand-written UTC, then the violation is valid.
City of Aventura	Yes	est speed of over 15mph, no pedestrians present, no other vehicles present	est speed of over 15mph, no pedestrians present, no other vehicles present
City of Opa-locka Police Department	Yes	No vehicles or pedestrians in the area of the turn	Must come to a complete stop and free and clear of pedestrian traffic. All state laws apply
City of Miami Gardens/ Miami Dade County	Yes	Vehicles that fail to stop prior to, or upon entering an intersection without coming to a stop when a vehicle or pedestrian is in or near the intersection.	Vehicles that fail to stop prior to, or upon entering an intersection without coming to a stop.
City of St. Petersburg	Yes	12 MPH or slower and no conflict with ped / bike or vehicle with ROW.	12 MPH or slower and no conflict with ped / bike or vehicle with ROW.
Coral Gables	Yes	Not interfering with traffic or pedestrians and vehicle not traveling over 15 mph.	Driver must make a complete stop.

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Do you issue Notices of Violation for persons making right turns on red signals?	If you answered yes to question 20, please provide your definition for "careful and prudent manner."	If you answered yes to question 20, please provide the policy or guidelines your Jurisdiction uses to issue Notices of Violation for persons making right turns on red signals.
	Response		
Clermont	Yes	a vehicle that slows and has made an effort to stop but does not come to a complete stop and does not violate the right of way of other vehicles.	The Clermont Police Department uses FSS. 316.0083 Mark Wandall Traffic Safety Program; administration; report as a guideline when issuing right hand turn notice of violations.
Town of Davie	No		
City of Doral	No		
City of Sunrise	Yes	Stopping before turning on red or doing so in a manner that would allow the driver to observe all vehicles, pedestrians, or bicyclists having the right of way.	Making a right turn on red at a speed greater than 15 miles per hour and doing so in a manner that would prevent the driver from observing vehicles, pedestrian, and bicyclists having the right of way.
City of Kissimmee	Yes	Violations for right on red are only issued at one intersection that is posted no right on red	Violations for right on red are only issued at one intersection that is posted no right on red
City of Holly Hill	No		
Bal Harbour Village	Yes	stopped at some point during turn or slowed to near stop.	Mark Wandall traffic safety act
City of Gulfport	Yes	N/A	14 MPH minimum speed threshold followed by reviewing officer's discretion based on totality of circumstances.
VILLAGE OF KEY BISCAYNE	Yes	The vehicle came to a stop sometime prior to making the turn.	Red Light Camera Policy: Right on Red Violation: (1) That the vehicle turned right on a red light without coming to a stop sometime prior to making the turn. (2) The vehicle made a right on red where there was a traffic control device (sign) that prohibited it.

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Has camera footage been used to investigate other crimes?		During this reporting period, has your Jurisdiction considered repealing the red light camera ordinance?	
	Response	If yes, please provide additional details.	Response	If "Yes", what is the current status?
Orange County	Yes		No	
CITY OF HOLLYWOOD	Yes	Requests per date range : 95	No	
City Of Daytona Beach	Yes	We have used the system to BOLO for homicide suspect and also in fleeing and eluding cases	Yes	They went in front of the city commission but were upheld
City of Edgewood	Yes	Burglaries, Stolen vehicles, Hit and Runs	No	
City of Palatka	Yes	Video used to verify witness statements, identify offender vehicel information and assist in locating suspects.	No	
DUNNELLON	Yes	crash scenes, robberies, missing persons	Yes	not in use
Coral Springs	Yes	ARMED ROBBERY ARREST OCCURRED AS RESULT OF FOOTAGE CAPTURED. OTHER LESSER CRIMES, AS WELL.	No	
City of Winter Park, FL.	Yes	To identify vehicles used in other crimes.	No	
City of West Palm Beach	Yes	Traffic crashes, DUI's, hit and run crashes, and police pursuits	No	
City of Orlando	Yes	The City of Orlando has requested video 54 times. This video has been used for various criminal investigations at a variety of law enforcement agencies.	No	
City of Bradenton	Yes	check videos for homicide or shooting vehicles	No	
Miami Beach Police Department	Yes		No	
City of New Port Richey	Yes	Video footage has been requested eight times for traffic crashes, 17 times for general police investigations, three times for robbery investigations, four times for hit and run crash investigations, and two times for car-jacking investigations.	No	N/A

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Has camera footage been used to investigate other crimes?		During this reporting period, has your Jurisdiction considered repealing the red light camera ordinance?	
	Response	If yes, please provide additional details.	Response	If "Yes", what is the current status?
City of Oldsmar, Florida	No	Not to my knowledge, but it could be	No	
Manatee County Government	Yes	We have been asked to check footage for suspect vehicles of crimes in the area of the cameras and for footage of crashes involving serious injury or possible death at camera locations.	No	
Tampa	Yes	Used 83 times for Crash/Robbery/Homicide Investigations	Yes	Active under new contract
Fort Lauderdale	Yes	Used for hit and run and traffic fatality investigations as well as crimes that occur near an intersection with a camera.	No	
City of South Pasadena	Yes	Used for accidents and police investigations	No	
City of Brooksville, County of Hernando	No	Cameras have assisted in many cases over the last 2 years	No	
City of Miami Springs	Yes	Camera footage has been used to investigate crashes where there were conflicting statements of blame, hit and run crashes, auto thefts, cargo thefts, and robberies. Many of these investigations led to arrests due to the camera footage.	No	
TAMARAC	Yes	ROBBERY INVESTIGATIONS, BURGLARY INVESTIGATIONS, HIT & RUN CRASH INVESTIGATIONS	No	
City of Gulf Breeze	No		No	
Santa Rosa	Yes	THI REPORTS/BURGLARY/ROBBERY/ FLEE ELUDING CASES	No	
Palm Bay	Yes	Hit and run crashes	Yes	The red light camera program was terminated during this cycle

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Has camera footage been used to investigate other crimes?		During this reporting period, has your Jurisdiction considered repealing the red light camera ordinance?	
	Response	If yes, please provide additional details.	Response	If "Yes", what is the current status?
Sarasota	Yes	Accidents, Shootings, Robbery, Homicide, Kidnapping. Total of 93 video pulls. Several by surrounding jurisdiction.	No	
City of Homestead	Yes	10-FOR CRASH, 8-FOR CRIMINAL INVESTIGATIONS,	Yes	IN RENEWAL PROCESS, STILL PENDING COUNCIL REVIEW
Orange Park	Yes	For traffic Crashes, Homicides, a shooting and a robbery.	No	
City of Cocoa Beach	Yes	Homicide Investigation, Traffic Crash Investigations, Traffic Homicide Investigation	Yes	No changes made
Town of Kenneth City	Yes	Robbery and other traffic crimes.	Yes	They decided to keep cameras until the end of the contract.
City of Tallahassee	Yes	As needed by the City of Tallahassee Police Department	No	
City of Clearwater	Yes	The camera footage has been used mostly in accident investigations and for other criminal investigations to determine if a vehicle(s) has travelled a specific direction.	No	
City of Margate	Yes	retail thefts, accidents, hit and runs	Yes	Ending program in December
City of Boynton Beach	Yes	Accidents, Police Investigations, Robberys	No	
CITY OF MIAMI	Yes	ABOUT 400 REQUESTS FOR ROBBERIES, BURGLARIES, HIT & RUNS, MURDER	No	
Hillsborough County	Yes	Camera Footage has been reviewed 34 times.	No	
City of Palm Coast	Yes	Hit and run, bank robberies	No	

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Has camera footage been used to investigate other crimes?		During this reporting period, has your Jurisdiction considered repealing the red light camera ordinance?	
	Response	If yes, please provide additional details.	Response	If "Yes", what is the current status?
Town of Juno Beach	Yes	ROBBERIES, BURGLARIES, AND OTHER INVESTIGATIONS INCLUDING 7 ACCIDENTS, 1 POLICE INVESTIGATION, 2 PEDESTRIAN AND 1 ACCIDENT FATALITY	No	
Apopka	Yes	Used for robbery investigations crash investigation near the intersection and numerous other police investigations.	No	
City of West Park	Yes	We have received 5 requests for video to assist in the investigation of other crimes.	No	
City of Groveland	No		No	
Maitland	Yes	We have received requests for footage from our own investigative division as well as the homicide division for Orlando PD	No	
Cutler Bay	Yes	Robberies (2), Shooting (1), Police Investigation (4) including one incident of road rage	No	
City of Clewiston	Yes	Stolen vehicle complaints, Burglary and Robbery cases. No further assistance was gained from the footage	Yes	Under review
North Miami	Yes	Hit & Run investigations, missing persons, and other criminal investigations.	No	
Haines City	Yes	165 times - 39 Police Investigation, 4 car jackings, 102 crash investigation, 6 hit and run investigations, 9 shootings, 2 homicides, 3 client requests.	No	
Green Cove Springs	Yes	5 pulled for Accidents / 1 pulled for Hit and Run / 4 pulled for Robbery investigations	No	
Medley	Yes	Red light camera footage has been used to investigate serious crimes and accident investigations.	No	
City of Ocoee	Yes	We have pulled 54 videos for investigations to include a homicide and several other violent crimes as well as numerous traffic crash investigations.	No	

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Has camera footage been used to investigate other crimes?		During this reporting period, has your Jurisdiction considered repealing the red light camera ordinance?	
	Response	If yes, please provide additional details.	Response	If "Yes", what is the current status?
Surfside, FL	Yes	Accident investigation (2), police investigation (18), and robbery (2)	No	
Temple Terrace	Yes	We have requested video from these cameras from the vendor 42 times during this reporting period for hit and run crashes, accidents, robberies and also during a homicide investigation.	No	
Boca Raton	Yes	Crashes and hit and run crashes	No	
City of North Miami Beach	Yes	We have pulled a total of 6 incidents for investigative purposes.	No	
City Of Sweetwater	Yes		No	
West Miami	Yes	Footage used for other crimes	No	
City of Aventura	Yes	The cameras have been used to investigate several robberies, hit and run investigations, and other police investigations	No	
City of Opa-locka Police Department	Yes	Hit & Runs, Crimes,	Yes	Still Operational
City of Miami Gardens/ Miami Dade County	Yes	A number of traffic fatality crashes. Homicide cases and other crimes against person cases.	No	
City of St. Petersburg	Yes	Crashes, Hit & Run, Shootings, Homicide, Robbery - 115 times	Yes	Program terminated September 30, 2014
Coral Gables	Yes	Burglaries, Robberies	No	

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	Has camera footage been used to investigate other crimes?		During this reporting period, has your Jurisdiction considered repealing the red light camera ordinance?	
	Response	If yes, please provide additional details.	Response	If "Yes", what is the current status?
Clermont	Yes	camera footage has been used for traffic crash investigations	Yes	the cameras are still active at this time.
Town of Davie	Yes	63 request have been made for video to assist in the investigation of other crimes.	No	
City of Doral	Yes	Crash Investigations.	No	
City of Sunrise	Yes	Footage has been used to determine fault in various vehicular crashes and fatalities, as well as for various criminal investigations including homicide and bank robbery.	No	
City of Kissimmee	Yes	Video had been used to investigate hit and runs, traffic homicides, DUI's, and burglaries	No	
City of Holly Hill	Yes	DV Battery, Thefts	No	
Bal Harbour Village	Yes	Detective investigations for vehicle id and travel direction	No	
City of Gulfport	Yes	Three robberies, a shooting, one hit & run, and two other crimes.	No	
VILLAGE OF KEY BISCAYNE	Yes	18 videos were used for criminal investigations. 1 video was used for a traffic/pedestrian fatality.	No	

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What actions has your Jurisdiction taken, to improve the safety measures at red light camera intersections, as a result of your red light camera program? (i.e. re-striping, lighting, re-engineering, etc.)	Provide any specifications/clarifications for any of your answers (data)
Orange County	re-striping, validated yellow clearance time at all locations	Question 18 & 20 did not allow me to click "other" so I clicked Law Enforcement Officer to be able to move onto next screen
CITY OF HOLLYWOOD	ALL PHOTO ENFORCEMENT SIGNS HAVE BEEN OUTFITTED WITH REFLECTIVE TAPE WHICH HAS ENHANCED THEIR VISIBILITY.	Internal Request 1 Video Pull - Police Investigation 39 Video Pull - Shooting 4 Video Pull - Accident 23 Video Pull - Accident Fatality 5 Video Pull - Homicide 1 Video Pull - Accident Hit & Run 3 Video Pull - Pedestrian 12 Video Pull - Robbery 7
City Of Daytona Beach	One intersection was completely redone. Turn lanes extended, medians moved and lanes redone. Other intersections are maintained by State Department of Transportation.	
City of Edgewood	We are in the process of reengineering	
City of Palatka		We were not able to obtain the statistical data from our reporting system in reference to sideswipe and front to rear end collisions
DUNNELLON	Traffic Enforcement	The City of Dunnellon had the RLC removed in late 2013 and access to the data system is no longer available to us.
Coral Springs	INCREASED SIGNAGE. PERIODIC SOCIAL MEDIA REMINDER MESSAGES.	
City of Winter Park, FL.		N/A
City of West Palm Beach	Stop bars at some of the intersections have been repainted.	*13- *16, Our crash report statistics program does not decipher how a crash occurred.
City of Orlando	The City of Orlando has been able to make crosswalk improvements, provide intersection marking improvements, and install reflective back plates on traffic signals as a result of the red light camera program.	For Answers # 13- 16 Note: Crash Data Period (July 1, 2012-June 30, 2013) Note: Left turn crashes included for intersections with fully protected turn. These include Conroy & Vineland, Conroy & Kirkman, International & Kirkman, International & Universal, Curry Ford & Semoran, Lake Underhill & Semoran
City of Bradenton		The sideswipe and front to rear numbers are not accurate due to the way data was entered prior to 2012
Miami Beach Police Department		N/A
City of New Port Richey		The entire stretch of highway where the red light cameras are located in our jurisdiction has been under construction for almost the entire time cameras have been in place. This has often resulted in road obstructions caused by traffic control barricades and other control methods. The construction has caused regular lane closures and redirection of traffic.

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What actions has your Jurisdiction taken, to improve the safety measures at red light camera intersections, as a result of your red light camera program? (i.e. re-striping, lighting, re-engineering, etc.)	Provide any specifications/clarifications for any of your answers (data)
City of Oldsmar, Florida	Requested DOT to make the length of the yellow signals more consistent throughout the city.	
Manatee County Government		N/A
Tampa		
Fort Lauderdale		
City of South Pasadena	Requests sent to FDOT for additional signage	Crash data has not been collected by the City.
City of Brooksville, County of Hernando		Data provided was received through Signal 4 Analytics which is a pilot program for FHP. Our crash data reflects crash reports which were formatted differently in 2011-2012 compared to 2013-2014 as the State reporting guidelines changed. Because of the state law change, we are unable to determine how many rear-end and side-swipe crashes were reported prior to the camera installation.
City of Miami Springs	We have had intersections completely re-striped (NW 42 Av @ 36 St & NW 36 St @ 57 Av). We have had signage added, so it is more visible, where right turns on red are prohibited. FDOT is currently upgrading all other intersections as a part of their infrastructure improvement plans.	
TAMARAC		THE GPS COORDINATES AND DIRECTION OF APPROACH CORRESPOND WITH THE LINE ENTRIES FOR QUESTION 4. THE DATA NUMBERS PROVIDED FOR QUESTIONS 13,14,15,16 ARE TRAFFIC CRASHES WHICH OCCURRED WITHIN AN INTERSECTION COVERED BY RED LIGHT CAMERA. CRASHES WHICH OCCURRED ON APPROACH TO AN INTERSECTION WERE NOT INCLUDED.
City of Gulf Breeze	Extended the amber time 10% beyond minimum required by new FDOT amber timing requirements.	
Santa Rosa	EXTEND YELLOW LIGHT DURATION	NONE
Palm Bay	Traffic signal retiming. Updating the yellow and all-red intervals to meet the new, higher standards.	Dismissed notifications was entered as 51. These are actually the number of notices that were undeliverable and returned in the mail.

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What actions has your Jurisdiction taken, to improve the safety measures at red light camera intersections, as a result of your red light camera program? (i.e. re-striping, lighting, re-engineering, etc.)	Provide any specifications/clarifications for any of your answers (data)
Sarasota	The Sarasota Police Department has provided several new releases to the public and media regarding the importance of stopping on red. We have released numerous videos regarding crashes at intersections where a red light was violated. Our agency feels this is a great deterrent and believes this has had a positive impact on red light awareness that will ultimately reduce the number of red light crashes.	
City of Homestead		Q 12,13,14,15 PROGRAM INSTALATION WAS 08/01/2009, CRASH REPORTS WERE ON HARD PAPER NOT ELECTRONICALLY COMPLETED. DATA NOT AVAILABLE AT AGENCY. REQUESTED DATA FROM DHSMV.
Orange Park		N/A
City of Cocoa Beach		NA
Town of Kenneth City		
City of Tallahassee	The City of Tallahassee has ensured that all traffic signals meet the criteria set forth in the FDOT's Traffic Engineering Manual and we have installed reflective backplates at all red light camera intersections.	
City of Clearwater	Additional signs Increased yellow timing	N/A
City of Margate		
City of Boynton Beach		
CITY OF MIAMI	SOME ROAD RESURFACING, ISLANDS/MEDIANS ADDED AT SOME HIGH TRAFFIC STREETS	
Hillsborough County		
City of Palm Coast	safety upgrades	None

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What actions has your Jurisdiction taken, to improve the safety measures at red light camera intersections, as a result of your red light camera program? (i.e. re-striping, lighting, re-engineering, etc.)	Provide any specifications/clarifications for any of your answers (data)
Town of Juno Beach	INCREASED SIGNAGE	
Apopka	We have ensured striping is in place, put stop here on red signs, and no right turn on red signs as additional notification to the violators.	
City of West Park		N/A
City of Groveland		N/a
Maitland	FDOT has redesigned the intersection of 17-92 / Horatio Ave with new travel lanes, lane markings, and new traffic signals. The yellow light lengths have been increased in accordance with FDOT guidelines.	
Cutler Bay		
City of Clewiston		
North Miami		
Haines City		Side swipe and rear end crashes are not tracked by this department. The number of crashes provided as an answer are the total number of crashes for the intersections with red light cameras.
Green Cove Springs	More Public awareness.	Accidents resorted are based the location of the closest intersection on the report but may not have been affected/caused by the intersection reported.
Medley	Tree trimming for better visibality and re-striping.	
City of Ocoee	Several of the intersections have been re-stripped. We also make sure all approaches are free of any site line obstructions.	

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What actions has your Jurisdiction taken, to improve the safety measures at red light camera intersections, as a result of your red light camera program? (i.e. re-striping, lighting, re-engineering, etc.)	Provide any specifications/clarifications for any of your answers (data)
Surfside, FL		N/A
Temple Terrace	Our cameras are located along State and County roads. The City of Temple Terrace has no control over striping, lighting or re-engineering of these intersections.	
Boca Raton	Stop bar striping has been improved.	
City of North Miami Beach		N/A
City Of Sweetwater	Foliage cutback and lighting improvments.	
West Miami		
City of Aventura	One intersection we were able to change the sequence of the lights to alter the movement of traffic. Resulted in less cross traffic, fewer crashes, and fewer red light violations	
City of Opa-locka Police Department	restriping, and pedestrian engineering	#13,14,15,16 unable to give accurate data. Data not available prior to camera, and other data is total number of crashes due to Records limitations.
City of Miami Gardens/ Miami Dade County	Several intersections have been repaved and remarked.	
City of St. Petersburg	LED Signals, Yellow backplate boarders, Synchronzied progressions, signal head per lane, refresh pavement markings, 12" LED signals, short cycle lengths, yellow and all-red phase to State standard or greater.	additional background data sent by e-mail to Karry Foster.
Coral Gables		

Appendix A - Actual Responses to Survey Questions by Jurisdiction

Name of Jurisdiction (City or County):	What actions has your Jurisdiction taken, to improve the safety measures at red light camera intersections, as a result of your red light camera program? (i.e. re-striping, lighting, re-engineering, etc.)	Provide any specifications/clarifications for any of your answers (data)
Clermont		traffic crash data is limited due to the cameras not being in operation for a full year.
Town of Davie	We have used message boards to advise motorists of video enforcement. One intersection was modified as part of the I-595 expansion project. We have extended yellow interval times as per FHSA recommendations.	Flamingo Rd. & SW 124 Ave. Intersection was modified as part of the I-595 expansion project. Traffic lights were relocated to mast arms.
City of Doral	We advertise and provide program materials on our City website.	
City of Sunrise		N/A
City of Kissimmee		
City of Holly Hill		
Bal Harbour Village		
City of Gulfport	Roadways have been repaved and restriped at two of three locations.	
VILLAGE OF KEY BISCAYNE	Re-striping crosswalks. Yield to pedestrian signs.	

Appendix B - Responses to Survey Questions by Jurisdiction

Jurisdiction	SIDESWIPE		FRONT-TO-REAR		Number of Intersections with Red Light Cameras within Jurisdiction
	Number of crashes 1 year before installation of camera(s)	Number of crashes from July 1, 2013- June 30, 2014	Number of crashes 1 year before installation of camera(s)	Number of crashes from July 1, 2013- June 30, 2014	
Orange County	352	543	649	976	35
Palatka	2	6	16	36	6
Bradenton	0	6	2	25	7
Coral Springs	9	18	22	80	6
New Port Richey	6	6	32	36	6
Oldsmar	8	9	32	42	4
Manatee County	7	5	22	18	8
Fort Lauderdale	17	9	36	88	20
Miami Springs	7	14	11	9	5
Tamarac	3	2	14	11	15
Gulf Breeze	1	0	8	12	6
Palm Bay	13	9	40	39	3
Orange Park	7	0	4	24	7
Cocoa Beach	8	8	21	20	3
Miami	1168	843	454	503	92
Hillsborough County	24	11	129	80	6
Palm Coast	17	38	75	174	24
Maitland	30	8	80	74	5
Haines City	172	173	172	173	7
Green Cove Springs	12	17	12	17	5
Medley	1	10	1	10	4
Ocoee	232	101	102	47	8
Temple Terrace	2	4	10	16	5
Boca Raton	20	57	100	150	6
West Miami	9	12	10	6	5
Aventura	135	116	115	97	5
St. Petersburg	115	94	185	199	10
Doral	56	68	95	108	4
Sunrise	15	20	42	38	10
Kissimmee	48	106	232	182	9
Holly Hill	8	7	39	33	4
Cutler Bay	-----	-----	18	45	5
Edgewood	4	21	9	29	2
West Palm Beach	0	0	0	0	37
Orlando	67	46	304	333	14
Miami Beach	2	43	9	36	9

Appendix B - Responses to Survey Questions by Jurisdiction

Jurisdiction	SIDESWIPE		FRONT-TO-REAR		Number of Intersections with Red Light Cameras within Jurisdiction
	Number of crashes 1 year before installation of camera(s)	Number of crashes from July 1, 2013- June 30, 2014	Number of crashes 1 year before installation of camera(s)	Number of crashes from July 1, 2013- June 30, 2014	
Santa Rosa	28	11	26	14	3
Tallahassee	44	62	148	208	7
Clearwater	12	36	21	50	2
Margate	1	10	19	8	3
Boynton Beach	85	70	64	83	14
Groveland	8	13	1	1	2
Clewiston	0	2	0	2	2
North Miami	1	1	1	1	11
Surfside	4	4	4	7	5
North Miami Beach	37	31	81	92	5
Miami Gardens	241	110	not available	32	15
Coral Gables	58	23	5	35	4
Clermont	2	4	14	27	4
Gulfport	7	5	2	2	3
Hollywood	77	75	103	93	11
Daytona Beach	Data not available	Data not available	Data not available	Data not available	7
Dunnellon	We no longer have access to this data system any longer	1	do not have access to this data system any longer	1	3
Winter Park	Not documented	Not documented	Not documented	Not documented	5
Tampa	Not Calculated	Not Calculated	Not Calculated	Not Calculated	38
South Pasadena	Unknown	Unknown	Unknown	Unknown	4
Brooksville	N/A	4	N/A	35	12
Sarasota	Data not tracked	Data not tracked	Data not tracked	Data not tracked	17
Homestead	SEE NOTE	SEE NOTE	SEE NOTE	SEE NOTE	3
Kenneth City	Unknown	Unknown	Unknown	Unknown	4
Juno Beach	DATA INCOMPLETE	2	DATA INCOMPLETE	16	5
Apopka	Cameras Installed since 2007	0	Cameras installed since 2007	1	20
West Park	Data not available	Data not available	Data not available	Data not available	5
Sweetwater	Insufficient Data available	Insufficient Data as of yet.	Insufficient data available	insufficient data available	7
Opa-locka	N/A	0	N/A	0	4
Town of Davie	Data not available	12	Not available	209	8
Bal Harbour Village	data not available	data not available	data not available	data not available	4
Village of Key Biscayne	Data not available	Data not available	-----	-----	4



Red Light Camera Summary Report

Leaders in Service • Agents of Progress • Champions for Safety

Fiscal Year 2015–2016

DECEMBER 31, 2016

Introduction

Section 316.0083(4)(b), Florida Statutes, directs the Department of Highway Safety and Motor Vehicles (department) to provide a summary report on the use and operation of traffic infraction detectors (red light cameras) in Florida. Per statute, the department “must include a review of information submitted to the department by the counties and municipalities and must describe the enhancement of the traffic safety and enforcement programs.”

Section 316.0083, Florida Statutes, describes the process for violations of traffic infraction detectors. A traffic infraction enforcement officer issues a Notice of Violation (NOV) to the violator within 30 days of the violation. The violator may pay the notice or contest the violation through an appeals process within 60 days. If the violator fails to pay or appeal the notice, a traffic infraction enforcement officer issues a Uniform Traffic Citation (UTC) to the violator, with a copy to the Clerk of Court for adjudication.

Part 1

Survey Methodology

The department created an online survey to gather information and data from counties and municipalities (jurisdictions) responsible for the administration of red light camera (RLC) programs during Fiscal Year 2015-2016. The 29 question survey included topics such as procedures, NOVs and program size, and covered activity that occurred from July 1, 2015 through June 30, 2016. As there is no statewide oversight of RLC programs, the department relies on monies remitted to the Department of Revenue (DOR) to know which jurisdictions were operating RLCs during the reporting period. Similar to last year, jurisdictions were asked to complete a spreadsheet regarding camera and intersection locations and dates of operation. With this self-reported information, the department was able to independently analyze crash data related to RLC intersections throughout the state.

Surveys were distributed to all jurisdictions who responded to previous RLC surveys, and to those who remitted RLC monies to the DOR during the reporting period. In addition, the Florida Sheriffs Association, the Florida Police Chiefs Association, the Florida League of Cities and the Florida Association of Counties aided in distributing surveys to their members.

The deadline for survey responses was October 1, 2016. Actions jurisdictions may have taken related to their program after that date are not reflected in this report.

Summary of Survey Responses

In total, 68 jurisdictions remitted monies to the DOR for RLC penalties during Fiscal Year 2015-2016 (see supplemental resources). All 68 jurisdictions responded to the survey; however, only 58 of those included on the DOR list reported RLCs were operational during the reporting period (July 1, 2015 – June 30, 2016). Violations can be paid late, which is why some jurisdictions remitted monies after the conclusion of their program. Opa-locka indicated in their survey response that they had cameras active during the reporting period, but were not included on the DOR list. Therefore, a total of 59 jurisdictions are represented in this report (reference Appendix E for a list of the 59 jurisdictions and their responses).

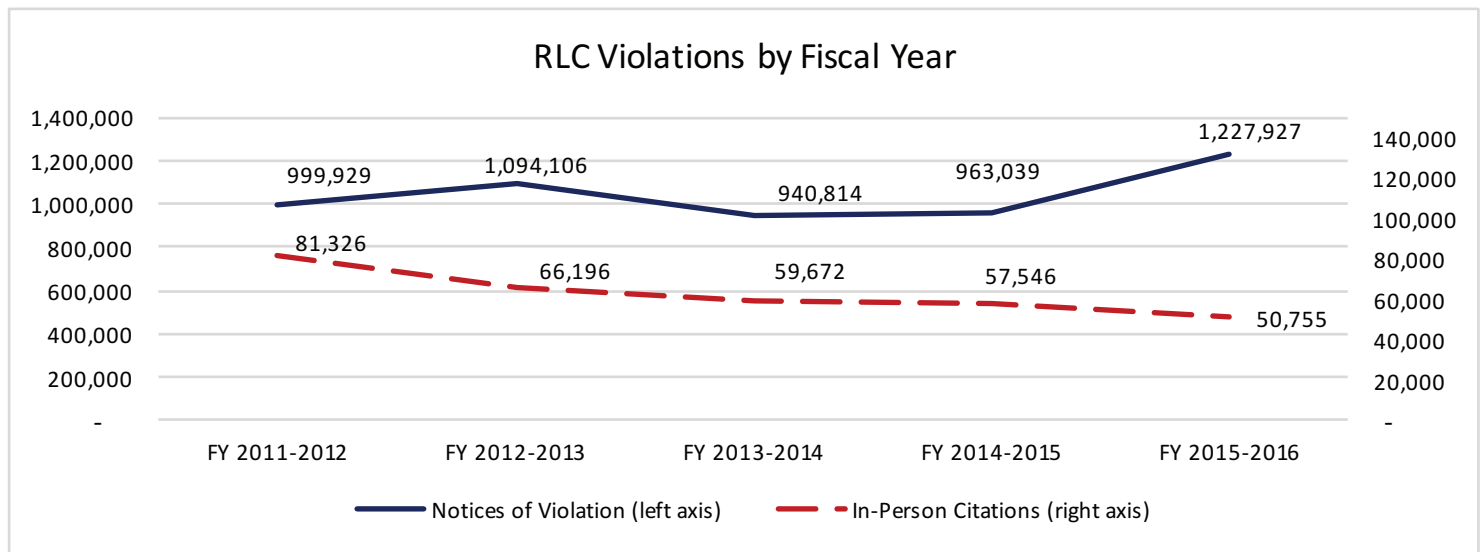
Cameras and Intersections

- 796 RLCs active as of July 1, 2015 (965 as of July 1, 2014)
- 688 RLCs active as of June 30, 2016 (757 as of June 30, 2015)
 - Reduction of 108 cameras
 - 40 jurisdictions with no change in number of RLCs
 - 4 jurisdictions with increase in number of RLCs
 - 15 jurisdictions with decrease in number of RLCs
 - Six jurisdictions reduced number of active RLCs to zero during reporting period (July 1, 2015 – June 30, 2016)
- 478 intersections with active RLCs as of July 1, 2015 (592 as of July 1, 2014)
- 430 intersections with active RLCs as of June 30, 2016 (460 as of June 30, 2015)
 - Reduction of 48 intersections
 - 42 jurisdictions with no change in number of intersections with RLCs
 - 4 jurisdictions with increase in number of intersections with RLCs
 - 13 jurisdictions with decrease in number of intersections with RLCs

Notices of Violation (As reported by jurisdictions)

- 1,227,927 NOVs issued (*Availability of NOV status varied by jurisdiction. Thus, numbers do not add to total.*)
 - 761,103 paid
 - 37,520 contested and pending
 - 46,323 contested and dismissed
 - 21,530 contested and upheld
- 150,659 NOVs were issued to repeat offenders (55,429 reported in FY 2014-2015 report)

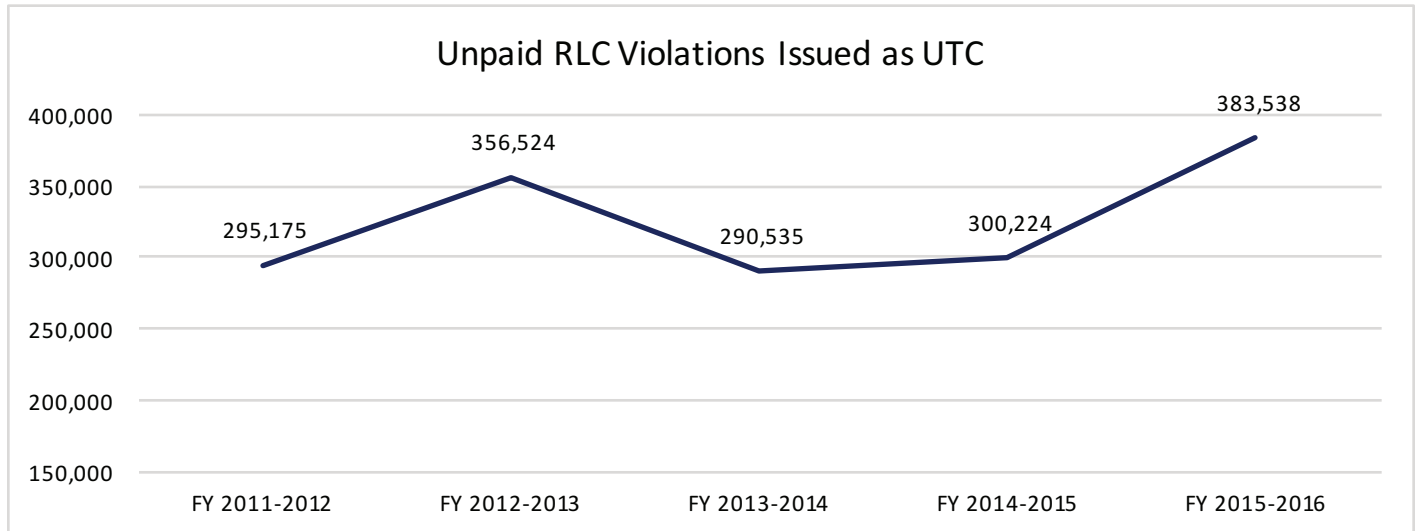
(Figure 1)



NOV data self-reported by jurisdictions. Citation data collected from department database (November 15, 2016).

Figure 1 shows the number of NOVs issued for RLC violations over the past five fiscal years (July 1 – June 30). The graph also depicts the number of citations issued in person by law enforcement for running a red light. The number of NOVs issued for RLC violations increased to its highest peak during the last fiscal year (2015-2016). Conversely, the number of in-person citations reached its lowest point during the same year. The department must rely on self-reported information for the number of NOVs issued each year, but in-person citations are tracked through the Clerk of Court system.

(Figure 2)



Citation data collected from department database (November 15, 2016).

Figure 2 shows the number of unpaid RLC violations resulting in a UTC being assessed. Similar to the number of NOV's issued, the number of UTCs issued reached its highest peak during FY 2015-2016. A driving record can only reflect an unpaid NOV issued as a UTC or an in-person citation issued by a law enforcement officer.

Personnel

Jurisdictions were asked to identify who reviews the camera images before issuing NOV's, who reviews contested NOV's and who ultimately issues UTCs. Personnel categories included law enforcement officer, non-sworn government employee, non-sworn contractor employee (vendor) and other. Figure 3 reflects jurisdiction responses.

(Figure 3)

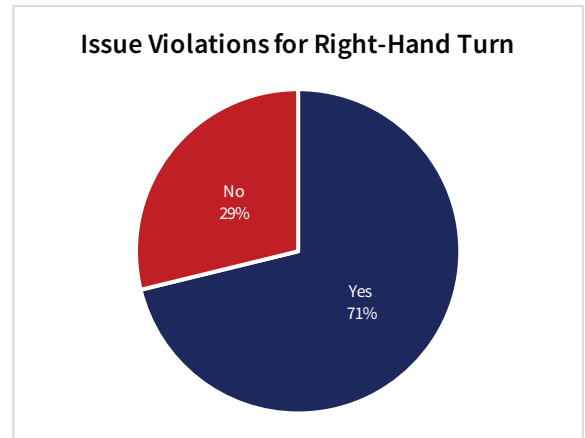
Personnel	Review Camera Images	Review Contested Notices of Violation	Issue Uniform Traffic Citations
Law Enforcement Officer	48	43	46
Non-sworn Government Employee	23	21	18
Non-sworn Contractor Employee (vendor)	7	3	3
Other (see Appendix E)	3	8	5

Jurisdictions could select multiple options for each question so numbers do not sum to the total number of respondents.

Right-Hand Turns

Pursuant to section 316.0083, Florida Statutes:

- A NOV and a UTC may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a careful and prudent manner at an intersection where right-hand turns are permissible.
- A NOV and UTC may not be issued under this section if the driver of the vehicle came to a complete stop after crossing the stop line and before turning right if permissible at a red light, but failed to stop before crossing over the stop line or other point at which a stop is required.



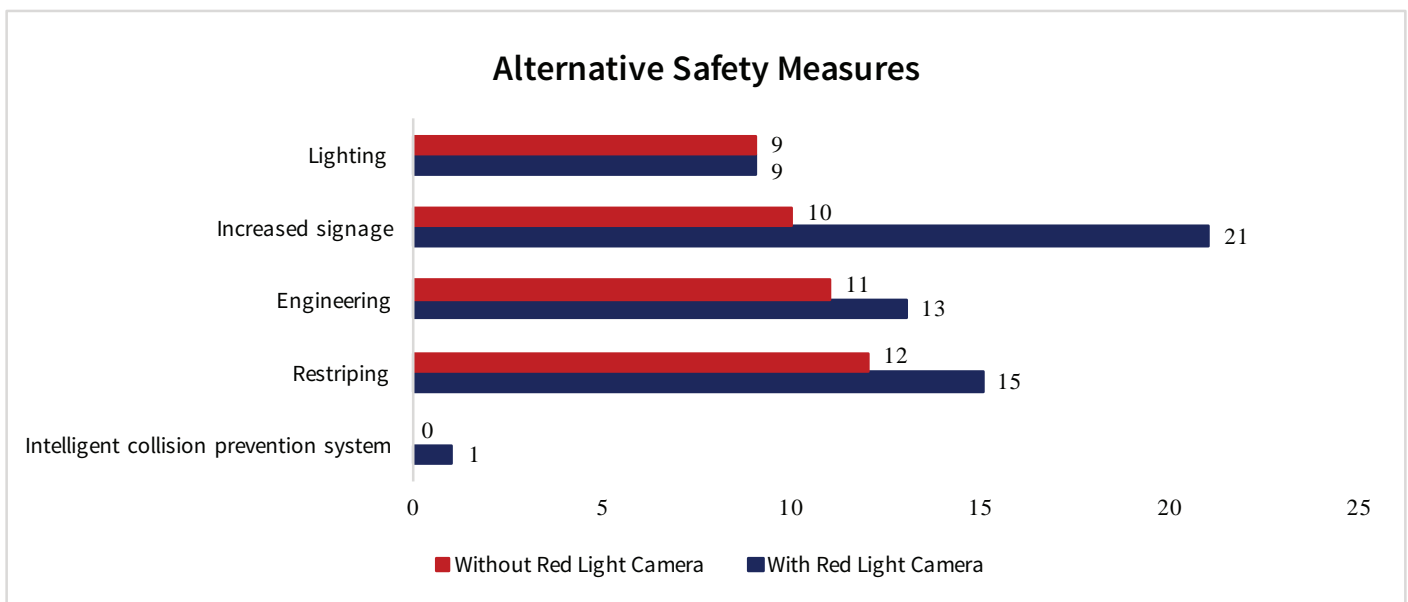
(Figure 4)

The terms in this section of statute are left to the interpretation of each respective jurisdiction (see Appendix F for definitions provided to the department). For Fiscal Year 2015-2016, 71 percent of responding jurisdictions issued NOVs for persons making right turns on red signals. Jurisdictions indicated that 285,924 (23.29%) NOVs were issued for right-hand turns during the reporting period (July 1, 2015 – June 30, 2016). Six jurisdictions indicated that they do not track the number of violations issued for right turns on red.

Alternative Safety Measures

The department also inquired on what other actions jurisdictions had taken to improve safety measures at intersections during the reporting period. A majority of jurisdictions indicated they had implemented at least one action. The results of this question are shown below (see Appendix E for other responses).

(Figure 5)



Other Survey Results

Approximately half of the jurisdictions (30 of 59) reported court cases have impacted their RLC program. Fourteen jurisdictions indicated they have conducted an independent RLC analysis. Forty eight jurisdictions responded they are continuing their program in Fiscal Year 2016-2017. Regarding reporting of crash data, 45 jurisdictions responded they report crashes electronically, six report via paper and eight do both. Although some jurisdictions have suspended or terminated their programs, only one jurisdiction indicated they moved the location of a RLC during the reporting period.

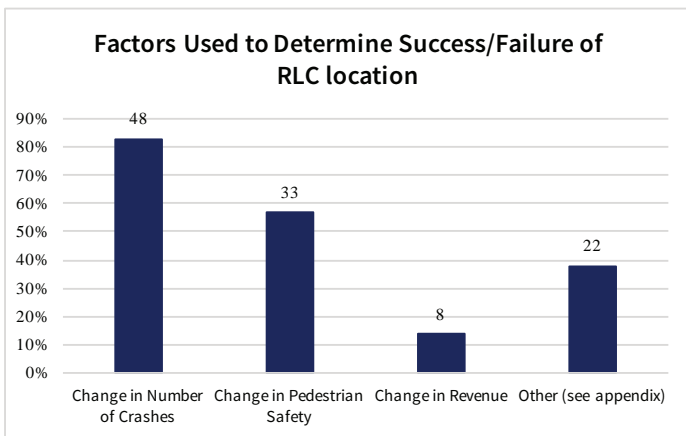
Other Survey Results (continued)

(Figure 6)

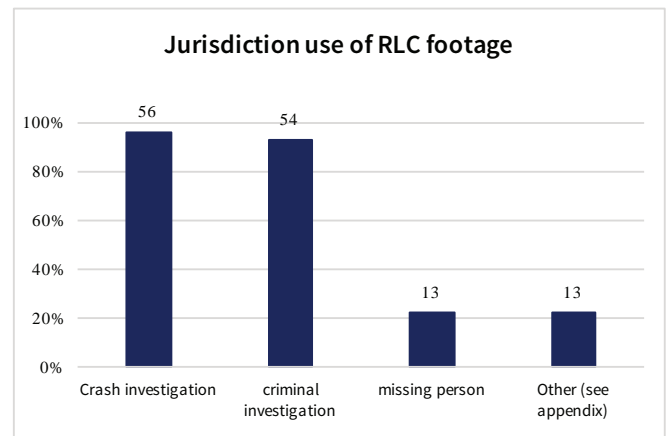
RLC Vendor	Number of Jurisdictions
American Traffic Solutions (ATS)	46
Redflex	4
Xerox	4
Other (see Appendix E)	5

Figure 7 shows factors used to determine the success or failure of RLC locations, reported by jurisdictions. Figure 8 shows other uses of RLC footage, reported by jurisdictions.

(Figure 7)

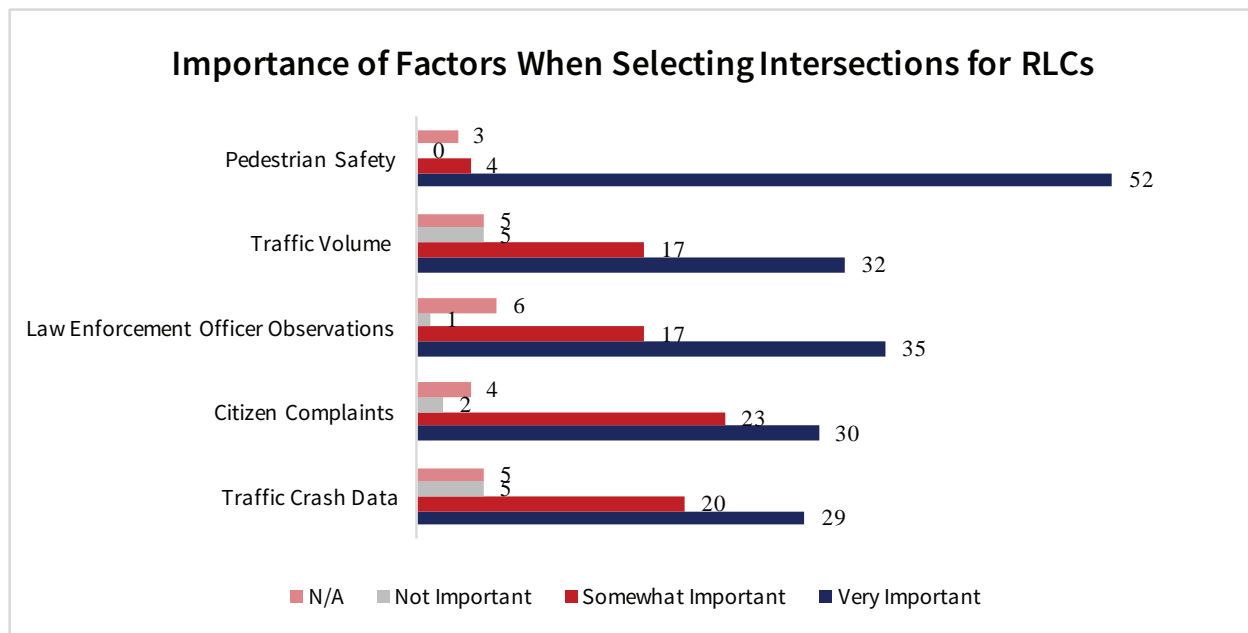


(Figure 8)



Jurisdictions were asked to rank the importance of various factors when selecting intersections to install RLCs. The results are shown in Figure 9.

(Figure 9)



Part 2

Crash Analysis

Similar to last year, jurisdictions self-reported the dates of operation and locations of intersections with RLCs. Intersections were selected to be included in the crash analysis based on their dates of operation as there have been changes to the reporting of crash data within the last five years. Taking input from jurisdictions who operate RLC programs, the department refined its methodology to only include crashes that occurred on or after July 1, 2012. Therefore, intersections were only included if the activation date was between January 2013 and April 2016, allowing at least six months before and after the date the camera was activated. Intersections from two jurisdictions were not included in the analysis (Miami Springs and Boynton Beach) because cameras were turned off then back on, and the lapsed time was under six months. In total, 148 intersections were included in the crash analysis from 28 jurisdictions.

Crashes occurring within 250 feet of the center of the intersection were analyzed before and after the installation of camera(s) at each intersection. Measures were taken to exclude crashes that occurred anywhere other than the roadway, such as parking lots. The before and after periods used for analysis were unique to each intersection based on the dates of operation, with an equal number of days within each window. Crashes were broken down by manner of collision (angle or rear-end), injury severity, inclusion of a non-motorist (see Appendix D for definition), and whether the crash report indicated a driver ran a red light.

(Figure 10)

	Before RLC Installed	After RLC Installed	Percent Change
Total Crashes	5,107	5,625	10.14%
Angle Crashes	1,383	1,476	6.72%
Rear-End Crashes	3,724	4,149	11.41%
Crashes Involving Non-Motorists	56	45	-19.64%
Crashes Involving Running a Red Light	191	185	-3.14%
Possible Injury Crashes	964	1,054	9.34%
Non-Incapacitating Injury Crashes	399	392	-1.75%
Incapacitating Injury Crashes	153	194	26.80%
Fatal Crashes	5	10	

Figure 10 shows the breakdown of crashes that occurred before and after the activation of RLCs at intersections included in the analysis. The number of crashes included in this year's analysis is higher than last year's report (Fiscal Year 2014-2015) due to the refined methodology. For example, short form crashes were excluded from last year's report in attempt to exclude parking lot crashes, but short form crashes were included in this year's report with the addition of new methods used to exclude crashes outside of the roadway. Reference Appendix A for a more detailed breakdown of crashes by reporting jurisdiction. Appendix B is specific to crashes where the officer indicated a driver ran a red light, and Appendix C is specific to crashes involving non-motorists.

The change in number of crashes noted in the analysis follows the statewide trend during the period of this analysis (approximately 33% increase statewide, 2012-2015). Two possible factors that could have contributed to the change in crash numbers are the increase in vehicle miles traveled (VMT) and the fluctuation in crash reports with accurate location information (latitude and longitude). The probability of a crash occurring increases as people drive more, and daily VMT in Florida increased 8.32 percent from 2012 to 2015 (see supplemental resources). The second factor is attributed to the reliance on location data for this analysis. In order to analyze crashes that occurred at certain intersections, it is necessary to know both the location of the intersection and the location of the crashes. Intersection locations (latitude and longitude) were submitted along with the survey, however, latitude and longitude are not attached to every crash report. The percentage of crash reports with location information has fluctuated statewide over the last few years (2012- 67.6%, 2013- 64.2%, 2014- 66.3%, 2015- 55.2%), which can impact the number of crashes that can be analyzed each year. The crash analysis should be put into context of the overall complexity of the issue at hand, as many factors may contribute to the change in number of crashes outlined in this report.

Recommendations

The following recommendations would allow for accurate reporting of information that cannot currently be tracked through existing systems.

1. Require jurisdictions to track camera information including location (GPS coordinates) and dates of operation.
2. Require jurisdictions to track the issuance of NOVs, including the status of those violations (paid, contested, issued as UTC).
3. Require jurisdictions to track the issuance of NOVs for right-hand turns.
4. Require jurisdictions to report safety countermeasures taken prior to and after the installation of RLC (examples: infrastructure changes, type and layout of signage, pedestrian cross walks, bike lanes, intelligent transportation systems [ITS]).
5. In accordance with statute, the department will continue to review and report on the status and trends of the use and operation of RLCs. In order to determine the enhancement of traffic safety, the department recommends a more thorough analysis be conducted by an independent organization using appropriate local and state agency resources.
6. The department, upon request, will collaborate with any local jurisdiction operating RLC programs to improve the data collection and reporting methodology associated with evaluation of the active programs across the state.
7. Create a standard for administering violations for right-hand turns on red signals, enforced by RLC.

Supplemental Resources

- Department of Revenue's [Tax Data for Red Light Cameras](#)
- Department of Transportation's [Traffic Infraction Detector Placement and Installation Specifications](#)
- Department of Transportation's [Florida Highway Mileage Reports \(VMT\)](#)

Appendix A: Crashes Before and After Red Light Camera Implementation by Jurisdiction

Jurisdiction	# Intersections	Before	After	Total % Change	Ran Red Light Before	Ran Red Light After	Ran Red Light % Change	Rear-End Before	Rear-End After	Rear-End % change	Angle Before	Angle After	Angle % change
Aventura	1	13	17	30.77%	2	1	-50.00%	7	11	57.14%	6	6	0.00%
Clermont	4	54	100	85.19%	7	4	-42.86%	39	84	115.38%	15	16	6.67%
Davie	1	6	3	-50.00%	0	1	---	4	2	-50.00%	2	1	-50.00%
Edgewood	1	5	4	-20.00%	1	0	-100.00%	4	4	0.00%	1	0	-100.00%
Florida City	1	234	172	-26.50%	13	5	-61.54%	144	114	-20.83%	90	58	-35.56%
Fort Lauderdale	3	19	35	84.21%	0	0	---	14	21	50.00%	5	14	180.00%
Gulf Breeze	1	1	5	400.00%	0	0	---	0	4	---	1	1	0.00%
Jacksonville	26	1,218	1,153	-5.34%	49	37	-24.49%	897	880	-1.90%	321	273	-14.95%
Lakeland	6	87	128	47.13%	6	6	0.00%	62	93	50.00%	25	35	40.00%
Manatee County	5	74	64	-13.51%	2	3	50.00%	56	52	-7.14%	18	12	-33.33%
Medley	1	0	3	---	0	0	---	0	1	---	0	2	---
Miami	6	27	29	7.41%	5	8	60.00%	18	15	-16.67%	9	14	55.56%
North Miami	1	9	13	44.44%	1	2	100.00%	6	9	50.00%	3	4	33.33%
North Miami Beach	5	152	225	48.03%	6	1	-83.33%	102	176	72.55%	50	49	-2.00%
Ocoee	2	23	16	-30.43%	1	0	-100.00%	12	11	-8.33%	11	5	-54.55%
Orange County	29	1,951	2,066	5.89%	50	60	20.00%	1,444	1,507	4.36%	507	559	10.26%
Orange Park	3	13	4	-69.23%	2	0	-100.00%	9	3	-66.67%	4	1	-75.00%
Orlando	1	28	18	-35.71%	0	0	---	21	15	-28.57%	7	3	-57.14%
Osceola	13	469	591	26.01%	14	18	28.57%	364	444	21.98%	105	147	40.00%
Palatka	2	7	7	0.00%	0	1	---	5	6	20.00%	2	1	-50.00%
Palm Beach County	3	132	150	13.64%	5	10	100.00%	87	94	8.05%	45	56	24.44%
Palm Coast	2	10	8	-20.00%	0	0	---	10	8	-20.00%	0	0	---
Pinecrest	4	93	113	21.51%	2	3	50.00%	78	98	25.64%	15	15	0.00%
Sarasota	6	85	60	-29.41%	2	2	0.00%	57	37	-35.09%	28	23	-17.86%
Sunrise	5	111	201	81.08%	4	5	25.00%	74	140	89.19%	37	61	64.86%
Tamarac	7	152	254	67.11%	7	5	-28.57%	113	196	73.45%	39	58	48.72%
Tampa	4	82	116	41.46%	5	8	60.00%	65	78	20.00%	17	38	123.53%
West Palm Beach	5	52	70	34.62%	7	5	-28.57%	32	46	43.75%	20	24	20.00%
Grand Total	148	5,107	5,625	10.14%	191	185	-3.14%	3,724	4,149	11.41%	1,383	1,476	6.72%

*Only jurisdictions with red light cameras activated between January 2013 and April 2016 were included in the crash analysis. Twenty eight of the 59 jurisdictions met this criteria.

Appendix A: Crashes Before and After Red Light Camera Implementation by Jurisdiction

Jurisdiction	# Intersections	Possible Injury Before	Possible injury After	Non-Incapacitating Injury Before	Non-Incapacitating Injury After	Incapacitating Injury Before	Incapacitating Injury After	Fatal Before	Fatal After
Aventura	1	0	2	2	3	3	0	0	0
Clermont	4	12	23	8	7	2	2	0	0
Davie	1	1	0	0	0	0	0	0	0
Edgewood	1	2	1	0	1	0	0	0	0
Florida City	1	34	42	11	3	2	2	0	1
Fort Lauderdale	3	4	6	1	0	1	0	0	0
Gulf Breeze	1	0	1	0	0	0	0	0	0
Jacksonville	26	234	283	92	84	19	25	1	1
Lakeland	6	18	30	14	13	2	4	0	0
Manatee County	5	14	11	4	2	10	5	0	0
Medley	1	0	0	0	1	0	0	0	1
Miami	6	5	3	0	2	2	1	0	0
North Miami	1	2	1	0	1	0	0	0	0
North Miami Beach	5	25	38	19	11	2	2	1	2
Ocoee	2	7	6	3	2	0	0	0	0
Orange County	29	301	300	120	110	66	108	2	2
Orange Park	3	3	3	3	0	0	0	0	0
Orlando	1	5	3	1	0	1	0	0	0
Osceola	13	103	103	35	58	23	29	0	1
Palatka	2	0	1	1	1	0	0	0	0
Palm Beach County	3	19	25	13	11	3	5	1	0
Palm Coast	2	6	4	2	2	1	0	0	0
Pinecrest	4	15	7	4	8	2	0	0	0
Sarasota	6	24	13	13	8	2	2	0	0
Sunrise	5	39	38	13	14	1	3	0	0
Tamarac	7	46	57	14	15	4	2	0	0
Tampa	4	30	35	19	21	2	2	0	1
West Palm Beach	5	15	18	7	14	5	2	0	1
Grand Total	148	964	1054	399	392	153	194	5	10

**Only jurisdictions with red light cameras activated between January 2013 and April 2016 were included in the crash analysis. Twenty eight of the 59 jurisdictions met this criteria.*

Appendix B: Crashes Involving Running Red Light

Jurisdiction	Before	After	Non-Motorist Before	Non-Motorist After	Front to Rear Before	Front to Rear After	Angle Before	Angle After
Aventura	2	1	0	0	0	0	2	1
Clermont	7	4	0	0	0	0	7	4
Davie	0	1	0	0	0	1	0	0
Edgewood	1	0	0	0	1	0	0	0
Florida City	13	5	0	0	4	0	9	5
Fort Lauderdale	0	0	0	0	0	0	0	0
Jacksonville	49	37	0	0	2	1	47	36
Lakeland	6	6	0	0	0	0	6	6
Manatee County	2	3	0	0	0	0	2	3
Medley	0	0	0	0	0	0	0	0
Miami	5	8	0	0	0	0	5	8
North Miami	1	2	0	0	0	1	1	1
North Miami Beach	6	1	0	0	0	0	6	1
Ocoee	1	0	0	0	0	0	1	0
Orange County	50	60	0	0	1	4	49	56
Orange Park	2	0	0	0	0	0	2	0
Orlando	0	0	0	0	0	0	0	0
Osceola	14	18	0	0	0	0	14	18
Palatka	0	1	0	0	0	0	0	1
Palm Beach County	5	10	0	0	1	2	4	8
Palm Coast	0	0	0	0	0	0	0	0
Pinecrest	2	3	0	0	0	0	2	3
Sarasota	2	2	0	0	0	0	2	2
Sunrise	4	5	0	0	0	0	4	5
Tamarac	7	5	0	0	0	0	7	5
Tampa	5	8	0	0	0	1	5	7
West Palm Beach	7	5	0	0	2	0	5	5
Grand Total	191	185	0	0	11	10	180	175

Appendix B: Crashes Involving Running Red Light

Jurisdiction	Possible Injury Before	Possible Injury After	Non-Incapacitating Injury Before	Non-Incapacitating Injury After	Incapacitating Injury Before	Incapacitating Injury After	Fatal Before	Fatal After
Aventura	0	0	0	0	1	0	0	0
Clermont	2	0	2	1	0	1	0	0
Davie	0	0	0	0	0	0	0	0
Edgewood	1	0	0	0	0	0	0	0
Florida City	2	1	1	0	1	0	0	0
Fort Lauderdale	0	0	0	0	0	0	0	0
Jacksonville	10	11	7	3	7	3	1	0
Lakeland	1	1	2	2	0	1	0	0
Manatee County	0	0	0	0	1	3	0	0
Medley	0	0	0	0	0	0	0	0
Miami	0	2	0	2	1	1	0	0
North Miami	1	0	0	0	0	0	0	0
North Miami Beach	3	0	1	0	0	0	0	0
Ocoee	0	0	1	0	0	0	0	0
Orange County	11	15	10	7	2	12	0	0
Orange Park	1	0	1	0	0	0	0	0
Orlando	0	0	0	0	0	0	0	0
Osceola	2	5	2	7	3	1	0	0
Palatka	0	0	0	0	0	0	0	0
Palm Beach County	2	2	1	1	2	1	0	0
Palm Coast	0	0	0	0	0	0	0	0
Pinecrest	0	0	1	2	0	0	0	0
Sarasota	1	0	1	1	0	0	0	0
Sunrise	2	1	0	1	0	0	0	0
Tamarac	1	4	2	0	1	0	0	0
Tampa	2	2	1	3	1	1	0	1
West Palm Beach	3	2	1	2	1	1	0	0
Grand Total	45	46	34	32	21	25	1	1

Appendix C: Crashes Involving Non-Motorists Before and After Red Light Camera Implementation

Jurisdiction	# Intersections	non-motorist before	non-motorist after	non-motorist % change
Aventura	1	1	1	0.00%
Clermont	4	0	0	---
Davie	1	0	0	---
Edgewood	1	0	0	---
Florida City	1	3	2	-33.33%
Fort Lauderdale	3	1	2	100.00%
Gulf Breeze	1	0	0	---
Jacksonville	26	9	9	0.00%
Lakeland	6	4	3	-25.00%
Manatee County	5	2	0	-100.00%
Medley	1	0	0	---
Miami	6	1	0	-100.00%
North Miami	1	0	0	---
North Miami Beach	5	1	2	100.00%
Ocoee	2	0	1	---
Orange County	29	11	12	9.09%
Orange Park	3	1	0	-100.00%
Orlando	1	0	0	---
Osceola	13	1	2	100.00%
Palatka	2	0	0	---
Palm Beach County	3	5	2	-60.00%
Palm Coast	2	0	0	---
Pinecrest	4	0	2	---
Sarasota	6	4	2	-50.00%
Sunrise	5	2	0	-100.00%
Tamarac	7	3	3	0.00%
Tampa	4	2	2	0.00%
West Palm Beach	5	5	0	-100.00%
Grand Total	148	56	45	-19.64%

Appendix D: Glossary of Terms

Angle Crash	A crash where two vehicles impact at an angle. For example, the left front of one vehicle impacts the side of another vehicle.
Rear-End Crash	A crash where the front of one vehicle impacts the back of another vehicle.
Non-incapacitating Injury	Any visible injuries such as bruises, abrasions, limping, etc.
Incapacitating Injury	Any visible signs of injury from a crash or person(s) who had to be carried from the scene.
Fatal Injury	Any injury that results in death within a 30 day period after the crash occurred.
Non-Motorist	Any person other than an occupant of a motor vehicle in transport. This includes pedestrians, occupants of other motor vehicles not in transport and occupants of transport vehicles other than motor vehicles.

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Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	What Department oversees the red light camera program in your jurisdiction?	Provide the contact information of the person completing the survey				Has your jurisdiction operated red light cameras within the reporting period (July 1, 2015 - June 30, 2016)?	What red light camera vendor(s) does your jurisdiction use?			
		Name	Agency	Email Address	Phone Number		American Traffic Solutions (ATS)	Redflex	Xerox	Other (please specify)
Apopka Police Department	Police Department	Lt. Stephan Brick	Apopka P.D.	swbrick@apopka.net	407-703-1771	Yes	X			
Bal Harbour Village	Police Department	Pamela Flanders	Bal Harbour Police Department	pflanders@balharbourfl.gov	305-866-5000	Yes	X			
Campbellton	Public Safety--Law Enforcement	Helen Rhynes	Town of Campbellton	tc32426@bellsouth.net	(850) 263-4535	Yes	X			
City of Aventura	Community Development, Code Compliance	Joanne Carr	City of Aventura	carrj@cityofaventura.com	305 466 8940	Yes	X			
City of Boynton Beach	Traffic Unit	CSO A. Petriello #072	Boynton Beach Police Dept.	petrielloa@bbfl.us	561-742-6119	Yes	X			
City of Bradenton	Police Department-Traffic Unit	Sgt. Phillip E. Waller	Bradenton Police Department	phil.waller@cityofbradenton.com	941-932-9300x318	Yes			X	
City of Brooksville	Brooksville Police Department	Richard C Hankins	Brooksville Police Department	rhankins@cityofbrooksville.us	352-540-3800	Yes				Sensys America
City of Clearwater	Patrol/Special Operations/Traffic	Lt. Michael Walek	Clearwater Police Department	michael.walek@myclearwater.com	727-562-4119	Yes		X		
City of Clermont	Police Department - Traffic	Diane Carter	Clermont Police Department	dcarter@clermontfl.org	352-394-5588	Yes	X			
City of Clewiston	Police Department	Lieutenant Michael J. Rowan	Clewiston Police Department	rowanmj1@flcn.net	863-983-1474	Yes	X			
CITY OF CORAL GABLES	POLICE DEPT/SPECIAL ENFORCEMENT DIV	ALEX CASTELLO	CITY OF CORAL GABLES	ACASTELLO@CORALGABLES.COM	305-722-8669	Yes	X			
City of Edgewood	Traffic Infraction Enforcement Officer	Stacey Salemi	Edgewood Police Department	ssalemi@edgewood-fl.gov	4078512820	Yes				GATSO
City of Florida City	Patrol	Michelle Ramirez	Florida City Police Department	mramirez@floridacityfl.gov	305-248-0571	Yes	X			
City of Groveland	Police	Cheyenne Getford	City of Groveland/Police Department	cheyenne.getford@groveland-fl.gov	352-429-4166	Yes	X			
City of Gulf Breeze	Police	Robert Randle	Gulf Breeze Police Department	rrandle@gulfbreezeff.gov	850-934-5121	Yes				Sensys America, Inc.
City of Gulfport	Police Department	Robert Vincent	Gulfport Police Department	rvincent@mygulfport.us	727-893-1049	Yes	X			
CITY OF HAINES CITY	POLICE DEPARTMENT	TIM GLOVER	HAINES CITY POLICE DEPARTMENT	TGLOVER@HAINESCITYPD.COM	863-632-1386 EXT 2267	Yes	X			
City of Homestead	Police Department	Lt. Thomas Surman	Homestead Police Department	tsurman@homesteadpolice.com	305-224-5411	Yes	X			
City of Kissimmee	Police and City Attorney	R. Moore	Kissimmee Police	rmoore@kissimmee.org	407-847-0176 ext. 3266	Yes		X		
City of Miami Gardens	Police Department	William Bamford	Miami Gardens Police Department	william.bamford@mgpdl.org	305.474.1391	Yes	X			
City of Miami, Florida	Police Red Light Camera Unit/Administration Division	Ofc. Michael Vega #7314	City of Miami Police Department	7314@miami-police.org	305-603-6710	Yes	X			
City of New Port Richey	Police Department	Kim Bogart, Chief of Police	New Port Richey Police Department	bogartk@cityofnewportrichy.org	727.841.4550 Ext. 116	Yes	X			
City of Ocoee	Police	Lt. Bill Wagner	Ocoee Police Department	wwagner@ocoe.org	407-905-3160	Yes	X			
City of Opa-locka Police Department	Traffic Unit	Sgt. Marcos Gonzalez	City of Opa-locka Police Department	mgonzalez@opalockapd.com	3059532677 ext 235	Yes	X			
City of Orlando	Economic Development, Code Enforcement	Raymond Rodriguez	Code Enforcement	raymond.rodriguez@cityoforlando.net	(407)246-2487	Yes	X			
City of Palm Coast	Code Enforcement Division	Barbara Grossman	City of palm Coast	bgrossman@palmcoastgov.com	386 986-4739	Yes	X			
City of Port Richey	Police Department	Ryan Runge	Port Richey Police Department	r.runge@cityofportrichy.com	7278350974	Yes	X			
City of Sarasota	Police	Bryan Graham	Sarasota Police Department	bryan.graham@sarasotafll.gov	941 954-7022	Yes	X			
City of South Pasadena	Administration and Public Safety	Carley Lewis	City of South Pasadena	clewis@mysouthpasadena.com	727-347-4171	Yes	X			
City of Tallahassee	Department	Allen Secreast	City of Tallahassee	allen.secreast@talgov.com	(850) 891-8273	Yes			X	
City of Tamarac	Broward Sheriff's Office - Traffic Unit	Barry A Berhow	Broward Sheriff's Office	Barry_Berhow@sheriff.org	954-247-6002	Yes	X			
City of Tampa	Tampa Police Department	Corporal Paul Smalley	Tampa Police Department	paul.smalley@tampagov.net	813-348-2035	Yes	X			
City of Winter Park	Special Operations	Samuel Bellifore / SGT Stan Lacke	Winter Park Police Department Green Cove Springs Police Department	sbellifore@cityofwinterpark.org / slocke@cityofwinterpark.org	407-643-1652 / 407- 599-3512	Yes				GATSO
Green Cove Springs	Green Cove Springs Police Department	Officer J. J. Faro, Jr.		JFaro@gcpsd.com	904 631-9807	Yes	X			

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Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	As of July 1, 2015, how many RLC's were operational?	As of June 30, 2016, how many RLC's were operational?	Difference # RLC's	As of July 1, 2015, at how many intersections were RLC's operational?	As of June 30, 2016, at how many intersections were RLC's operational?	Difference # Intersections	Please provide the following information regarding NOV's issued for RLC violations in your jurisdiction between July 1, 2015 and June 30, 2016						
							Total #	# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# issued as UTC	# Pending issuance as UTC
Apopka Police Department	21	21	0	11	11	0	33754	21905	76	99	1065	10214	0
Bal Harbour Village	5	5	0	3	3	0	10235	6235	20	292	101	3201	0
Campbellton	2	0	-2	1	0	-1	83	24	2	0	2	0	0
City of Aventura	15	13	-2	7	7	0	51142	30121	1358	4	0	17329	0
City of Boynton Beach	15	15	0	7	7	0	27592	15563	295	36	469	9350	2679
City of Bradenton	7	7	0	6	6	0	8187	7081	3	10	35	1624	135
City of Brooksville	16	16	0	16	16	0	15890	9273	11	6	72	3050	911
City of Clearwater	3	3	0	2	2	0	16118	10868	21	36	51	3094	213
City of Clermont	6	6	0	4	4	0	7977	5185	27	19	104	2088	52
City of Clewiston	0	2	2	0	2	2	230	165	0	0	1	181	0
CITY OF CORAL GABLES	5	5	0	4	4	0	5632	3565	1701	18	56	1295	0
City of Edgewood	3	3	0	2	2	0	8837	5870	8	6	20	1156	1
City of Florida City	7	7	0	7	7	0	30156	26415	0	0	0	9546	2959
City of Groveland	2	2	0	2	2	0	2297	1566	0	14	10	594	0
City of Gulf Breeze	6	6	0	3	3	0	7638	5668	9	1	8	1509	660
City of Gulfport	3	0	-3	3	0	-3	5370	3202	44	61	18	2008	0
CITY OF HAINES CITY	13	13	0	7	7	0	15948	11394	134 / 0	134 / 41	134 / 93	4093	0
City of Homestead	4	4	0	3	3	0	5514	2898	2	15	158	2242	199
City of Kissimmee	16	16	0	9	9	0	23011	15159	10	20	70	6790	119
City of Miami Gardens	28	28	0	15	15	0	128476	63686	12958	41466	10366	64790	0
City of Miami, Florida	143	123	-20	86	75	-11	186967	115332	1188	656	1733	55804	1145
City of New Port Richey	9	9	0	6	6	0	21286	14364	243	70	276	4936	Unavailable
City of Ocoee	7	7	0	4	4	0	7667	4616	0	18	115	2803	17
City of Opa-locka Police Department	9	9	0	4	4	0	20763	9008	0	92	343	9923	0
City of Orlando	29	32	3	14	15	1	34504	23681	3	58	122	9851	0
City of Palm Coast	4	4	0	4	4	0	3566	2259	231	2	66	555	323
City of Port Richey	5	5	0	2	2	0	8210	5750	24	10	78	932	0
City of Sarasota	23	23	0	10	10	0	25346	19095	244	11	216	5648	0
City of South Pasadena	5	0	-5	4	0	-4	4263	3176	0	2	68	912	0
City of Tallahassee	19	0	-19	7	0	-7	Data no longer available	Red Light Camera Program ended 08/17/2015	Data no longer available	Red Light Camera Program ended 08/17/2015	Data no longer available	Red Light Camera Program ended 08/17/2015	Red Light Camera Program ended 08/17/2015
City of Tamarac	15	15	0	8	8	0	18200	10093	754	8	97	1840	0
City of Tampa	54	46	-8	21	18	-3	71989	45801	N/A	234	775	24033	24033
City of Winter Park	8	8	0	6	6	0	16100	12115	100 Contested / 0 Pending	100 Contested / 14 Dismissed	100 Contested / 86 Upheld	1967	650
Green Cove Springs	5	5	0	3	3	0	7940	5612	21	79	81	2074	0

Florida Department of Highway Safety and Motor Vehicles

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	How many registration holds did your jurisdiction request as a result of RLC violations during the reporting period (July 1, 2015 - June 30, 2016)?	How does your jurisdiction submit crash data to the Department?	In order to identify the number of repeat offenders, please provide the number of distinct vehicle owners issued Notices of Violation for multiple red-light camera violations.	Have court cases impacted your red light camera program?	
				Response	Details
Apopka Police Department	216	Electronically	3053	Yes	Changes were made to improve process
Bal Harbour Village	0	Electronically	353	Yes	
Campbellton	0	Both	1	No	
City of Aventura	0	Electronically	5171	Yes	the program was upheld by the Court
City of Boynton Beach	288	Electronically	2176	Yes	
City of Bradenton	12	Electronically	1	No	
City of Brooksville	30	Electronically	1283	No	
City of Clearwater	6	Electronically	494	Yes	Initial review of all violations and all UTC mailings are handled by the Traffic Infraction Officer.
City of Clermont	Our office does not perform registration holds	Electronically	378	Yes	AREM ruling resulting in monthly dismissals of UTC's
City of Clewiston	None	Electronically	Information not collected	No	N/A
CITY OF CORAL GABLES	NONE	Electronically	117	Yes	DRIVERS ARE MORE CAUTIOUS OF RUNNING RED LIGHTS
City of Edgewood	14	Electronically	385	Yes	
City of Florida City	258	Electronically	2597	Yes	
City of Groveland	0	Paper	1	No	
City of Gulf Breeze	0	Electronically	252	No	
City of Gulfport	0	Electronically	300	Yes	Influenced decision by elected body to cancel the program in March, 2016
CITY OF HAINES CITY	0*	Electronically	700	No	
City of Homestead	0	Electronically	300	No	Program has remained the same
City of Kissimmee	97	Electronically	1060	No	No cases have impacted the 9th Judicial Circuit
City of Miami Gardens	1166	Electronically	16893	Yes	Arem
City of Miami, Florida	1035	Both	20057	Yes	Hollywood v. Arem & Aventura v. Jimenez cases
City of New Port Richey	3	Both	1655	No	Six cases were stayed temporarily
City of Ocoee	0	Both	562	No	not during this period of time
City of Opa-locka Police Department	0	Electronically	1385	Yes	Law Changes changing the process. Some task redundant losing time
City of Orlando	54	Electronically	1109	Yes	
City of Palm Coast	0	Electronically	167	Yes	
City of Port Richey	0	Electronically	261	No	
City of Sarasota	153	Electronically	1291	No	
City of South Pasadena	0	Electronically	142	Yes	
City of Tallahassee	Information not available	Electronically	Data not tracked	No	Minimal impact.
City of Tamarac	53	Both	719	Yes	Program suspended by city from 07/01/15 thru 08/25/15 for BRQ modifications.
City of Tampa	None	Electronically	59459	Yes	Pending Class Action Suit
City of Winter Park	0	Electronically	743	No	No significant change in violations
Green Cove Springs	23	Both	311	Yes	City of Hollywood v. Arem caused unnecessary redundant workload

Florida Department of Highway Safety and Motor Vehicles

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Other than traffic crashes, please rank the following factors on importance when selecting which intersections to install RLCs						Did you relocate any existing red light cameras during the reporting period?		What factors are used to determine the success/failure of each camera location? (select all that apply)			
	Traffic citation data	Citizen complaints	Law Enforcement Officer observations	Traffic Volume	Pedestrian safety	Other (please specify)	Response	If yes, why?	change in number of crashes	change in pedestrian safety	change in revenue	Other (please specify)
Apopka Police Department	Very Important	Very Important	Somewhat Important	Somewhat Important	Very Important		No		X	X		Change in number of violations
Bal Harbour Village	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
Campbellton	Somewhat Important	Very Important	Somewhat Important	Very Important	Very Important		No			X	X	
City of Aventura	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No		X			
City of Boynton Beach	Very Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No		X			Number of Violations
City of Bradenton	Very Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No		X			
City of Brooksville	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
City of Clearwater	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No		X	X		
City of Clermont	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		Change in number of straight through and right turn violations
City of Clewiston	N/A	N/A	N/A	N/A	Very Important	N/A	No	N/A				No data collected
CITY OF CORAL GABLES	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
City of Edgewood	Very Important	Somewhat Important	Very Important	Very Important	Very Important		No		X			
City of Florida City	Very Important	Very Important	Very Important	Very Important	Very Important		No		X		X	
City of Groveland	Not Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
City of Gulf Breeze	Somewhat Important	Very Important	Very Important	Very Important	Somewhat Important		No		X	X		
City of Gulfport	Not Important	Somewhat Important	Somewhat Important	Very Important	Somewhat Important		No		X			
CITY OF HAINES CITY	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
City of Homestead	N/A	N/A	N/A	N/A	N/A	Program has remained the same since 2009	No					Program has remained the same since inception.
City of Kissimmee	Very Important	Somewhat Important	Somewhat Important	Very Important	Somewhat Important		No		X	X		
City of Miami Gardens	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No		X			
City of Miami, Florida	Very Important	Very Important	Somewhat Important	Not Important	Very Important		No		X	X		Lower amount of violations being issued show more compliance
City of New Port Richey	Somewhat Important	Very Important	Very Important	Very Important	Very Important		Yes	Four cameras were removed due to significant reducing in number of violations.	X	X		Increase or decrease in number of Notices of Violations Issued = Success/Failure
City of Ocoee	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No		X		X	
City of Opa-locka Police Department	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No		X	X	X	
City of Orlando	Very Important	Very Important	Very Important	Somewhat Important	Very Important		No		X			change in the number of crash/right angle
City of Palm Coast	Somewhat Important	Not Important	Very Important	Not Important	Very Important		No		X			
City of Port Richey	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X	X	
City of Sarasota	Somewhat Important	Somewhat Important	Somewhat Important	Somewhat Important	Somewhat Important		No		X			
City of South Pasadena	Very Important	Very Important	N/A	Very Important	Very Important		No				X	
City of Tallahassee	Very Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No		X			Change in number of red light violations
City of Tamarac	Somewhat Important	Somewhat Important	Somewhat Important	Somewhat Important	Very Important		No		X	X		reduction in repeat offenders
City of Tampa	Very Important	Very Important	Somewhat Important	Very Important	Very Important		No		X	X		
City of Winter Park	Very Important	Somewhat Important	Very Important	Very Important	Very Important		No		X	X		
Green Cove Springs	Somewhat Important	Very Important	Very Important	Very Important	Very Important		No		X			Amount of Violations

Florida Department of Highway Safety and Motor Vehicles

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Who reviews the camera images before Notices of Violation are issued?				Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)			
	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee (vendor)	Other (please specify)	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee (vendor)	Other (please specify)	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee (vendor)	Other (please specify)
Apopka Police Department	X				X				X			
Bal Harbour Village	X				X				X			
Campbellton	X				X				X			
City of Aventura	X				X				X			
City of Boynton Beach	X	X			X	X			X	X		
City of Bradenton	X				X				X			
City of Brooksville	X				X				X			
City of Clearwater				Traffic Enforcement Officer (civilian)				Traffic Enforcement Officer (civilian)				Traffic Enforcement Officer (civilian)
City of Clermont		X	X			X		Magistrate		X		Hearing Officer
City of Clewiston	X				X						X	
CITY OF CORAL GABLES	X	X			X	X			X	X		
City of Edgewood		X				X				X		
City of Florida City	X				X				X			
City of Groveland	X		X		X						X	
City of Gulf Breeze	X	X			X	X			X			
City of Gulfport	X							Local Hearing Officer	X			
CITY OF HAINES CITY	X				X				X			
City of Homestead	X						X		X			
City of Kissimmee		X				X				X		
City of Miami Gardens	X	X			X				X			
City of Miami, Florida	X			Traffic Infraction Enforcement Officers	X				X			Traffic Infraction Enforcement Officers
City of New Port Richey		X				X				X		
City of Ocoee	X	X						contracted hearing officer	X	X		
City of Opa-locka Police Department	X				X				X			
City of Orlando		X				X				X		
City of Palm Coast		X				X			X			
City of Port Richey	X	X			X	X			X	X		
City of Sarasota	X	X			X	X			X	X		
City of South Pasadena			X				X		X		X	
City of Tallahassee	X		X		X				X			
City of Tamarac	X	X			X	X			X	X		
City of Tampa	X							Traffic Magistrate	X			
City of Winter Park	X	X			X	X				X		
Green Cove Springs	X				X				X			

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Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Do you issue NOVs (through red light camera detection) for persons making right turns on red signals?	# of NOVs were issued for right turns on red during the reporting period? (July 1, 2015 - June 30, 2016)	What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program?							
			Intelligent collision prevention system at intersection(s) w/RLC	Intelligent collision prevention system at intersection(s) w/o RLC	Intelligent collision prevention system N/A	Re-striping - at intersection(s) w/RLC	Re-striping - at intersection(s) w/o RLC	Re-striping - N/A	Engineering - at intersection(s) w/RLC	Engineering - at intersection(s) w/o RLC
Apopka Police Department	Yes	14479			X	X	X		X	X
Bal Harbour Village	Yes	823			X			X		
Campbellton	Yes	0			X	X	X			
City of Aventura	Yes	35632			X			X		
City of Boynton Beach	No				X			X		
City of Bradenton	Yes	3914			X	X				
City of Brooksville	Yes	See number 29			X			X		
City of Clearwater	No				X			X		
City of Clermont	Yes	213			X			X		
City of Clewiston	No				X			X		
CITY OF CORAL GABLES	Yes	312			X			X		
City of Edgewood	No				X			X	X	
City of Florida City	Yes	Not sure			X			X		
City of Groveland	Yes	56			X			X		
City of Gulf Breeze	No				X			X		
City of Gulfport	Yes	495			X			X		
CITY OF HAINES CITY	No				X			X		
City of Homestead	Yes	4265			X			X		
City of Kissimmee	Yes	3460			X			X		
City of Miami Gardens	Yes	106923			X	X	X		X	X
City of Miami, Florida	No				X	X	X			
City of New Port Richey	Yes	5151			X			X		
City of Ocoee	Yes	6405			X		X			X
City of Opa-locka Police Department	Yes	8392			X	X			X	
City of Orlando	No				X	X			X	
City of Palm Coast	Yes	453			X	X	X		X	X
City of Port Richey	No				X			X		
City of Sarasota	No				X			X		
City of South Pasadena	Yes	34			X			X		
City of Tallahassee	No				X	X	X		X	X
City of Tamarac	Yes	10883			X			X		
City of Tampa	Yes	8965			X	X			X	
City of Winter Park	Yes	Not Tracked			X		X			
Green Cove Springs	Yes	907			X			X		

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Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program?							Has red light camera footage been used to investigate other crimes?	If yes, please select all that apply (if no, select N/A)				
	Engineering N/A	Increased signage at Intersection(s) w/ RLC	Increased signage at Intersection(s) w/o RLC	Increased signage N/A	Lighting at Intersection(s) w/ RLC	Lighting at Intersection(s) w/o RLC	Lighting N/A		Crash Investigation	Criminal Investigation	Missing person	N/A	Other (please specify)
Apopka Police Department		X	X		X	X		Yes	X	X			
Bal Harbour Village	X	X	X				X	Yes	X	X			Robbery
Campbellton	X	X	X				X	Yes					Felony Battery Case. Video was not useful.
City of Aventura	X			X			X	Yes	X	X			insurance request
City of Boynton Beach	X			X			X	Yes	X	X			
City of Bradenton	X	X					X	Yes	X	X			
City of Brooksville	X	X					X	Yes	X	X	X		
City of Clearwater	X	X					X	Yes	X	X			
City of Clermont	X			X			X	Yes	X	X			Video evidence of Incident
City of Clewiston	X			X			X	Yes	X	X			
CITY OF CORAL GABLES	X			X			X	Yes	X	X			
City of Edgewood				X			X	Yes	X	X	X		
City of Florida City	X			X			X	Yes	X	X	X		
City of Groveland	X	X					X	Yes	X				
City of Gulf Breeze	X	X					X	No				N/A	
City of Gulfport	X			X	X	X		Yes	X	X			
CITY OF HAINES CITY	X			X			X	Yes	X	X			
City of Homestead	X			X			X	Yes	X	X			
City of Kissimmee	X			X			X	Yes	X	X	X		
City of Miami Gardens				X	X	X		Yes	X	X			
City of Miami, Florida	X	X					X	Yes	X	X	X		Burglaries, Homicides, Unknown death, Robberies, Sexual Offences, Hit & Runs, Shootings, etc.
City of New Port Richey	X			X			X	Yes	X	X			
City of Ocoee				X		X		Yes	X	X			
City of Opa-locka Police Department		X			X			Yes	X	X			
City of Orlando		X					X	Yes	X	X	X		internal police investigations
City of Palm Coast				X			X	Yes	X	X	X		
City of Port Richey	X			X			X	Yes	X	X			Insurance request and client request
City of Sarasota	X			X			X	Yes	X	X	X		
City of South Pasadena	X			X			X	Yes	X				
City of Tallahassee		X	X				X	Yes	X	X			
City of Tamarac	X			X			X	Yes	X	X			
City of Tampa		X					X	Yes	X	X			
City of Winter Park	X			X			X	Yes	X	X			
Green Cove Springs	X			X			X	Yes	X	X			

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Is your jurisdiction continuing the red light camera program in Fiscal Year 2016-2017?	Has your jurisdiction conducted an independent red light camera analysis?	Please provide any specifications/clarifications for any of your answers.
Apopka Police Department	Yes	No	N/A
Bal Harbour Village	Yes	No	
Campbellton	No	No	N/A
City of Aventura	Yes	Yes	video is used for hit & run, shoplifting, fraud and other police department investigations
City of Boynton Beach	No	No	
City of Bradenton	No	No	13.) Unable to provide proper answer with search tools provided by Xerox/////21 and 22.) Right turn on red violations are only issued out for intersections where a sign prohibits the right turn on red. Number provided in 22 is only from that intersection
City of Brooksville	Yes	No	#22 The vendor does not have a method of separating right on red violations from straight through violations
City of Clearwater	Yes	No	N/A
City of Clermont	Yes	Yes	Our agency conducts analysis on stats, accidents, and video requests
City of Clewiston	No	No	N/A
CITY OF CORAL GABLES	Yes	No	N/A
City of Edgewood	Yes	No	
City of Florida City	Yes	No	
City of Groveland	No	Yes	
City of Gulf Breeze	Yes	Yes	#18 - The last step in issuance of a violation is the review and approval by a sworn officer.
City of Gulfport	No	No	
CITY OF HAINES CITY	Yes	No	* NO DMV HOLDS WERE COMPLETED AS WE HAD ISSUES GETTING DMV TO ACCEPT OUR INFORMATION. THIS HAS BEEN CORRECTED
City of Homestead	Yes	No	
City of Kissimmee	Yes	No	N/A
City of Miami Gardens	Yes	Yes	
City of Miami, Florida	Yes	No	
City of New Port Richey	Yes	No	
City of Ocoee	Yes	No	
City of Opa-locka Police Department	Yes	No	
City of Orlando	Yes	No	
City of Palm Coast	Yes	Yes	
City of Port Richey	Yes	No	
City of Sarasota	Yes	No	Question 10, part 7 cannot be answered as the number changes daily as violation notices are paid or not paid.
City of South Pasadena	No	No	
City of Tallahassee	No	No	N/A
City of Tamarac	Yes	No	Numbers 18-20: non-sworn government employee is a certified traffic infraction enforcement officer. Number 24: No data available stating Broward County improved safety measures as a result of red light camera program. HALO technology added to several intersections within jurisdiction. Some intersections have been upgraded with new traffic signals and paving.
City of Tampa	Yes	No	
City of Winter Park	Yes	No	None
Green Cove Springs	Yes	No	N/A

Florida Department of Highway Safety and Motor Vehicles

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	What Department oversees the red light camera program in your jurisdiction?	Provide the contact information of the person completing the survey				Has your jurisdiction operated red light cameras within the reporting period (July 1, 2015 - June 30, 2016)?	What red light camera vendor(s) does your jurisdiction use?			
		Name	Agency	Email Address	Phone Number		American Traffic Solutions (ATS)	Redflex	Xerox	Other (please specify)
Hillsborough County	Hillsborough County Sheriff's Office	Corporal Nicole Aikens	Hillsborough County Sheriff's Office	naikens@hrcso.tampa.fl.us	813-247-0985	Yes	X			
Jacksonville, FL	Jacksonville Sheriff's Office	Lt. Larry Jones	Jacksonville Sheriff's Office	larry.jones@jaxsheriff.org	904-630-2160	Yes		X		
Lakeland	Lakeland Police	Scott Wisneski	Lakeland Police	scott.wisneski@lakelandgov.net	863-603-6649	Yes	X			
Maitland	Police Department	Dawn D'Ambrosio	Maitland Police Department	ddambrosio@maitlandpd.org	407-875-2810	Yes				Gatso
Manatee County Government	Building and Development Services	Vicki Gipson	Manatee County Government	vicki.gipson@mymanatee.org	(941) 748-2071	Yes			X	
Miami Beach	Miami Beach PD Traffic Unit	Sgt. Joaquin Rodríguez	Miami Beach PD	joaquinrodriguez@miamibeachfl.gov	305 673 7776 ext 5768	Yes			X	
Miami Springs	Police Department	Lieutenant Jimmy Deal	Miami Springs Police Department	jdeal@mspd.us	3058871444	Yes	X			
Milton Police, Milton Florida	Patrol	Katherine McDaniels	Milton Police	mcdanielskk@flcn.net	850 983 5423	Yes	X			
North Miami	North Miami Police Department	PSA Joseph	North Miami Police Department	joseph@northmiamipolice.com	305-891-0294	Yes	X			
North Miami Beach	North Miami Beach Police Department	Tiffany Argueta-Cruz	North Miami Beach Police Department	Tiffany.Argueta-Cruz@nmbpd.org	(305) 354-4460	Yes	X			
Orange County	Public Works	Alyssa Eide	Orange County Traffic Engineering	Alyssa.Eide@ocfl.net	407-836-7892	Yes	X			
Orange Park FL Clay	Orange Park Police Department	Gary Goble	Orange Park Police Department	ggoble@townop.com	904-278-3006	Yes	X			
Osceola County	Public Works	Joedel Zaballero	Osceola County	joedel.zaballero@osceola.org	407-742-0623	Yes	X			
Palatka	Palatka Police Department	Capt. Bobby Williams	Palatka Police Department	Twilliams@palatka-fl.gov	386-329-0115	Yes	X			
Sunrise	Police	Sgt. Stephen Allen	Sunrise Police Department	sallen@sunrisefl.gov	954 746-3387	Yes	X			
SWEETWATER (MIAMI- DADE)	SWEETWATER	OFFICER STEVEN LOPEZ	SWEETWATER PD	SLOPEZ@CITYOFSWEETWATER.FL.GOV	305-552-9900	Yes	X			
Town of Davie	Police	John Wilson	Davie Police Department	John_Wilson@Davie-FL.Gov	954 693-8342	Yes	X			
Town of Kenneth City	Kenneth City Police Department	John Fugate Jr.	Kenneth City Police Department	fugate@kennethcityfl.org	727-498-8942	Yes	X			
Town of Medley	Police	John Wilson	Medley Police Department	John.Wilson@MedleyPD.com	(954) 931-2149	Yes	X			
Town Of Surfside	Surfside PD	Sgt. Patrick McKenna	Surfside PD	pmckenna@townofsurfsidefl.gov	305-861-4862	Yes	X			
Village of Key Biscayne	Traffic Unit	Sergeant Brian Kemmerer	Key Biscayne Police Department	bkemmerer@kbpd.net	305-365-5555	Yes	X			
Village of Pinecrest	Police Department	J. C. Gonzalez	Village of Pinecrest Police Department	jgonzalez@pinecrest-fl.gov	(305)234-2100 x385	Yes		X		
West Park	Public Works	John Wilson	City of West Park	JWilson@Cityofwestpark.org	(954) 931-2149	Yes	X			
Cutler Bay	Community Development	Elena Garcia	Town of Cutler Bay	egarcia@cutlerbay-fl.gov	305-35-4262, ext 5538	Yes	X			
West Miami	West Miami Police	Frank Fernandez	West Miami	fernandez@westmiamipolice.org	305 266-0530	Yes	X			

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Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	As of July 1, 2015, how many RLC's were operational?	As of June 30, 2016, how many RLC's were operational?	Difference # RLC's	As of July 1, 2015, at how many intersections were RLC's operational?	As of June 30, 2016, at how many intersections were RLC's operational?	Difference # Intersections	Please provide the following information regarding NOVs issued for RLC violations in your jurisdiction between July 1, 2015 and June 30, 2016						
							Total #	# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# issued as UTC	# Pending issuance as UTC
Hillsborough County	10	10	0	6	6	0	41439	28022	452	10	258	12522	N/A
Jacksonville, FL	40	41	1	26	27	1	50159	32248	63	22	276	15578	218
Lakeland	18	18	0	11	11	0	25438	15701	218	544	728	8077	0
Maitland	4	4	0	3	3	0	7077	5098	0	3	21	965	150
Manatee County Government	8	9	1	6	7	1	12722	9377	71	7	62	1980	19
Miami Beach	10	10	0	9	9	0	13715	11119	0	0	0	1317	0
Miami Springs	4	4	0	4	4	0	10597	6554	0	31	156	3856	0
Milton Police, Milton Florida	5	1	-4	1	1	0	2808	2079	0	2	16	664	0
North Miami	21	0	-21	10	0	-10	11363	4621	0	180	210	5856	0
North Miami Beach	5	4	-1	5	4	-1	17667	8885	0	76	282	6707	1146
Orange County	50	50	0	36	36	0	75627	47069	1105	30	339	24922	1512
Orange Park FL Clay	7	7	0	3	3	0	8197	5780	8	9	62	2037	0
Osceola County	18	18	0	9	9	0	7280	4496	0	110	40	2397	0
Palatka	6	6	0	6	6	0	4916	2560	1000	200	600	400	0
Sunrise	13	13	0	10	10	0	29953	15092	12799	94	385	762	12131
SWEETWATER (MIAMI- DADE)	8	1	-7	2	1	-1	20742	12738	1465	127	295	6412	1465
Town of Davie	16	4	-12	8	3	-5	4283	2030	12	14	36	2159	0
Town of Kenneth City	7	0	-7	4	0	-4	unknown as I cannot access ATS database.	same as above.	same as above.	same as above.	same as above.	same as above.	same as above.
Town of Medley	4	1	-3	3	1	-2	6386	4412	23	21	52	1454	0
Town Of Surfside	5	5	0	5	5	0	7692	4809	189	4	14	2468	177
Village of key Biscayne	4	4	0	3	3	0	1852	1432	0	60	77	240	67
Village of Pinecrest	4	4	0	4	4	0	7659	5126	20	8	127	1254	388
West Park	6	5	-1	5	4	-1	4041	1700	113	25	23	1459	0
Cutler Bay	5	5	0	2	2	0	4862	2712	229	3	107	1677	0
West Miami	6	6	0	6	6	0	20564	10698	500	1400	788	10000	15000

Florida Department of Highway Safety and Motor Vehicles

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	How many registration holds did your jurisdiction request as a result of RLC violations during the reporting period (July 1, 2015 - June 30, 2016)?	How does your jurisdiction submit crash data to the Department?	In order to identify the number of repeat offenders, please provide the number of distinct vehicle owners issued Notices of Violation for multiple red-light camera violations.	Have court cases impacted your red light camera program?	
				Response	Details
Hillsborough County	137	Electronically	2039	No	
Jacksonville, FL	0	Electronically	3167	No	
Lakeland	320	Electronically	2154	Yes	We have started a second UTC review process before issuing UTC
Maitland	0	Electronically	175	Yes	Laws affect policies and procedures
Manatee County Government	Our office does not perform registration holds	Both	404	No	
Miami Beach	1318	Electronically	1174	No	
Miami Springs	70	Electronically	305	No	
Milton Police, Milton Florida	14 (9 still active)	Paper	86	No	
North Miami	Unknown	Electronically	594	No	Not Applicable
North Miami Beach	0	Electronically	858	No	
Orange County	0	Electronically	4709	Yes	
Orange Park FL Clay	18	Paper	7487	Yes	We changed the way we issue UTC
Osceola County	None	Electronically	188	No	
Palatka	0	Electronically	120	No	
Sunrise	0	Electronically	1385	Yes	We are not presently issuing UTC's
SWEETWATER (MIAMI-DADE)	267	Both	971	No	
Town of Davie	0	Paper	132	Yes	Conflicting rulings from appellant courts
Town of Kenneth City	0	Electronically	unknown as I cannot access ATS database.	No	
Town of Medley	0	Paper	207	Yes	Conflicting appellant court rulings
Town Of Surfside	0	Electronically	268	Yes	In house hearings were put on hold pending the outcome of the Aventura Case
Village of key Biscayne	0	Electronically	86	No	
Village of Pinecrest	22	Electronically	134	Yes	3rd DCA ruling entered on July 26, 2016, ruling on the City of Aventura vs. Luis Torres Jimenez, rejecting Jimenez's arguments. Hence, on 08/03/2016, Motion To Stay and/or to Dismiss was filed by GOLD & Associates, P.A. d/b/a The Ticket Clinic. As a result, all Uniform Traffic Citations (UTC'S) cases in Miami-Dade County are being continued until a final resolution is ruled upon.
West Park	0	Paper	135	Yes	Conflicting rulings from appellant courts
Cutler Bay	41	Electronically	160	No	
West Miami	0	Electronically	345	Yes	

Florida Department of Highway Safety and Motor Vehicles

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Other than traffic crashes, please rank the following factors on importance when selecting which intersections to install RLCs						Did you relocate any existing red light cameras during the reporting period?		What factors are used to determine the success/failure of each camera location? (select all that apply)			
	Traffic citation data	Citizen complaints	Law Enforcement Officer observations	Traffic Volume	Pedestrian safety	Other (please specify)	Response	If yes, why?	change in number of crashes	change in pedestrian safety	change in revenue	Other (please specify)
Hillsborough County	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
Jacksonville, FL	Not Important	Not Important	Not Important	Not Important	Very Important		No		X	X		
Lakeland	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important	N/A	No	N/A	X		X	Lower violations is key to less red light running.
Maitland	Very Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No		X	X		
Manatee County Government	N/A	Very Important	Very Important	N/A	Very Important		No		X			The total number of violations issued annually and whether they are increasing or decreases.
Miami Beach	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
Miami Springs	Very Important	Somewhat Important	Somewhat Important	Not Important	Very Important	The number of fatality crashes or hit and run crashes that occur at an intersection or approach.	No		X	X		Increase or decrease in the number of violations issued over a specific period of time.
Milton Police, Milton Florida	Very Important	Very Important	Very Important	Somewhat Important	Very Important		No		X	X		
North Miami	N/A	N/A	N/A	N/A	N/A	Not Applicable	No					Not Applicable
North Miami Beach	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
Orange County	Somewhat Important	Somewhat Important	N/A	Somewhat Important	Very Important		No		X	X		Change in number of violations
Orange Park FL Clay	Somewhat Important	Somewhat Important	Very Important	Very Important	Very Important		No					Change in Violations
Osceola County	Not Important	Somewhat Important	Very Important	Very Important	Very Important		No		X	X		
Palatka	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
Sunrise	Very Important	Very Important	Very Important	Very Important	Very Important		No		X	X		
SWEETWATER (MIAMI-DADE)	Somewhat Important	Somewhat Important	Very Important	Very Important	Very Important		No			X		
Town of Davie	Somewhat Important	Somewhat Important	Somewhat Important	Somewhat Important	Very Important		No		X			Change in the number of NOV's issued
Town of Kenneth City	N/A	N/A	N/A	N/A	N/A		No					not applicable, program discontinued
Town of Medley	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No		X	X		Change in the number of violations
Town Of Surfside	Very Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No		X	X	X	
Village of key Biscayne	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No		X	X		
Village of Pinecrest	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No	WSP15 has been off-line due to construction	X			Decrease/Increase in number of violations
West Park	Not Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No					Reduction in the number of violations
Cutler Bay	Very Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No		X			
West Miami	Very Important	Somewhat Important	Very Important	Very Important	Very Important		No		X	X		

Florida Department of Highway Safety and Motor Vehicles

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Who reviews the camera images before Notices of Violation are issued?				Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)			
	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee (vendor)	Other (please specify)	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee (vendor)	Other (please specify)	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee (vendor)	Other (please specify)
Hillsborough County	X				X				X			
Jacksonville, FL	X		X		X				X			
Lakeland	X				X				X			
Maitland	X		X		X		X		X			
Manatee County Government	X				X				X			
Miami Beach	X	X			X	X			X			
Miami Springs	X	X			X	X			X			
Milton Police, Milton Florida	X							Hearing Officer (Attorney)	X			
North Miami	X			Public Service Aides	X			Public Service Aides	X			Public Service Aides/ Becomes a UTC after a certain period of time
North Miami Beach	X	X			X	X			X	X		
Orange County	X	X	X		X	X			X	X		
Orange Park FL Clay	X				X				X			
Osceola County	X				X				X			
Palatka	X				X				X			
Sunrise	X	X			X	X			X	X		
SWEETWATER (MIAMI- DADE)	X				X			local appointed magistrate	X			
Town of Davie		X				X				X		
Town of Kenneth City	X				X							Pinellas County Clerk of Court
Town of Medley		X				X				X		
Town Of Surfside	X				X				X			
Village of key Biscayne	X				X				X			
Village of Pinecrest	X				X				X			
West Park		X				X				X		
Cutler Bay	X				X				X			
West Miami	X				X				X			

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Do you issue NOVs (through red light camera detection) for persons making right turns on red signals?	# of NOVs were issued for right turns on red during the reporting period? (July 1, 2015 - June 30, 2016)	What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program?							
			Intelligent collision prevention system at Intersection(s) w/RLC	Intelligent collision prevention system at Intersection(s) w/o RLC	Intelligent collision prevention system N/A	Re-striping - at Intersection(s) w/RLC	Re-striping - at Intersection(s) w/o RLC	Re-striping - N/A	Engineering - at Intersection(s) w/RLC	Engineering - at Intersection(s) w/o RLC
Hillsborough County	Yes	90			X			X		
Jacksonville, FL	No		X			X				
Lakeland	Yes	9008			X	X				X
Maitland	Yes	Not tracked			X			X		
Manatee County Government	Yes	Our jurisdiction does not track those violations			X	X	X		X	X
Miami Beach	Yes	This number is not tracked			X			X	X	X
Miami Springs	Yes	5805			X	X	X			
Milton Police, Milton Florida	No				X			X		
North Miami	Yes	5767			X			X		
North Miami Beach	Yes	74			X			X		
Orange County	Yes	427			X	X	X		X	X
Orange Park FL Clay	Yes	1177			X			X		
Osceola County	Yes	20			X			X		
Palatka	Yes	572			X			X		
Sunrise	Yes	18868			X		X			X
SWEETWATER (MIAMI-DADE)	Yes	14804			X			X	X	X
Town of Davie	No				X			X		
Town of Kenneth City	Yes	unknown, I cannot access ATS database.			X			X		
Town of Medley	Yes	1613			X			X		
Town Of Surfside	Yes	100			X			X		
Village of key Biscayne	Yes	637			X			X		
Village of Pinecrest	No				X			X	X	
West Park	No				X			X		
Cutler Bay	No				X			X		
West Miami	Yes	15000			X			X		

Florida Department of Highway Safety and Motor Vehicles

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program?							Has red light camera footage been used to investigate other crimes?	If yes, please select all that apply (if no, select N/A)				
	Engineering N/A	Increased signage at Intersection(s) w/ RLC	Increased signage at Intersection(s) w/o RLC	Increased signage N/A	Lighting at Intersection(s) w/ RLC	Lighting at Intersection(s) w/o RLC	Lighting N/A		Crash Investigation	Criminal Investigation	Missing person	N/A	Other (please specify)
Hillsborough County	X			X			X	Yes	X	X	X		Camera footage has been reviewed 64 times.
Jacksonville, FL	X	X					X	Yes	X	X			
Lakeland		X				X		Yes	X	X	X		Department officers have used footage for misc. crimes committed in their areas of assignment.
Maitland	X			X			X	Yes	X	X	X		
Manatee County Government			X				X	Yes	X	X			Red light camera video has been used for traffic crashes involving injuries and homicides for time line and suspect identification
Miami Beach		X	X		X	X		Yes	X	X			
Miami Springs	X	X	X				X	Yes	X	X	X		
Milton Police, Milton Florida	X			X	X	X		Yes	X	X			Internal Investigations / Client requests and Assisting other agencies SRSO/ Crashes and Criminal Inv
North Miami	X			X			X	Yes	X	X			Hit and Run accidents, Homicides, Stolen vehicles and etc.
North Miami Beach	X			X			X	Yes	X	X			
Orange County		X	X		X	X		Yes	X	X			
Orange Park FL Clay	X			X			X	Yes	X	X			
Osceola County	X			X			X	Yes	X	X			
Palatka	X			X			X	Yes	X	X			
Sunrise		X	X				X	Yes	X	X			We have pulled video on 137 occasions this past year. We have utilized the video to assist in crash investigations, including vehicle fatalities, burglaries, robbery, homicide and kidnapping. We have also supplied video for civil actions relating to traffic crashes.
SWEETWATER (MIAMI- DADE)		X					X	Yes	X	X	X		
Town of Davie	X			X			X	Yes	X	X			
Town of Kenneth City	X			X			X	Yes	X				
Town of Medley	X			X			X	Yes	X	X			
Town Of Surfside	X	X	X		X	X		Yes		X			
Village of key Biscayne	X			X			X	Yes	X	X			
Village of Pinecrest				X			X	Yes	X	X			
West Park	X			X			X	Yes	X	X			
Cutler Bay	X			X			X	Yes	X	X			
West Miami	X			X	X			Yes	X	X			

Appendix E: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Is your jurisdiction continuing the red light camera program in Fiscal Year 2016-2017?	Has your jurisdiction conducted an independent red light camera analysis?	Please provide any specifications/clarifications for any of your answers.
Hillsborough County	Yes	No	N/A
Jacksonville, FL	Yes	Yes	
Lakeland	Yes	Yes	N/A
Maitland	Yes	Yes	
Manatee County Government	Yes	No	N/A
Miami Beach	Yes	No	Question 10: A "0" was used in informations fields where the information is not trackable by our software.
Miami Springs	Yes	No	
Milton Police, Milton Florida	Yes	No	na
North Miami	No	No	
North Miami Beach	Yes	Yes	
Orange County	Yes	No	
Orange Park FL Clay	Yes	No	
Osceola County	Yes	No	
Palatka	Yes	No	
Sunrise	Yes	Yes	
SWEETWATER (MIAMI- DADE)	Yes	No	
Town of Davie	Yes	Yes	Independent analysis resulted in a reduction in the number of red light cameras in the Town. We saw considerable reduction in the number of NOV's issued indicating a change in driver behavior
Town of Kenneth City	No	No	I cannot access ATS database for statistics
Town of Medley	Yes	Yes	MDY03, 10, & 11 are currently off-line due to major construction to improve traffic flow
Town Of Surfside	Yes	No	none
Village of key Biscayne	Yes	No	
Village of Pinecrest	Yes	No	#22-Worked with the Miami-Dade County Public Works/Waste Management Dept.-Traffic Signals & Signs Division in order to meet/comply the FDOT's Yellow Light Interval Timing Standards at all Red Light Camera Enforced Intersections.
West Park	Yes	Yes	Our analysis resulted in a change to our BRQ's requiring that all videos be sent to us and all videos are reviewed by the Traffic Infraction Enforcement Officer
Cutler Bay	No	No	
West Miami	Yes	No	n/a

Appendix F: Right Turn Definitions

Name of Jurisdiction (City or County)	Section 316.0083(1)(a), F.S., provides that "A notice of violation and a traffic citation may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a "careful and prudent manner at an intersection where right-hand turns are permissible." As this statute does not define "careful and prudent manner," please provide the definition used by your jurisdiction when determining if a violation should be issued.
Apopka Police Department	Having regard for angle, width, grade, curves, corners, vehicles, pedestrians and all other attendant circumstances, including but not limited to speed and visual obstructions, so as not to endanger the life, limb, or property of any person. Note: Damage or injury does not have to occur in order for an event to be considered NOT careful and prudent.
Bal Harbour Village	The following the questions will be asked: 1) Did the vehicle slow down or 2) Did the vehicle/driver yield to pedestrians
Campbellton	When second vehicle has to slow to avoid a crash with violator
City of Aventura	vehicle stops before, at or after the stop bar before turning red at the intersection
City of Boynton Beach	
City of Bradenton	Careful and prudent manner would be coming to a complete stop, ensuring that the driver of the vehicle had enough time to look at oncoming traffic to determine if it was clear to proceed.
City of Brooksville	11 miles an hour or over without stopping
City of Clearwater	
City of Clermont	Right hand turn made after exercising caution by slowing down to allow for pedestrians in crosswalk to continue safely and also give right of way to any oncoming traffic
City of Clewiston	
CITY OF CORAL GABLES	SPEED, TRAFFIC AND PEDESTRIANS
City of Edgewood	
City of Florida City	The driver made a complete stop before making the right-hand turn.
City of Groveland	turning safely without effecting other vehicles traveling that direction
City of Gulf Breeze	
City of Gulfport	Our local ordinance adopts the language used to define careless driving under state law.
CITY OF HAINES CITY	
City of Homestead	Reviewing Police Officer makes determination, officers are instructed to only issue notices of violation if had they been present at the intersection they would have issued a UTC for the same violation for running a red light in a non careful and prudent manner.
City of Kissimmee	We have only one intersection which is marked and signed as a "No Turn on Red"
City of Miami Gardens	Violation are issued for right hand turns on red whenever the vehicle operator proceeds in a continuous movement without regard for oncoming, opposing or pending traffic at an intersection. A violation is also issued whenever the operator fails to slow, stop or yield to any pedestrian, or vehicle making a U-turn at a perpendicular angle.
City of Miami, Florida	
City of New Port Richey	Our Traffic Enforcement Specialists (T.E.S.) review all potential violations where motorists cross the stop bar at 15 MPH or more. (All of our cameras are located at intersections with a 45 MPH or less designated speed.) The T.E.S. reviews the video and considers the totality of the circumstances to determine if a violation occurred; i.e., traffic volume, pedestrian traffic, roadway conditions, etc.). A notice of violation is issued when the motorist proceeds to make the turn without slowing down during unfavorable conditions, or when the turning vehicle causes other motorists to brake or take evasive action.
City of Ocoee	Any violator who approaches an intersection at a speed greater than 13 mph who fails to come to a full and complete stop in the intersection prior to making a right hand turn
City of Opa-locka Police Department	Traffic Volume, Pedestrians, Speed,
City of Orlando	
City of Palm Coast	Maximum safe speeds per FDOT green book
City of Port Richey	
City of Sarasota	
City of South Pasadena	Determined by issuer and Special Magistrate presiding over hearings based on circumstances
City of Tallahassee	
City of Tamarac	Careful and prudent manner does not apply. Right turns on red are only enforced at the location which is posted "No Turn on Red"
City of Tampa	Where the vehicle turns and does not disrupt or endanger other traffic or pedestrian movement.
City of Winter Park	You can make a right turn in a "careful and prudent manner" after coming to a complete stop pursuant to the directives of Florida Statute.
Green Cove Springs	If there is no apparent effort to slow down or stop and the speed exceeds a minimum of 10 mph

Appendix F: Right Turn Definitions

Name of Jurisdiction (City or County)	Section 316.0083(1)(a), F.S., provides that "A notice of violation and a traffic citation may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a "careful and prudent manner at an intersection where right-hand turns are permissible." As this statute does not define "careful and prudent manner," please provide the definition used by your jurisdiction when determining if a violation should be issued.
Hillsborough County	HCSO maintains a 15 mph threshold for right on red violations and only possesses two intersections with right turn enforcement.
Jacksonville, FL	
Lakeland	This is determined by a number of factors that include daylight, weather, traffic flow, amount of people or cars on roadway, and overall circumstances at the time of the violation.
Maitland	You can make a turn in a "careful and prudent manner" after coming to a complete stop pursuant to the directives of Florida Statute 316.075. However, our officers use their discretion when reviewing the violations and do not issue violations to anyone going under 16 MPH during a right-hand turn unless aggravating circumstances exist.
Manatee County Government	The camera footage is viewed by a sworn law enforcement officer employed by the Manatee County Sheriff's Office. If the deputy reviewing the footage feels they would ticket the violation if they were in person at the light then they make the determination to ticket the violation from the camera.
Miami Beach	Careful and Prudent means the driver is aware of his environment and is driving in a responsible manner, i.e. speed, pedestrians, the right of way of approaching vehicles, etc.
Miami Springs	The vehicle should be traveling LESS than 15 mph. Drivers just yield the right of way to other drivers and to pedestrians attempting to cross the street in the crosswalk.
Milton Police, Milton Florida	
North Miami	Traveling at a low rate of speed (Normally between 10-15 mph); No pedestrians present; Not interrupting the flow of traffic
North Miami Beach	N/A
Orange County	Only enforce right on red at locations that have a no turn on red sign when lit if vehicle does not stop within their turn
Orange Park FL Clay	At the intersection we enforce right on red, the violator has to drive into the bike lane and pass other vehicles on the right, fail to stop then make the right hand turn, endangering other traffic and/or pedestrians
Osceola County	Taffic infraction officers make a determination just as a deputy would — based on the individual circumstances of that turn
Palatka	No other vehicles or pedestrians in the intersection or cross walk
Sunrise	A right turn on red conducted at a speed greater than 15 mph without hesitating to slow prior to initiating the turn. Consideration is given to the amount of traffic in the adjacent lanes, U-turning vehicles having the right of way, traffic on the road way, and pedestrian traffic at the intersection.
SWEETWATER (MIAMI-DADE)	A notice of violation and a traffic citation may not be issued under this section if the driver of the vehicle came to a complete stop after crossing the stop line and before turning right if permissible at a red light, but failed to stop before crossing over the stop line or other point at which a stop is required.
Town of Davie	
Town of Kenneth City	right turns completed at 12mph or higher
Town of Medley	Violation is issued if vehicle makes the turn in excess of 15 MPH and/or interferes with other traffic that has the right of way or causes a pedestrian to take action to avoid being struck
Town Of Surfside	Pedestrian in Crosswalk
Village of key Biscayne	The driver of the vehicle failed to make a complete stop when entering the intersection with a red light.
Village of Pinecrest	
West Park	
Cutler Bay	
West Miami	careful and prudent manner



Red Light Camera Summary Report

Leaders in Service • Agents of Progress • Champions for Safety

Fiscal Year 2014–2015

DECEMBER 31, 2015

revised 01/07/16

Introduction

Section 316.0083(4)(b), Florida Statutes, directs the Department of Highway Safety and Motor Vehicles (department) to provide a summary report on the use and operation of traffic infraction detectors (red light cameras) in Florida. Per statute, the department “must include a review of information submitted to the department by the counties and municipalities and must describe the enhancement of the traffic safety and enforcement programs.”

Section 316.0083, Florida Statutes, describes the process for violations of traffic infraction detectors. A traffic infraction enforcement officer issues a Notice of Violation (NOV) to the violator within 30 days of a violation. The violator may pay the notice or contest the violation through an appeals process within 60 days. If the violator fails to pay or appeal the notice, a traffic infraction enforcement officer issues a Uniform Traffic Citation (UTC) to the violator, with a copy to the Clerk of Court for adjudication.

Part one of the report summarizes red light camera programs that were operational during Fiscal Year (FY) 2014-2015. Part two includes the department’s analysis of crashes that occurred at red light camera intersections.

Part 1

Survey Methodology

The department created an online survey to gather information and data from counties and municipalities (jurisdictions) responsible for the administration of red light camera programs during FY 2014-2015. The 26 question survey included topics such as procedures, NOVs and program size, and covered activity that occurred from July 1, 2014 to June 30, 2015. As there is no statewide oversight of red light camera programs, the department does not have a definitive number of red light cameras in operation, nor the location of such cameras. Therefore, jurisdictions were also asked to complete a spreadsheet regarding camera and intersection locations, along with dates of operation. With this self-reported information, the department was able to independently analyze crash data.

Surveys were distributed to all jurisdictions that responded to previous red light camera surveys, and to those who remitted red light camera monies to the Department of Revenue (DOR) during the reporting period. In addition, the Florida Sheriffs Association, the Florida Police Chiefs Association, the Florida League of Cities and the Florida Association of Counties aided in distributing surveys to their members.

The deadline for survey responses was October 1, 2015. Actions that jurisdictions may have taken related to their program after that date are not reflected in this report.

Summary of Survey Responses

In total, 71 jurisdictions responded that red light cameras were operational during the outlined reporting period (July 1, 2014 – June 30, 2015). Of the jurisdictions that remitted monies to the DOR during the reporting period, Bal Harbour Village and Florida City were the only jurisdictions that did not respond to the department’s survey.

Nine (12.7%) jurisdictions reported an increase in the number of red light cameras in operation, 22 (31.0%) reported a decrease and 40 (56.3%) reported no change. Similarly, six (8.5%) jurisdictions reported an increase in the number of intersections with an operational red light camera, 20 (28.2%) reported a decrease and 45 (63.4%) reported no change. Further, 53 jurisdictions reported that they are continuing their red light camera program in FY 2015-2016.

Enforcement

Jurisdictions indicated:

- 963,039 NOVs issued¹
 - 630,365 (65.4%) paid fine
 - 14,814 (1.5%) contested and dismissed
- 3,036 vehicle registration holds requested by jurisdictions
- 3,438 persons were issued multiple red light camera violations

¹ Some jurisdictions reported that they were not able to track the status of NOVs, therefore actual numbers may vary.

(figure 1)

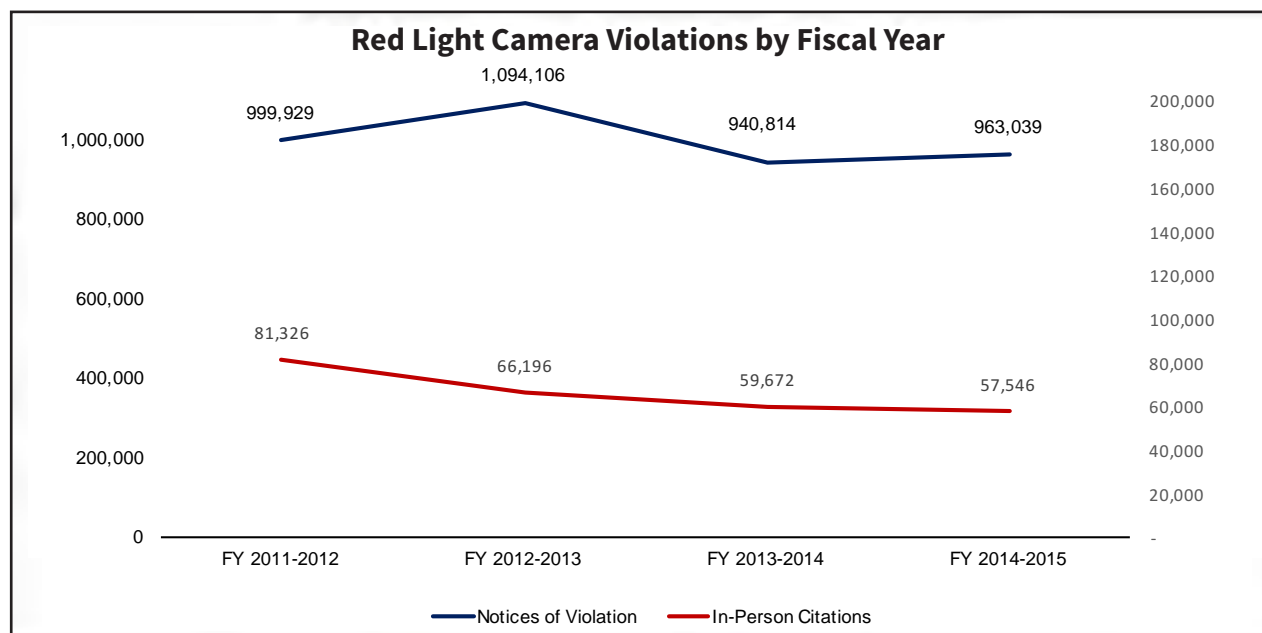


Figure 1 shows the number of NOVs issued for red light camera violations over the past four years. The graph also depicts the number of citations issued in person by law enforcement. The number of NOVs issued for red light camera violations has remained relatively steady, decreasing approximately four percent from FY 2011-2012 to FY 2014-2015. Over the same time period, the number of in-person UTCs issued for running a red light has decreased (approximately 30% reduction). The department must rely on self-reported information for the number of NOVs issued each year, but in-person citations are tracked through the Clerk of the Court System (UTC numbers reflect data submitted to the department as of 12/31/2015).

(figure 2)

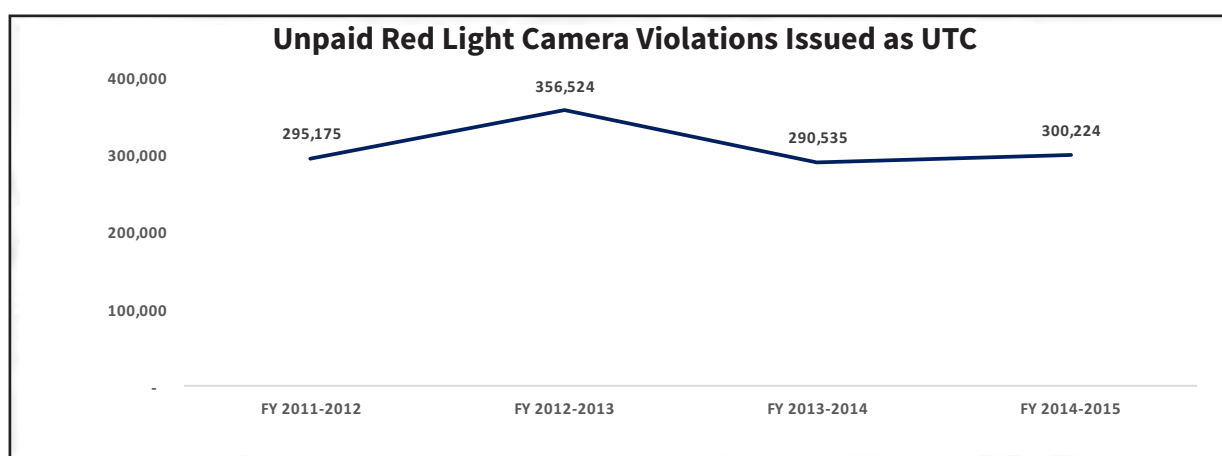


Figure 2 shows the number of unpaid red light camera violations that resulted in a UTC being assessed.

Personnel

Jurisdictions were asked who reviews the camera images before issuing NOVs, who reviews contested NOVs and who ultimately issues UTCs. Options included law enforcement officer, non-sworn government employee, non-sworn contractor employee and other. The below table reflects jurisdiction responses.

(figure 1)

Personnel	Review Camera Images	Review Contested Notices of Violation	Issue Uniform Traffic Citations
Law Enforcement Officer	62	56	57
Non-sworn Government Employee	23	24	21
Non-sworn Contractor Employee	16	7	7
Other (see Appendix D)	5	11	8

Jurisdictions could select multiple options for each question so numbers do not sum to the total number of respondents.

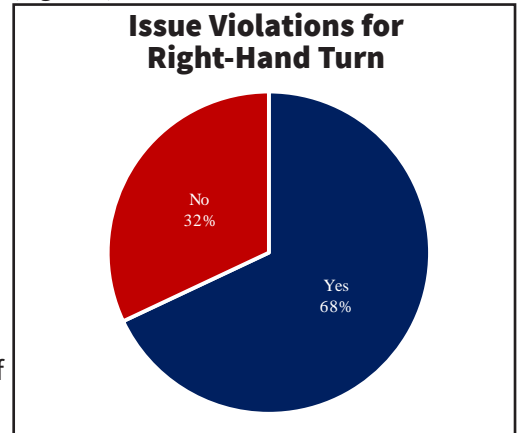
Right-Hand Turns

Pursuant to section 316.0083, Florida Statutes:

- “A Notice of Violation and a traffic citation may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a careful and prudent manner at an intersection where right-hand turns are permissible.”
- “A Notice of Violation and Uniform Traffic Citation may not be issued under this section if the driver of the vehicle came to a complete stop after crossing the stop line and before turning right if permissible at a red light, but failed to stop before crossing over the stop line or other point at which a stop is required.”

The terms in this section of statute are left to the interpretation of each respective jurisdiction (see Appendix C for definitions provided to the department). For FY 2014-2015, 68 percent of responding jurisdictions issued NOVs for persons making right turns on red signals. Jurisdictions indicated that 253,744 (26.34%) NOVs were issued for right-hand turns during the reporting period (July 1, 2014 – June 30, 2015). This was the first year the department has collected these numbers.

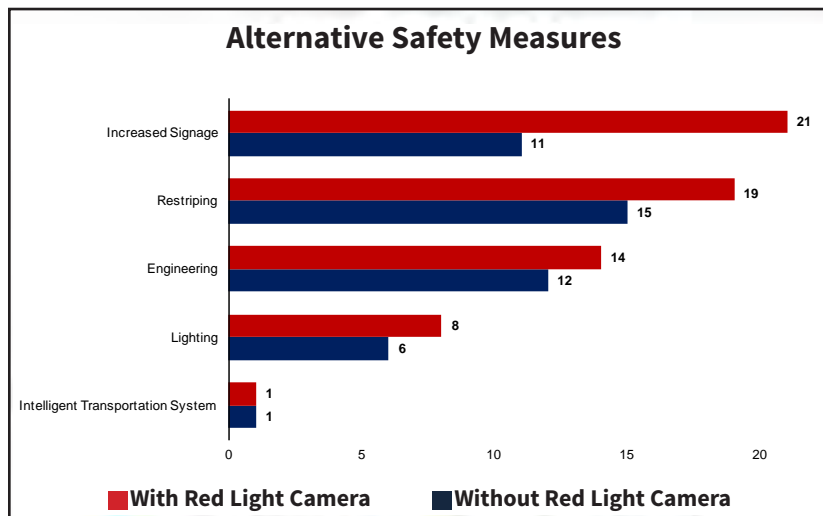
(Figure 3)



Alternative Safety Measures

The department also inquired on what other actions jurisdictions had taken to improve safety measures at intersections during the reporting period. A majority of jurisdictions indicated that they had implemented at least one action. The results of this question are shown in Figure 4 (see Appendix D for other responses).

(Figure 4)



Part 2 Crash Analysis

Jurisdictions self-reported crash information for the past three red light camera reports. This year, however, the camera and intersection information provided by the jurisdictions allowed the department to independently analyze crashes using the official crash database. Intersections were only included in the analysis if at least one camera was active for at least one year, and the camera was activated between January 1, 2012 and September 30, 2014. These criteria were chosen because the current crash report form was implemented in 2011, and these dates allow at least one year comparison before and after the activation of the camera. Table 2 shows the breakdown of crashes that occurred before and after the activation of red light cameras at intersections included in the analysis. Reference Appendix A and B for a breakdown of crashes by reporting jurisdiction.

(Table 2)

	Before RLC Installed	After RLC Installed	Percent Change
Total Crashes	3,453	3,959	14.65%
Angle Crashes	815	814	-0.12%
Rear-End Crashes	835	920	10.18%
Non-Incapacitating Injuries	495	506	2.22%
Incapacitating Injuries	174	225	29.31%
Fatalities	16	18	
Crashes involving Non-Motorists	185	216	16.75%
Fatal Crashes Involving Non-Motorists	4	7	

See Appendix C for definitions

The change in number of crashes noted in the analysis follows the statewide trend during the period of this analysis (approximately 50% increase statewide, 2011-2014). Two possible factors that could have contributed to the change in crash numbers are the increase in vehicle miles traveled (VMT) and the increase in crash reports with accurate location information (latitude and longitude). The probability of a crash occurring increases as people drive more, and daily VMT in Florida increased 4.7 percent from 2011 to 2014. The second factor is attributed to the reliance on location data for this analysis. In order to analyze crashes that occurred at certain intersections, it is necessary to know both the location of the intersection and the location of crashes. Intersection locations (latitude and longitude) were submitted along with the survey, however latitude and longitude are not attached to every crash report. The percentage of crash reports with location information has increased statewide 6.85 percent from 2011 to 2015, so it is possible that a higher percentage of crashes were analyzed in the “after” window than in the “before” window. The crash analysis should be put into context of the overall complexity of the issue at hand, as other factors may contribute to the change in number of crashes outlined in this report.

Recommendations

The following recommendations would allow for accurate reporting of information that cannot currently be tracked through existing systems.

1. Require jurisdictions to track camera information including location (GPS coordinates) and dates of operation.
2. Require jurisdictions to track the issuance of NOVs, including the status of those violations (paid, contested, issued as UTC).
3. Require jurisdictions to track the issuance of NOVs for right-hand turns.
4. Require jurisdictions to report safety countermeasures taken prior to and after the installation of red light cameras (examples: infrastructure changes, type and layout of signage, pedestrian cross walks, bike lanes, intelligent transportation systems [ITS]).
5. In accordance with statute, the department will continue to review and report on the status and trends of the use and operation of red light cameras. In order to determine the enhancement of traffic safety, the department recommends a more thorough analysis be conducted by an independent organization using appropriate local and state agency resources.

Florida Department of Highway Safety and Motor Vehicles

Appendix A: Crashes Before and After Red Light Camera Implementation by Jurisdiction

Reporting Jurisdiction	# Intersections Analyzed	Total Before	Total After	Total % Change	Angle Before	Angle After	Angle % Change	Rear-End Before	Rear-End After	Rear-End % Change
Apopka	4	16	27	68.75%	5	1	-80.00%	5	14	180.00%
Aventura	3	76	62	-18.42%	6	6	0.00%	7	5	-28.57%
Boca Raton	6	11	30	172.73%	2	4	100.00%	1	11	1000.00%
Boynton Beach	4	16	49	206.25%	1	0	-100.00%	0	1	---
Brooksville	7	35	17	-51.43%	6	1	-83.33%	11	6	-45.45%
Campbellton	1	2	1	-50.00%	1	0	-100.00%	1	1	0.00%
Clearwater	2	23	31	34.78%	6	8	33.33%	6	3	-50.00%
Clermont	4	38	35	-7.89%	9	2	-77.78%	9	4	-55.56%
Clewiston	2	0	1	---	0	0	---	0	1	---
Davie	1	28	10	-64.29%	6	2	-66.67%	5	3	-40.00%
Ft. Lauderdale	14	74	80	8.11%	17	11	-35.29%	11	11	0.00%
Jacksonville	23	669	684	2.24%	143	194	35.66%	258	277	7.36%
Lakeland	5	33	50	51.52%	7	27	285.71%	7	10	42.86%
Maitland	1	10	1	-90.00%	0	0	---	0	0	---
Manatee County	6	100	109	9.00%	32	31	-3.13%	44	49	11.36%
Medley	2	10	6	-40.00%	0	1	---	3	0	-100.00%
Miami	50	737	878	19.13%	110	72	-34.55%	87	49	-43.68%
Miami Springs	1	4	4	0.00%	2	2	0.00%	0	0	---
New Port Richey	5	39	58	48.72%	11	8	-27.27%	11	16	45.45%
North Miami Beach	5	62	103	66.13%	17	22	29.41%	9	22	144.44%
Ocoee	2	28	22	-21.43%	11	1	-90.91%	2	3	50.00%
Oldsmar	4	38	44	15.79%	10	2	-80.00%	8	5	-37.50%
Orange County	26	421	431	2.38%	165	169	2.42%	127	135	6.30%
Orlando	5	75	128	70.67%	8	22	175.00%	17	36	111.76%
Osceola County	11	118	147	24.58%	42	48	14.29%	46	47	2.17%
Palatka	6	24	24	0.00%	9	5	-44.44%	4	6	50.00%
Palm Beach County	5	59	71	20.34%	11	10	-9.09%	17	28	64.71%
Palm Coast	24	83	178	114.46%	27	31	14.81%	27	49	81.48%
Pinecrest	4	42	40	-4.76%	8	6	-25.00%	6	4	-33.33%
Sarasota	8	162	194	19.75%	42	38	-9.52%	34	60	76.47%
Sunrise	7	48	89	85.42%	22	42	90.91%	6	11	83.33%
Tallahassee	1	13	19	46.15%	1	0	-100.00%	4	5	25.00%
Tamarac	8	100	147	47.00%	12	14	16.67%	12	13	8.33%
Tampa	8	99	149	50.51%	12	29	141.67%	17	26	52.94%
West Miami	1	1	9	800.00%	0	1	---	1	2	100.00%
West Palm Beach	5	119	0	-100.00%	42	0	-100.00%	26	0	-100.00%
West Park	5	40	31	-22.50%	12	4	-66.67%	6	7	16.67%
Grand Total	276	3,453	3,959	14.65%	815	814	-0.12%	835	920	10.18%

Appendix A: Crashes Before and After Red Light Camera Implementation by Jurisdiction

Reporting Jurisdiction	# Intersections Analyzed	Non-Incapacitating Injuries Before	Non-Incapacitating Injuries After	Non-Incapacitating Injuries % Change	Incapacitating Injuries Before	Incapacitating Injuries After	Incapacitating Injuries % Change	Fatalities Before	Fatalities After
Apopka	4	4	5	25.00%	0	1	---	0	0
Aventura	3	18	14	-22.22%	6	4	-33.33%	0	0
Boca Raton	6	1	9	800.00%	0	3	---	0	0
Boynton Beach	4	5	12	140.00%	0	0	---	1	0
Brooksville	7	2	0	-100.00%	3	0	-100.00%	0	0
Campbellton	1	0	0	---	0	0	---	0	0
Clearwater	2	5	6	20.00%	2	3	50.00%	1	0
Clermont	4	7	6	-14.29%	2	3	50.00%	0	0
Clewiston	2	0	0	---	0	0	---	0	0
Davie	1	5	2	-60.00%	1	2	100.00%	0	1
Ft. Lauderdale	14	16	6	-62.50%	5	3	-40.00%	0	1
Jacksonville	23	74	73	-1.35%	22	21	-4.55%	4	2
Lakeland	5	8	14	75.00%	2	4	100.00%	0	0
Maitland	1	0	0	---	0	0	---	0	0
Manatee County	6	11	10	-9.09%	10	16	60.00%	1	1
Medley	2	0	1	---	0	0	---	0	1
Miami	50	50	66	32.00%	16	22	37.50%	1	4
Miami Springs	1	1	1	0.00%	0	0	---	0	0
New Port Richey	5	13	11	-15.38%	1	4	300.00%	0	1
North Miami Beach	5	16	12	-25.00%	1	2	100.00%	0	1
Ocoee	2	7	6	-14.29%	1	0	-100.00%	0	0
Oldsmar	4	3	5	66.67%	8	1	-87.50%	0	0
Orange County	26	59	50	-15.25%	38	72	89.47%	2	1
Orlando	5	10	17	70.00%	3	1	-66.67%	0	1
Osceola County	11	15	19	26.67%	10	22	120.00%	0	0
Palatka	6	8	6	-25.00%	0	1	---	0	0
Palm Beach County	5	14	12	-14.29%	4	1	-75.00%	1	0
Palm Coast	24	19	35	84.21%	12	17	41.67%	1	1
Pinecrest	4	3	1	-66.67%	0	0	---	0	0
Sarasota	8	39	36	-7.69%	5	7	40.00%	1	0
Sunrise	7	12	19	58.33%	4	7	75.00%	0	0
Tallahassee	1	5	1	-80.00%	0	0	---	0	0
Tamarac	8	15	23	53.33%	3	1	-66.67%	0	1
Tampa	8	24	25	4.17%	6	7	16.67%	0	2
West Miami	1	0	0	---	0	0	---	0	0
West Palm Beach	5	18	0	-100.00%	7	0	-100.00%	2	0
West Park	5	8	3	-62.50%	2	0	-100.00%	1	0
Grand Total	276	495	506	2.22%	174	225	29.31%	16	18

Appendix B: Crashes Involving Non-Motorists Before and After Red Light Camera Implementation

# Crashes Involving Non-Motorist (Pedestrians and Bicyclist) at Red Light Camera Intersections				
Reporting Jurisdiction	# Intersections Analyzed	Before	After	Change
Apopka	4	1	1	0
Aventura	3	2	0	-2
Boca Raton	6	1	3	2
Boynton Beach	4	0	5	5
Brooksville	7	1	0	-1
Clearwater	2	3	5	2
Clermont	4	0	2	2
Davie	1	1	1	0
Ft. Lauderdale	14	7	8	1
Jacksonville	23	18	24	6
Lakeland	5	1	1	0
Manatee County	6	2	3	1
Medley	2	1	0	-1
Miami	50	45	37	-8
New Port Richey	5	1	1	0
North Miami Beach	5	4	4	0
Ocoee	2	3	2	-1
Oldsmar	4	4	2	-2
Orange County	26	23	29	6
Orlando	5	6	14	8
Osceola County	11	1	6	5
Palatka	6	4	1	-3
Palm Beach County	5	4	3	-1
Palm Coast	24	5	16	11
Pinecrest	4	2	0	-2
Sarasota	8	25	15	-10
Sunrise	7	7	12	5
Tallahassee	1	0	0	0
Tamarac	8	3	10	7
Tampa	8	9	8	-1
West Palm Beach	5	1	1	0
West Park	5	0	2	2
Grand Total	270	185	216	31

Table does not include jurisdictions with no crashes involving Non-Motorists

Appendix C: Glossary of Terms

Angle Crash	A crash where two vehicles impact at an angle. For example, the left front of one vehicle impacts the side of another vehicle.
Rear-End Crash	A crash where the front of one vehicle impacts the back of another vehicle.
Non-incapacitating injury	Any visible injuries such as bruises, abrasions, limping, etc.
Incapacitating injury	Any visible signs of injury from a crash or person(s) who had to be carried from the scene.
Fatal Injury	Any injury that results in death within a 30 day period after the crash occurred.
Non-Motorist	Any person other than an occupant of a motor vehicle in transport. This includes pedestrians, occupants of other motor vehicles not in transport and occupants of transport vehicles other than motor vehicles.

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	What Department oversees the red-light camera program?	Provide the contact information of the person completing the survey				Has your jurisdiction operated red-light cameras within the reporting period (July 1, 2014 - June 30, 2015)?	As of July 1, 2014, how many red-light cameras were operational?	As of June 30, 2015, how many red-light cameras were operational?
Open-Ended Response	Open-Ended Response	Name	Agency	Email Address	Phone Number	Response	Open-Ended Response	Open-Ended Response
Boca Raton	Police Services	Peter Buhr	Boca Raton Police	pbuhr@myboca.us	561-820-6059	Yes	12	0
Brooksville Police Department	Red Light Camera Division	Rick Hankins	Brooksville Police Department	rhankins@cityofbrooksville.us	352-540-3800	Yes	16	16
Campbellton	Public Safety-Law Enforcement	Edward L. Britt	Town of Campbellton	tc32426@bellsouth.net	(850) 263-4535	Yes	2	2
City of Apopka	Police	Lt. Stephan Brick	Apopka Police Department	swbrick@apopka.net	407-703-1757	Yes	22	21
City of Aventura	Community Development, Code Compliance Division	Joanne Carr	City of Aventura	carrj@cityofaventura.com	305 466 8940	Yes	12	12
City of Boynton Beach	Boynton Beach Police Dept. - Traffic Unit	CSO A Petriello #072	Boynton Beach Police Dept.	petrielloa@bbfl.us	561-742-6119	Yes	15	0
City of Bradenton	Bradenton Police Department	Sgt. Phillip E. Waller	Bradenton Police Dept.	phil.waller@cityofbradenton.com	941-932-9300x318	Yes	7	7
City of Clearwater	Patrol/Special Operations/Traffic	Lt. Michael Walek	Clearwater Police Department	michael.walek@myclearwater.com	727-562-4119	Yes	3	3
City of Clewiston	Clewiston Police Department	Debbie McNeil	Clewiston Police Department	mcneald@flcn.net	(863) 983-1474 ext 212	Yes	2	2
City of Cocoa Beach	Police Department	Jeff Taylor	Cocoa Beach Police Department	jtaylor@cityofcocoabeach.com	321-868-3251	Yes	4	0
City of Doral Police Department	Administrative Division	Police Sergeant Cathy Jewett	City of Doral Police Department	Cathy.Jewett@Doralpd.com	786-845-4600	Yes	11	0
City of Groveland	Police	Commander George Penvose II	City of Groveland	scott.penvose@groveland-fl.gov	352-429-4166	Yes	2	2
City of Gulf Breeze	Police Department	Chief Robert Randle	Gulf Breeze Police Department	rrandle@gulfbreeze-fl.gov	850-934-5121	Yes	6	6
City of Gulfport	Police Department	Robert Vincent	Gulfport Police Department	rvincent@mygulfport.us	727-893-1049	Yes	3	3
City Of Haines City, Polk County	Police Department	Tim Glover	Haines City Police Department	tglover@hainescitypd.com	863-421-3636 ext 2267	Yes	13	13
City of Hallandale Beach	Police	Miguel Martinez	Hallandale Beach Police Dept.	mmartinez@cohb.org	954-457-1490	Yes	3	0
City of Holly Hill	Police Department	Stephen K. Aldrich	Holly Hill Police Department	saldrich@hollyhillfl.org	386-248-9494	Yes	8	0
City of Hollywood	Hollywood Police Department	Lieutenant Selina Hightower	Hollywood Police Department	shightower@hollywoodfl.org	(954) 967-4371	Yes	17	0
City of Homestead	Police Department	Lt. Thomas Surman	Homestead Police Dept	tsurman@homesteadpolice.com	305-224-5411	Yes	4	4
City of Kissimmee	Kissimmee Police Department	Sgt. Jim Loughlin	Kissimmee Police Department	jloughlin@kissimmee.org	407-847-0176 -3257	Yes	16	16
City of Margate	Police Department - Traffic Unit	Sergeant Efrain Suarez	Margate Police Department	esuares@margatefl.com	954-970-8186	Yes	4	0
City of Miami	Administration Division / Red Light Camera Enforcement	Ofc. Michael Vega	City of Miami	michael.vega@miami-police.org	(305) 603-6710	Yes	143	136
City of Miami Gardens	Police Department	William Bamford	Miami Gardens Police Department	william.bamford@mgpdfl.org	304.474.1391	Yes	28	28
City of New Port Richey	Police Department	Kim Bogart	New Port Richey Police Department	bogartk@cityofnewportrichey.org	727-841-4550	Yes	9	9
City of North Miami Beach	Police Department	Tiffany Argueta-Cruz	North Miami Beach Police Department	Tiffany.Argueta-Cruz@nmbpd.org	(305) 949-5500 ext. 2844	Yes	5	5
City of Oldsmar	Administrative Services	Alan Braithwaite	City of Oldsmar	abraithwaite@myoldsmar.com	813-749-1107	Yes	4	0
City of Orlando	Code Enforcement	Kory Keith	City of Orlando/Code Enforcement	kory.keith@cityoforlando.net	407.246.3479	Yes	26 cameras	30 cameras
City of Port Richey	Police Department	Ryan Runge	Port Richey Police Department	r.runge@cityofportrichey.com	727-835-0974	Yes	4	5
City of Sarasota	Sarasota Police Department	Bryan Graham	Sarasota Police	bryan.graham@sarasotagov.com	941.954.7022	Yes	22	23
City of South Pasadena	Administration	Carley Lewis	City of South Pasadena	clewis@mysouthpasadena.com	727-347-4171	Yes	5	5
City of St. Petersburg	Transportation	Evan Mory	City of St. Petersburg	evan.mory@stpete.org	727-551-3322	Yes	22	0
City of Sweetwater	City of Sweetwater	Steven Lopez	SPD	Slopez@cityofsweetwater.fl.gov	305 924 4405	Yes	7	8
City of Tallahassee	Public Works	Allen Secrest	City of Tallahassee	allen.secrest@talgov.com	850-891-8273	Yes	19	19
City of Tamarac	Broward Sheriff's Office - Traffic Unit	Barry A. Berhow	Broward Sheriff's Office	Barry_Berhow@sheriff.org	954-720-2225 ext 76002	Yes	15	15
City of Tampa	Tampa Police Department	Corporal Paul Smalley	Tampa Police Department	paul.smalley@tampapov.net	813-348-2035	Yes	50	54
City of West Miami	Police Dept.	Nelson Andreu	West Miami Police Dept.	ChiefAndreu@WestMiamiPolice.org	3052660530	Yes	6	6
City of West Palm Beach	Police Department/Traffic Division	Chris Robinson	West Palm Beach Police Department	CRobinson@WPB.org	561-822-1636	Yes	38	0
City of West Park	Public Works	John Wilson	City of West Park	JWilson@Cityofwestpark.org	954 931-2149	Yes	6	5
City of Winter Park	Special Operations	Samuel Belfiore/SGT Stan Locke	City of Winter Park Police Dept.	sbelfiore@cityofwinterpark.org/ slocke@cityofwinterpark.org	407-643-1652/407-599-35123	Yes	8	8

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	As of July 1, 2014, at how many were red-light cameras operational?	As of June 30, 2015, at how many were red-light cameras operational?	Please provide the following information regarding Notices of Violation issued for red-light camera violations in your jurisdiction between July 1, 2014 and June 30, 2015.							How many registration holds did your jurisdiction request as a result of red-light camera violations during the reporting period (July 1, 2014 - June 30, 2015)?	How does your jurisdiction submit crash data to the Department?	In order to identify the number of repeat offenders, please provide the number of distinct vehicle owners issued Notices of Violation for multiple red-light camera violations.
Open-Ended Response	Open-Ended Response	Open-Ended Response	Total #	# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# Issued as UTC	# Pending Issuance as UTC	Open-Ended Response	Response	Open-Ended Response
Boca Raton	6	0	1764	1177	0	9	33	528	0	0	Electronically	38
Brooksville Police Department	7	7	13916	8810	7	13	46	4478	0	76	Electronically	1039
Campbellton	1	1	1286	1029	0	2	11	162	0	0	Paper	21
City of Apopka	10	10	30539	17925	6	20	620	7586	50	0	Electronically	1191
City of Aventura	6	6	31574	18795	4	21	341	7557	99999	0	Electronically	2588
City of Boynton Beach	7	0	14072	7737	866	6	76	3458	1903	approx 48 have been requested and pending	Electronically	812
City of Bradenton	7	7	7375	5388	3	7	35	1424	47	3	Electronically	1
City of Clearwater	2	2	8992	6144	19	713	25	1943	1	0	Electronically	191
City of Clewiston	2	2	1974	1413	1	6	5	419	0	0	Electronically	Unknown
City of Cocoa Beach	3	0	7066	5538	1	54	215	2061	0	None	Electronically	344
City of Doral Police Department	3	0	1	1	1	1	1	3790	1	0	Electronically	0
City of Groveland	2	2	1491	1025	0	7	6	465	0	0	Electronically	35
City of Gulf Breeze	3	3	6575	5176	0	0	8	1261	0	0	Both	Unable to obtain data
City of Gulfport	3	3	5350	3340	6	7	84	1835	0	0	Electronically	286
City Of Haines City, Polk County	7	7	8937	6394	72	22	50	2058	0	9	Both	268
City of Hallandale Beach	2	0	1092	596	0	16	74	428	0	0	Electronically	1055
City of Holly Hill	4	0	1219	923	0	30	30	470	0	None	Electronically	28
City of Hollywood	9	0	12438	8459	105	33	226	3615	0	0	Electronically	81
City of Homestead	3	3	7404	5060	1	12	206	495	24	0	Paper	373
City of Kissimmee	9	9	16081	12010	50	70	104	3534	313	0	Electronically	760
City of Margate	2	0	1906	905	0	5	0	389	0	0	Electronically	1902
City of Miami	92	92	131674	83283	65	307	1133	30998	2500	492	Both	10,175 @ 2 / 2,066 @ 3 or more
City of Miami Gardens	15	15	76101	63769	2259	7916	3599	12333	0	681	Electronically	5891
City of New Port Richey	6	6	9686	6507	2	35	169	1676	0	0	Both	402
City of North Miami Beach	5	5	8631	4917	0	17	127	2686	0	0	Electronically	200
City of Oldsmar	4	0	1077	811	0	1	41	0	0	N/A	Electronically	20
City of Orlando	13 Intersections	14 Intersections	21093	14003	0	9	81	5421	0	21	Electronically	493
City of Port Richey	2	2	4069	2700	6	9	54	896	13	We do not do registration holds.	Electronically	88 plates where repeats or 2% of the violations
City of Sarasota	10	10	23105	17500	9	8	243	4445	0	0	Electronically	1285
City of South Pasadena	4	4	4545	3253	99999	99999	99999	952	99999	0	Electronically	154
City of St. Petersburg	10	0	3511	3581	0	0	0	2395	0	82	Electronically	Information not available
City of Sweetwater	6	6	24922	15412	3	305	148	2777	20	72	Paper	1231
City of Tallahassee	7	7	8118	5538	20	4	29	2042	120	0	Electronically	Not tracked
City of Tamarac	8	8	18126	10522	0	21	37	3420	1176	0	Electronically	681
City of Tampa	20	21	48450	30443	2	233	726	13861	0	0	Electronically	3009
City of West Miami	5	5	14909	4884	47	138	141	2179	0	0	Electronically	731
City of West Palm Beach	38	0	8394	4451	0	361	289	329	0	0	Electronically	329
City of West Park	5	4	2116	968	56	0	0	1045	0	0	Electronically	48
City of Winter Park	6	6	12803	8397	999999	999999	999999	1110	536	None	Electronically	493

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Appendix D: Jurisdiction Responses to Survey

Name of jurisdiction (City or County)	Other than traffic crashes, please rank the following factors on importance when selecting which intersections to install red light cameras.						Did you relocate any existing red light cameras during the reporting period?	What factors are used to determine the success/failure of each camera location?			
Open-Ended Response	Traffic citation data	Citizen complaints	Law Enforcement Officer observations	Traffic Volume	Pedestrian safety	Other (please specify)	Response	Change in number of crashes	Change in pedestrian safety	Change in revenue	Other (please specify)
Boca Raton	Very Important	Somewhat Important	Somewhat Important	Somewhat Important	Very Important		No	X			
Brooksville Police Department	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X		
Campbellton	Somewhat Important	Very Important	Somewhat Important	Very Important	Very Important		No		X	X	
City of Apopka	Very Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X	X		Reduction in the number of NOVs issued as a % of traffic volume.
City of Aventura	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X			
City of Boynton Beach	Very Important	Somewhat Important	Somewhat Important	Somewhat Important	Very Important		No	X			Number of Violations
City of Bradenton	Very Important	Somewhat Important	Somewhat Important	Not Important	Very Important		No	X			
City of Clearwater	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No	X	X		
City of Clewiston	Very Important	Somewhat Important	Somewhat Important	Somewhat Important	Somewhat Important		No	X			
City of Cocoa Beach	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No				Reduced number of violations
City of Doral Police Department	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X		
City of Groveland	Not Important	Very Important	Very Important	Very Important	Very Important		No	X			
City of Gulf Breeze	Somewhat Important	Very Important	Very Important	Very Important	Very Important		No	X			
City of Gulfport	Somewhat Important	Very Important	Somewhat Important	Somewhat Important	Somewhat Important		No	X			
City of Haines City, Polk County	Somewhat Important	Very Important	Very Important	Very Important	Very Important	changing driving behavior	No				Reduction in Notices issued and change in driving behavior
City of Hallandale Beach	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X	X		
City of Holly Hill	Somewhat Important	Somewhat Important	Very Important	Very Important	Very Important		No	X			
City of Hollywood	Somewhat Important	Somewhat Important	Very Important	Not Important	Very Important		No	X	X		
City of Homestead	Not Important	N/A	N/A	Very Important	Somewhat Important	same intersections since 2009 not a part of original selection	No				reduction of violations
City of Kissimmee	Very Important	Somewhat Important	Somewhat Important	Very Important	Somewhat Important	Traffic Crash Data	No	X			
City of Margate	Not Important	Very Important	Somewhat Important	Somewhat Important	Very Important		No	X		X	
City of Miami	Very Important	Very Important	Somewhat Important	Not Important	Very Important		No	X			
City of Miami Gardens	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X			
City of New Port Richey	Somewhat Important	Very Important	Very Important	Very Important	Very Important		No	X			Reduction in number of violations
City of North Miami Beach	Somewhat Important	Very Important	Very Important	Very Important	Very Important		No	X			
City of Oldsmar	Very Important	Very Important	Very Important	Very Important	Very Important	Severity of crash data	No				N/A - we haven't moved any.
City of Orlando	Somewhat Important	Not Important	Not Important	Not Important	Somewhat Important		No	X			Drop in number of violations
City of Port Richey	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X	X	
City of Sarasota	Very Important	Somewhat Important	Somewhat Important	N/A	Somewhat Important		No	X			
City of South Pasadena	Very Important	Very Important	N/A	Very Important	Very Important		No			X	Change in number of violations issued
City of St. Petersburg	N/A	N/A	N/A	N/A	N/A	Please see attached "Question 13"	No				Please see attached "Question 15"
City of Sweetwater	Somewhat Important	Somewhat Important	Very Important	Very Important	Very Important		No		X		
City of Tallahassee	Very Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No	X			Change in number of red light violations
City of Tamarac	Somewhat Important	Somewhat Important	Somewhat Important	Somewhat Important	Very Important		No	X	X		
City of Tampa	Very Important	Very Important	Very Important	Somewhat Important	Very Important		No	X	X		
City of West Miami	Very Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No	X	X		
City of West Palm Beach	Very Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X			
City of West Park	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No				Decrease in the number of violations
City of Winter Park	Very Important	Somewhat Important	Very Important	Very Important	Very Important		No	X	X		

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)			
Open-Ended Response	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee	Other (please specify)	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee	Other (please specify)
Boca Raton	X				X			
Brooksville Police Department	X				X			
Campbellton	X				X			
City of Apopka	X				X			
City of Aventura	X				X			
City of Boynton Beach	X	X			X	X		
City of Bradenton	X				X			
City of Clearwater	X				X			
City of Clewiston	X	X			X	X		
City of Cocoa Beach	X				X			
City of Doral Police Department	X				X			
City of Groveland	X	X						
City of Gulf Breeze	X				X			
City of Gulfport	X				X			
City Of Haines City, Polk County	X			Hearing Officer and Clerk during the Hearings	X			Mailed out by an automated system
City of Hallandale Beach	X							Contractor via request from LEO.
City of Holly Hill	X			Hearing Officer	X			
City of Hollywood	X	X			X	X		American Traffic Solutions (ATS)--Printed & mailed by ATS
City of Homestead			X		X			
City of Kissimmee	X				X			
City of Margate	X	X	X		X	X		
City of Miami	X				X			Traffic Infraction Enforcement Officers
City of Miami Gardens	X	X			X	X		
City of New Port Richey		X		Special Magistrate contracted by the City			X	
City of North Miami Beach	X	X			X	X		
City of Oldsmar				Special Magistrate	X			Vendor who processes the NOV's.
City of Orlando		X		Hearing Officer		X		
City of Port Richey	X	X			X	X		
City of Sarasota	X				X			
City of South Pasadena	X		X		X		X	
City of St. Petersburg				Local Hearing Officer per State Statute		X		
City of Sweetwater	X				X			
City of Tallahassee	X				X			
City of Tamarac	X	X			X	X		
City of Tampa				Traffic Hearing Magistrate	X			
City of West Miami	X				X			
City of West Palm Beach		X				X		
City of West Park		X				X		
City of Winter Park	X	X				X		

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Who reviews the camera images before Notices of Violation are issued? (select all that apply)				Do you issue Notices of Violation (through red-light camera detection) for persons making right turns on red signals?	How many Notices of Violation were issued for right turns on red during the reporting period? (July 1, 2014 - June 30, 2015)
Open-Ended Response	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee	Other (please specify)	Response	Open-Ended Response
Boca Raton	X				Yes	536
Brooksville Police Department	X				Yes	No method exists or collecting this data
Campbellton	X				Yes	27
City of Apopka	X				Yes	13280
City of Aventura	X		X		Yes	23816
City of Boynton Beach	X	X			No	
City of Bradenton	X				Yes	4666 (estimated)
City of Clearwater	X				No	
City of Clewiston	X	X			Yes	5
City of Cocoa Beach	X				Yes	1271
City of Doral Police Department	X				No	
City of Greveland	X		X		Yes	45
City of Gulf Breeze	X				No	
City of Gulfport	X				Yes	713
City Of Haines City, Polk County	X		X	Only issued if approved by Law Enforcement	No	
City of Hallandale Beach	X				Yes	1127
City of Holly Hill	X		X		No	
City of Hollywood	X	X		American Traffic Solutions (ATS) does initial review; Agency validates	Yes	3676
City of Homestead	X				Yes	4272
City of Kissimmee	X				Yes	3350
City of Margate	X	X	X		No	
City of Miami	X			Traffic Infraction Enforcement officers	No	
City of Miami Gardens	X	X			Yes	62659
City of New Port Richey		X	X		Yes	2033
City of North Miami Beach	X	X			No	
City of Oldsmar	X		X		Yes	55
City of Orlando		X	X		No	
City of Port Richey	X	X			No	
City of Sarasota	X				Yes	7623
City of South Pasadena	X		X		Yes	158
City of St. Petersburg		X			Yes	1206
City of Sweetwater	X				Yes	20478
City of Tallahassee	X		X		Yes	Not tracked
City of Tamarac	X	X			Yes	11954
City of Tampa	X				Yes	6845
City of West Miami	X				Yes	9345
City of West Palm Beach		X			No	
City of West Park		X			No	
City of Winter Park	X	X			Yes	Not Complied

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Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Statute 316.0083(1)(a). F.S., provides that "A notice of violation and a traffic citation may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a careful and prudent manner at an intersection where right-hand turns are permissible." As this statute does not define "careful and prudent manner," please provide the definition used by your jurisdiction when determining if a violation should be issued.	What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program? (at intersection(s) with red light cameras)					What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program? (at intersection(s) without red light cameras)				
Open-Ended Response	Open-Ended Response	HALO technology (intelligent collision prevention system)	Restriping	Engineering	Increased signage	Lighting	HALO technology (intelligent collision prevention system)	Restriping	Engineering	Increased signage	Lighting
Boca Raton	The vehicle caused a potential hazard to other vehicles or pedestrians.		X								
Brooksville Police Department	Violations exceeding 10 mph				X						
Campbellton	When 2nd vehicle has to slow to avoid a crash with violator		X		X			X		X	
City of Apopka	Having regard for angle, width, grade, curves, corners, vehicles, pedestrians and all other attendant circumstances, including but not limited to speed and visual obstructions, so as not to endanger the life, limb, or property of any person. Note: Damage or injury does not have to occur in order for an event to be considered NOT careful and prudent.		X	X	X	X		X	X	X	X
City of Aventura	vehicle stops before, at or after the stop bar before turning right at the intersection										
City of Boynton Beach											
City of Bradenton	Careful and prudent manner would be coming to a complete stop, ensuring that the driver of the vehicle had enough time to look at oncoming traffic to determine if it was clear to proceed.		X		X						
City of Clearwater					X						
City of Clewiston	Careful and prudent manner is defined by our jurisdiction by the vehicle coming to a complete stop than proceeding as long as the flow of traffic allows.										
City of Cocoa Beach	Taking into account the speed of the vehicle while turning, if there are pedestrians in the area, the length of time that the light has been red.										
City of Doral Police Department											
City of Groveland	As long as it's safe and doesn't effect other vehicles traveling in that direction.		X					X			
City of Gulf Breeze			X	X	X	X					
City of Gulfport	A review is triggered if the vehicle's minimum speed at the final point of measurement before entering intersection is at least 14 mph. At that point, the issuing officer has discretion to determine careful and prudent.					X					X
City Of Haines City, Polk County			X								
City of Hallandale Beach	The combination of speed, proximity of other traffic, and or proximity of pedestrians, is considered to determine whether turn was careful and prudent.										
City of Holly Hill											
City of Hollywood	As it relates to right hand turn on red, the intersection must have signage stating "No turn on red" in order for a violation to be issued.			X	X						
City of Homestead	Reviewing Officer determination, officers are instructed to only issue notices had they been present at the intersection and would have issued a UTC for the same violation for running the red light.										
City of Kissimmee	We only issue right turn on red violations at one intersection. That intersection is posted no right turn on red with two signs prohibiting the right turn. One of the two signs is electronic and lights up when the light is red.				X						
City of Margate											
City of Miami											
City of Miami Gardens	Violations are issued for right turns on red whenever the driver operates a vehicle in a continual motion without regard for oncoming, opposing or pending traffic at an intersection. The violation is also issued whenever the operator fails to slow, stop or yield to any pedestrian, or vehicle making a U-turn at a perpendicular angle.		X	X		X		X	X		X
City of New Port Richey	Our traffic enforcement specialists review all potential violations where motorists cross the stop bar at 15 MPH or more. The traffic enforcement officer considers the totality of the circumstances to determine if a violation occurred. A notice of violations is issued when the motorist proceeds to make the turn without slowing down, or causes other motorists to brake or take evasive action.										
City of North Miami Beach											
City of Oldsmar	Less than 12 mph and determination by TIEO on statute compliance.		X	X	X			X	X	X	
City of Orlando			X					X			
City of Port Richey											
City of Sarasota	Only Posted Intersections Per the Hearing Officer: as long as the right turn does not violate the right of way of other vehicle or pedestrian traffic.				X						
City of South Pasadena	This is determined by the law enforcement officer who issues the violations and by the Special Magistrate who presides over hearings for contested violations based on the individual circumstances.				X						
City of St. Petersburg	See attached "Question 21"										
City of Sweetwater	the statute also reads "but failed to stop before crossing over the stop line or other point at which a stop is required"										
City of Tallahassee	As a general guide, the Tallahassee Police Department uses the term "careful & prudent manner" as not negatively affecting pedestrians and other vehicles.		X	X				X	X		
City of Tamarac	Does not apply to City of Tamarac. Right turns on red are only enforced at the location which is posted "No Turn On Red"						X	X	X	X	X
City of Tampa	Where the violators vehicle making the right on red against a solid red light does not interfere with oncoming traffic and/or pedestrians so as to constitute a hazard.		X	X	X			X	X	X	
City of West Miami	If the reviewing officer were standing at the intersection and observed the violation, would he/she issue the driver a regular written UTC? If so, then it is also a Red Light Camera violation.										
City of West Palm Beach											
City of West Park											
City of Winter Park	You can make a turn in a "careful and prudent manner" after coming to a complete stop pursuant to the directives of Florida Statute 316.075. However, our officers use their discretion when reviewing the violations and do not issue violations to anyone going under 12 MPH during a right turn unless aggravating circumstances exists.							X			

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Appendix D: Jurisdiction Responses to Survey

Name of jurisdiction (City or County)	What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program?	Is your jurisdiction continuing the red light camera program in Fiscal Year 2015-2016?	Has red-light camera footage been used to investigate other crimes?	If yes, please provide additional details.	Provide any specifications/clarifications for any of your answers.
Open-Ended Response	Other (please specify)	Response	Response	Open-Ended Response	Open-Ended Response
Boca Raton		No	Yes		16 None
Brooksville Police Department		Yes	No	N/A	N/A
Campbellton		No	Yes	Felony Battery Case. Video was not useful, subject vehicle not located (11/2014) JCSO J-42	N/A
City of Apopka		Yes	Yes	Robberies, burglaries, Hit and Run crashes etc.	N/A
City of Aventura		Yes	Yes	Footage assisted official investigation 15 times	Question 18 - only a Law Enforcement Officer makes a determination as to whether a violation has occurred
City of Boynton Beach	Officers have increased presence by patrolling more through the intersections	Yes	Yes	Video was pulled 91 times to assist in investigations. Accidents, Robbery, Homicide	Red Light Cameras are back Online and program is moving forward.
City of Bradenton		Yes	Yes	Footage has been used to traffic accidents, shootings, stolen vehicles	Some information I do not have access to and have asked our vendor for information to better answer the questions. Answers provided are to the best of my ability and may contain some errors. Right turn on red citations include intersections where right turns on red are not permitted and the intersections include signage.
City of Clearwater		Yes	Yes	Traffic fatalities / Burglaries / Hit and Run Crashes	N/A
City of Clewiston		Yes	Yes	Video has been sought for the use as an investigative tool on four occasions this reporting period.	N/A
City of Cocoa Beach	None	No	Yes	Traffic Homicides, Murder Investigations, Hit & Run Crashes	N/A
City of Doral Police Department		No	No	Hit and Run investigations have used the system to assist them with their cases.	Please be advised we do not have complete data N/A has been provided because our cameras have been off since 01/15
City of Groveland		Yes	No	N/A	N/A
City of Gulf Breeze	Extended the amber time 10% beyond minimum required by FDOT.	Yes	No	N/A	N/A
City of Gulfport		Yes	Yes	During the reporting period, officers requested video from red light cameras 20 times for official investigations.	NA
City Of Haines City, Polk County		Yes	Yes	Traffic Crashes, robbery cases, shootings, theft cases and other police investigations	q.20 additional signage has been placed at the intersections where the cameras are present
City of Hallandale Beach		No	Yes	During this period, 7 times. 6 for general crimes and 1 for a crash investigation.	N/A
City of Holly Hill		No	Yes	Thefts, vehicle thefts, and domestic violence cases.	n/a
City of Hollywood		No	Yes	Video Pull--Accident 37, Video Pull--Robbery 2, Video Pull--Police Investigation 13, Video Pull--Homicide 6, Video Pull--Accident Fatality 4, Video Pull-- Accident Hit & Run 1	Regarding question # 9, 162 cases was rescheduled. Regarding question #23, our Red Light Camera Program is currently suspended as of March 6, 2015 and at this time it is unknown if it will be reinstated for the Fiscal Year of 2015-2016
City of Homestead	none	Yes	Yes	Has assisted in criminal investigations & crash investigations	#23 Pending contract renewal after Nov 2015
City of Kissimmee	not applicable	Yes	Yes	traffic homicides and hit and run investigations	not applicable
City of Margate		No	Yes	Footage used to identify armed robbery vehicle	None
City of Miami	Contact FDOT to study intersections for layout and signage	Yes	Yes	Hit & Runs, Traffic homicides, Homicides, Robberies, etc.	423 Video Requests were submitted
City of Miami Gardens		Yes	Yes	The red light camera data and video footage captured by red light cameras have been instrumental in identifying, solving and verifying criminal activities, traffic fatalities, and crash investigations. The red light camera video footage has been shared with investigators from Miami Gardens and surrounding jurisdictions in their quest to solve crime and provide evidence used to validate and vindicate the	N/A
City of New Port Richey		Yes	Yes	During the reporting period, red-light camera footage was requested 24 times: 14 times for general investigations, four times for traffic crash investigations and 6 times for a homicide investigation. Since 2011, when the cameras were first installed, footage has been requested 96 times: 34 times for general investigations, four times for robberies, seven times for homicides, eight times for hit & runs, 28 times for traffic crashes, two times for shootings and two times for carjackings.	Question 18. The footage of potential violations are forwarded to our department by a contractor based upon specific business rules provided by our department. When the footage is received, it is reviewed by our traffic enforcement specialist who determines if a notice of violations should be issued.
City of North Miami Beach	None	Yes	Yes		15 N/A
City of Oldsmar		No	Yes	Per vendor, footage has assisted investigations 10 times.	Aram vs. City of Hollywood. Cameras operational, but Sheriff (TIEO) is not processing, citing 4th DCA ruling. City invoking Budget Appropriations Clause in contract for FY15/16, program will not be funded.
City of Orlando	Reflective backplates on traffic signals with and without red light cameras. LED street lighting was improved prior to red light camera installation.	Yes	Yes	35 video requests related to hit and run, robbery, crash, and missing person investigations	None
City of Port Richey		Yes	Yes	Requested 14 times. Used 53 times to assist official investigations	Requested in forms of public record and used for in house and other agency investigations regarding traffic and other crimes
City of Sarasota		Yes	Yes	Number of videos per type of incident: 71 accident, 3 fatality, 44 investigations, 6 homicide, 17 hit & run accident.	None
City of South Pasadena		Yes	Yes	As requested by the Pinellas County Sheriff's Office	N/A
City of St. Petersburg		No	Yes	By Law Enforcement for a variety of reasons	na
City of Sweetwater		Yes	Yes	For cases investigated by our detectives.	n/a
City of Tallahassee	Installation of reflective traffic signal back plates	No	Yes	traffic crash and criminal investigation	N/A
City of Tamarac		Yes	Yes	Robberies, Burglaries, Hit-and-Run Traffic Crashes	Numbers 16-18: non-sworn government employee is a certified traffic infraction enforcement officer. Number 19: only at locations posted "No Turn on Red". Number 22: No data available from Broward County Traffic Engineering stating improvements made were a result of red light camera program.
City of Tampa		Yes	Yes	104 requests have been made, 54 crash related and 46 for other investigations	N/A
City of West Miami		Yes	Yes	54 videos were requested and viewed for both vehicle crashes & for criminal investigations	This includes for our City and also neighboring jurisdictions.
City of West Palm Beach		No	Yes	Crimes	Hit & Runs, stolen cars, homicides, traffic homicides
City of West Park	None during this time frame	Yes	Yes	Video has been requested 8 times to assist in investigations ranging from accidents to violent crimes.	N/A
City of Winter Park		Yes	Yes	Criminal invest. ie burglaries, robberies, other criminal activity and auto accidents.	None

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Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	What Department oversees the red-light camera program?	Provide the contact information of the person completing the survey				Has your jurisdiction operated red-light cameras within the reporting period (July 1, 2014 - June 30, 2015)?	As of July 1, 2014, how many red-light cameras were operational?	As of June 30, 2015, how many red-light cameras were operational?
Open-Ended Response	Open-Ended Response	Name	Agency	Email Address	Phone Number	Response	Open-Ended Response	Open-Ended Response
CLERMONT	POLICE DEPARTMENT - TRAFFIC DIVISION	DIANE CARTER	CLERMONT POLICE DEPARTMENT	DCARTER@CLERMONTFL.ORG	352-394-5588	Yes	6	6
Coral Gables	Coral Gables Police	Sgt. Alex Escobar	Coral Gables PD	aescobar@coralgables.com	305-442-1600x7824	Yes	5	5
CORAL SPRINGS	CORAL SPRINGS POLICE DEPARTMENT	KERRY DRADDY	CORAL SPRINGS POLICE	KAD@CORALSPRINGS.ORG	954-346-1277	Yes	8	0
Cutler Bay	Community Development	Matthew Helman	Town of Cutler Bay	mhelman@cutlerbay-fl.gov	305-234-4262	Yes	5	5
Edgewood Police Dept	Traffic Infraction Enforcement Officer	Stacey Salemi	Edgewood Police Dept	ssalemi@edgewood-fl.gov	407-996-1616 X109	Yes	3	3
Fort Lauderdale / Broward County	Fort Lauderdale Police Department	Maggie Bain	FLPD	mbain@fortlauderdale.gov	954-828-7305	Yes	32	0
Green Cove Springs	Green Cove Springs Police Department	Officer J. J. Faro, Jr.	Green Cove Springs Police Department	JFaro@gcspd.com	904-297-7322	Yes	5	5
Hillsborough County	Department of Patrol Services	Corporal David Thatcher	Hillsborough County Sheriff's Office	dthatche@hcsso.tampa.fl.us	(813)247-0985	Yes	10	10
Jacksonville	Jacksonville Sheriff's Office	Lt. Larry Jones	Jacksonville Sheriff's Office	larry.jones@jaxsheriff.org	904-630-7852	Yes	26	40
Lakeland, Polk County	Lakeland Police Department	Scott Wisneski	Lakeland Police Department	Scott.Wisneski@lakelandgov.net	863-603-6649	Yes	16	16
Maitland	Operations	Dawn D'Ambrosio	Maitland PD	ddambrosio@maitlandpd.org	407-875-2810	Yes	8	4
Manatee County Government	Building and Development Services	Tammy Boggs	Manatee County Government	tammy.boggs@mymanatee.org	941-748-4501 x3817	Yes	8	8
Miami Beach	Traffic Unit	Joaquin Rodriguez	Miami Beach PD	joaquinrodriguez@miamibeachfl.gov	305 673 7888	Yes	10	9
Miami Springs	Police Department	Lieutenant Jimmy Deal	Miami Springs Police Department	jdeal@mispd.us	(305) 888-9711	Yes	4	5
Milton Police Dept., Milton FL	Patrol	Katherine McDaniels	Records/Milton Police Dept.	mdanielsk@flcn.net	(850)983-5423	Yes	5	5
North Miami	Police Department	PSA Lashantavia Campbell	North Miami	lcampbell@northmiamipolice.com	305-891-0294 ext. 23208	Yes	21	21
OCcoee	Police	Lt. William Wagner	OCcoee Police Department	wwagner@occoee.org	407-905-3100 ext 3319	Yes	10	10
Orange County	Public Works Traffic Engineering	Krista Barber	OC Traffic Engineering	krista.barber@ocfl.net	407-836-7892	Yes	42	50
Osceola County	Osceola County Sheriff's Office	Joedell Zaballero	Osceola County Public Works Dept	jzab@osceola.org	407-742-0623	Yes	16	16
Palatka	Palatka Police Department	Toby Williams	Palatka Police Department	twilliams@palatka-fl.gov	386-329-0115	Yes	6	6
Palm Coast	Code Enforcement Division	Barbara Grossman	City of Palm Coast	bgrossman@palmcoastgov.com	386 986-4739	Yes	39	4
SUNRISE	POLICE	SGT. STEVE CURRAN	SUNRISE POLICE DEPT	SCURRAN@SUNRISEFL.GOV	9547463387	Yes	13	13
Temple Terrace	Police	Bernard Seeley	Temple Terrace Police	Bseeley@templeterrace.com	813-506-6506	Yes	7	7
The City of Daytona Beach	Police Department	Bob Goldberg	The City of Daytona Beach	GoldbergB@COB.US	386-671-8075	Yes	12 Cameras	None
Town of Davie	Police	John Wilson	Davie Police Department	John.Wilson@Davie-FL.GOV	(954) 693-8342	Yes	16	15
Town of Juno Beach	Police Department	James Kos	Juno Beach Police Department	jkos@junobeachpd.com	561-656-0357	Yes	6	0
Town of Kenneth City	Kenneth City Police Department	Sgt. Michael Vieno	Kenneth City Police Department	vienom@kennethcityfl.org	727-498-8942	Yes	7	7
Town of Medley	Police	John Wilson	Town of Medley	Jwilson@Medleydpd.com	954 931-2149	Yes	4	4
Town Of Orange Park	Orange Park Police Department	Gary Goble	OPPD	ggoble@townop.com	904-278-3006	Yes	7	7
TOWN OF SURFSIDE	POLICE DEPARTMENT	JULIO TORRES	SURFSIDE POLICE	JTORRES@TOWNOFSURFSIDEFL.GOV	305-861-4862	Yes	5	5
VILLAGE OF KEY BISCAYNE	TRAFFIC UNIT	A. PAIGO	KEY BISCAYNE	APAIGO@KBPD.NET	305-365-5555	Yes	4	4
Village of Pinecrest (City)	Village of Pinecrest Police Department (PD)	Officer J.C. Gonzalez	Village of Pinecrest PD	jgonzalez@pinecrest-fl.gov	(305)234-2100 Ext. 385	Yes	None	(4)Four

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Appendix D: Jurisdiction Responses to Survey

Name of jurisdiction (City or County)	As of July 1, 2014, at how many were red-light cameras operational?	As of June 30, 2015, at how many were red-light cameras operational?	Please provide the following information regarding Notices of Violation issued for red-light camera violations in your jurisdiction between July 1, 2014 and June 30, 2015.							How many registration holds did your jurisdiction request as a result of red-light camera violations during the reporting period (July 1, 2014 - June 30, 2015)?	How does your jurisdiction submit crash data to the Department?	In order to identify the number of repeat offenders, please provide the number of distinct vehicle owners issued Notices of Violation for multiple red-light camera violations.
Open-Ended Response	Open-Ended Response	Open-Ended Response	Total #	# Paid	# Contested & pending	# Contested & dismissed	# Contested & upheld	# Issued as UTC	# Pending issuance as UTC	Open-Ended Response	Response	Open-Ended Response
CLERMONT	4	4	9262	6792	88	445	931	3076	10	0	Electronically	NO DATA AVAILABLE
Coral Gables	4	4	5098	3345	1	3	27	1266	3	unknown	Paper	90
CORAL SPRINGS	6	0	463	287	0	0	0	169	0	UNKNOWN	Both	5
Cutler Bay	2	2	3791	2022	19	10	103	1522	0	18	Electronically	108
Edgewood Police Dept	2	2	6507	3914	4	16	32	1113	620	8	Electronically	389
Fort Lauderdale / Broward County	20	0	14789	9026	182	27	185	3148	0	1	Both	502
Green Cove Springs	3	3	6696	4837	0	19	104	1492	1	22	Both	257
Hillsborough County	6	6	23314	15545	229	19	221	4846	0	83	Electronically	838
Jacksonville	19	26	34503	27062	66	1848	112	3906	145	0	Electronically	2220
Lakeland, Polk County	10	10	14816	9381	0	203	2452	4414	0	288	Electronically	999
Maitland	2	1	11501	8555	4	4	21	1561	1367	0	Electronically	427
Manatee County Government	5	5	9970	7630	9	66	63	1819	107	Our office does not perform registration holds	Both	236
Miami Beach	9	8	17947	10789	0	0	0	1371	24	15	Electronically	1135
Miami Springs	3	4	9233	5846	31	21	112	1007	290	64	Electronically	265
Milton Police Dept., Milton FL	3	3	2618	1830	0	2	28	419	0	9	Paper	74
North Miami	11	11	38177	17616	1064	181	838	14943	1000	1000	Both	3257
OCcoee	6	6	14600	9264	1	44	292	4404	0	0	Electronically	969 total repeats, 827 rcvd 2 notices 142 rcvd 3 notices
Orange County	34	36	55935	35032	61	1041	304	19122	524	0	Electronically	3232
Osceola County	9	9	5473	3363	0	11	26	1177	0	0	Electronically	176
Palatka	6	6	4882	3252	73	185	113	1328	51	0	Electronically	34
Palm Coast	23	4	7783	5019	5	67	175	184	0	0	Electronically	502
SUNRISE	10	10	16573	9908	0	23	248	4653	598	0	Electronically	1243
Temple Terrace	3	3	6304	3778	65	13	48	1463	60	0	Electronically	291 total
The City of Daytona Beach	7	None	4098	3162	0	0	0	1075	0	0	Electronically	0
Town of Davie	8	7	4657	2633	31	24	113	1268	0	0	Paper	94
Town of Juno Beach	4	0	502	349	2	10	11	140	0	0	Electronically	494
Town of Kenneth City	4	4	6251	4246	6	19	95	1633	19	0	Electronically	283
Town of Medley	3	3	10905	7949	90	28	94	1050	0	0	Electronically	574
Town Of Orange Park	3	3	6454	4380	0	11	77	1519	0	44	Paper	235
TOWN OF SURFSIDE	5	5	5426	3429	2	9	39	1069	3	0	Electronically	148
VILLAGE OF KEY BISCAVNE	4	4	1555	1149	95	46	152	263	32	0	Electronically	0
Village of Pinecrest (City)	None	(4)Four	574	191	15	0	0	0	0	None	Electronically	9

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of jurisdiction (City or County)	Other than traffic crashes, please rank the following factors on importance when selecting which Intersections to install red-light cameras.						Did you relocate any existing red-light cameras during the reporting period?	What factors are used to determine the success/failure of each camera location?			
Open-Ended Response	Traffic citation data	Citizen complaints	Law Enforcement Officer observations	Traffic Volume	Pedestrian safety	Other (please specify)	Response	Change in number of crashes	Change in pedestrian safety	Change in revenue	Other (please specify)
CLERMONT	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X		
Coral Gables	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X	X		
CORAL SPRINGS	Somewhat Important	Somewhat Important	Somewhat Important	Somewhat Important	Somewhat Important		No				CHANGE IN # OF VIOLATIONS
Cutler Bay	Very Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No	X			
Edgewood Police Dept	Somewhat Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No	X	X		
Fort Lauderdale / Broward County	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X		
Green Cove Springs	Somewhat Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No	X		X	Reduction of Violations
Hillsborough County	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X		
Jacksonville	Not Important	Not Important	Not Important	Somewhat Important	Very Important	Vehicle Accidents	No		X		
Lakeland, Polk County	Somewhat Important	Very Important	Very Important	Not Important	Very Important	Major Intersections	No	X	X	X	Lower violations results in safer intersection
Maitland	Very Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X	X		CHange in Number of Violations
Manatee County Government	N/A	Very Important	Very Important	N/A	N/A		No	X			
Miami Beach	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X		
Miami Springs	Very Important	Somewhat Important	Somewhat Important	Not Important	Very Important	The number of fatality crashes or hit and run crashes that occur at an intersection or approach.	No	X	X		Increase or decrease in the number of violations issued over a specific period of time.
Milton Police Dept., Milton FL	Very Important	Very Important	Very Important	Somewhat Important	Very Important		No	X	X		
North Miami	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X		
OCass	Very Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No	X			
Orange County	Somewhat Important	Somewhat Important	N/A	Somewhat Important	Very Important		Yes	X			Change in Number of Violations
Osceola County	Very Important	Somewhat Important	Very Important	Very Important	Very Important		No	X			
Palatka	Very Important	Very Important	Very Important	Somewhat Important	Very Important		No	X	X		
Palm Coast	Somewhat Important	Not Important	Very Important	Not Important	Very Important		No	X			
SUNRISE	Very Important	Very Important	Very Important	Very Important	Very Important		No	X	X		Change (decrease) in violations issued
Temple Terrace	Very Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X	X		
The City of Daytona Beach	Very Important	Not Important	Very Important	Very Important	Very Important		No	X			
Town of Davie	Somewhat Important	Somewhat Important	Somewhat Important	Very Important	Very Important		No	X		X	Change in the number of violations!
Town of Juno Beach	Somewhat Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No	X	X		
Town of Kenneth City	Somewhat Important	Somewhat Important	Very Important	Somewhat Important	Very Important		No				Determined by number of violations and UTC issued for each camera location.
Town of Medley	Somewhat Important	Somewhat Important	Very Important	Very Important	Very Important		No			X	Change in the number of violations issued
Town Of Orange Park	Somewhat Important	Somewhat Important	Very Important	Very Important	Very Important		No				Change in Number of citations
TOWN OF SURFSIDE	Very Important	Very Important	Somewhat Important	Very Important	Very Important		No	X			
VILLAGE OF KEY BISCAINE	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No	X	X		
Village of Pinecrest (City)	Somewhat Important	Very Important	Very Important	Somewhat Important	Very Important		No	X			Decrease or Increase in number of

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Who reviews contested Notices of Violation? (select all that apply)				Who issues Uniform Traffic Citations if Notices of Violation are unpaid? (select all that apply)			
Open-Ended Response	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee	Other (please specify)	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee	Other (please specify)
CLERMONT		X		MAGISTRATE		X		
Coral Gables		X				X		
CORAL SPRINGS	X				X			
Cutler Bay	X			Special Master (Magistrate)	X			
Edgewood Police Dept		X	X			X		
Fort Lauderdale / Broward County	X	X			X	X		
Green Cove Springs	X				X			
Hillsborough County	X				X			
Jacksonville	X				X			
Lakeland, Polk County	X				X			
Maitland	X		X		X			
Manatee County Government	X				X		X	Mailed by contractor after approval by sworn law enforcement officer
Miami Beach	X			Traffic Certified Non Sworn	X			
Miami Springs	X	X			X	X		As of 06/23/2015, only a Law Enforcement Officer issues UTCs if NOV's are unpaid.
Milton Police Dept., Milton FL			X		X			
North Miami	X			Public Service Aides	X			Public Service Aides
OCoe	X	X			X	X		
Orange County	X	X			X			
Osceola County	X				X			
Palatka	X				X			
Palm Coast		X				X		
SUNRISE	X	X			X	X		
Temple Terrace	X				X		X	
The City of Daytona Beach	X				X			
Town of Davie			X				X	
Town of Juno Beach		X			X			
Town of Kenneth City	X				X			
Town of Medley	X				X			
Town Of Orange Park	X				X			
TOWN OF SURFSIDE	X				X			
VILLAGE OF KEY BISCAYNE	X						X	
Village of Pinecrest (City)	X				X			

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Who reviews the camera images before Notices of Violation are issued? (select all that apply)				Do you issue Notices of Violation (through red-light camera detection) for persons making right turns on red signals?	How many Notices of Violation were issued for right turns on red during the reporting period? (July 1, 2014 - June 30, 2015)
Open-Ended Response	Law Enforcement Officer	Non-sworn government employee	Non-sworn contractor employee	Other (please specify)	Response	Open-Ended Response
CLERMONT		X			Yes	NO DISTINGUISHABLE DATA
Coral Gables	X	X			Yes	unknown
CORAL SPRINGS	X				No	
Cutler Bay	X				No	
Edgewood Police Dept		X	X		No	
Fort Lauderdale / Broward County	X	X			No	
Green Cove Springs	X				Yes	1128
Hillsborough County	X				Yes	93
Jacksonville	X				No	
Lakeland, Polk County	X				Yes	7033
Maitland	X		X		Yes	Unknown - counts are not separated by type of violation
Manatee County Government	X				Yes	Our jurisdiction does not track those violations
Miami Beach	X			Traffic Certified Non Sworn	Yes	Not Available
Miami Springs	X	X			Yes	5384
Milton Police Dept., Milton FL	X				No	
North Miami	X		X	Public Service Aides	Yes	21839
OCoe	X	X			Yes	11774
Orange County	X		X		Yes	220
Osceola County	X				No	
Palatka	X				Yes	1706
Palm Coast		X			Yes	1815
SUNRISE	X	X			Yes	12515
Temple Terrace	X		X		Yes	2484
The City of Daytona Beach	X	X			No	
Town of Davie			X		No	
Town of Juno Beach	X				Yes	37
Town of Kenneth City	X				Yes	1586
Town of Medley	X				Yes	5240
Town Of Orange Park	X				Yes	1035
TOWN OF SURFSIDE	X				Yes	121
VILLAGE OF KEY BISCAYNE	X				Yes	594
Village of Pinecrest (City)	X				No	

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	Statute 316.0083(1)(a), F.S., provides that "A notice of violation and a traffic citation may not be issued for failure to stop at a red light if the driver is making a right-hand turn in a careful and prudent manner at an intersection where right-hand turns are permissible." As this statute does not define "careful and prudent manner," please provide the definition used by your jurisdiction when determining if a violation should be issued.	What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program? (at intersection(s) with red light cameras)					What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program? (at intersection(s) without red light cameras)				
Open-Ended Response	Open-Ended Response	HALO technology (Intelligent collision prevention system)	Restriping	Engineering	Increased signage	Lighting	HALO technology (Intelligent collision prevention system)	Restriping	Engineering	Increased signage	Lighting
CLERMONT	RIGHT HAND TURN TO BE MADE AFTER EXERCISING CAUTION BY SLOWING DOWN TO ALLOW FOR PEDESTRIANS IN CROSSWALK TO CONTINUE SAFELY AND TO ALSO GIVE RIGHT OF WAY TO ANY ONCOMING TRAFFIC										
Coral Gables	More than 15 MPH approach and/ or pedestrians trying to cross the intersection.										
CORAL SPRINGS											
Cutler Bay											
Edgewood Police Dept				X	X				X		
Fort Lauderdale / Broward County											
Green Cove Springs	If there is no apparent effort to slow down or stop and the speed exceeds a minimum of 10 mph.										
Hillsborough County	HCSO maintains a 15 mph threshold for right on red violations and only possesses two intersections with right turn enforcement.										
Jacksonville		X	X								
Lakeland, Polk County	Consideration of factors for a safe turn include: People present in the area, day or night, weather conditions, wet roads, fog/smoke, number of cars on roadway, time of day, cars in intersection, speed of cars traveling, speed of violation vehicle, size of vehicles around subject car, any obstructed views etc..		X		X	X		X		X	X
Maitland	Motorists may make a turn in a careful and prudent manner after coming to a complete stop pursuant to the directives of Florida statute 316.075. However, our officers use their discretion when reviewing the violations and do not issue violations to anyone going under 16mph during a right hand turn unless aggravating circumstances exist.										
Manatee County Government	The camera footage is viewed by a sworn law enforcement officer employed by the Manatee County Sheriff's Office. If the deputy reviewing the footage feels they would ticket the violation if they were in person at the light then they make the determination to ticket the violation from the camera.		X	X				X	X	X	
Miami Beach	The vehicle must come to a stop at some point during the negotiation of the turn. The vehicle must yield to pedestrians and on-coming traffic.			X	X				X	X	
Miami Springs	The vehicle should be traveling less than 15 miles per hour. Drivers must yield the right of way to other drivers and to pedestrians attempting to cross the street within a crosswalk.		X	X	X	X		X	X	X	X
Milton Police Dept., Milton FL						X					
North Miami	Traveling at a low rate of speed (Normally between 10-15mph). No pedestrians present. Not interrupting the flow of traffic.										
OCoe	any vehicle which makes a right hand turn and fails to fully stop before the turn and is travelling faster than 12 mph at the start of the turn.		X	X	X						
Orange County	Only enforce right on red at locations that have a no turn on red sign when lit IF vehicle does not stop within their turn.		X	X	X						
Osceola County								X	X	X	
Palatka	Based on the preset and visual speed at the time a vehicle makes the right turn and if there are any pedestrians in the crosswalk or on the sidewalk.									X	
Palm Coast	maximum safe speeds per FDOT green book		X	X				X	X		
SUNRISE	A right turn on red conducted at a speed greater than 15 mph without hesitating to slow prior to initiating the turn. Consideration is given to the amount of traffic in the adjacent lanes, U-turning vehicles having the right of way, traffic on the road way, and pedestrian traffic at the intersection.										
Temple Terrace	The term "careful and prudent" is not specifically defined by Florida State Statute. It is however referred to in §316.1925 as follows: Careless driving- Any person operating a vehicle upon the streets or highways within the state shall drive the same in a careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other attendant circumstances, so as not to endanger the life, limb, or property of any person. Failure to drive in such manner shall constitute careless driving and a violation of this section. It can therefore be inferred that making a right turn in a manner that would violate §316.1925 meets the legislated standard for issuance of a right turn violation under §316.0083.				X						
The City of Daytona Beach											
Town of Davie					X						
Town of Juno Beach	Complete stop necessary prior to proceeding with the right-hand turn when heavy vehicle traffic on the roadway the vehicle turns onto. Vehicle must not turn when pedestrians are within the crosswalk.				X	X					
Town of Kenneth City	As per local head county traffic judge determination right turns completed at 12 mph or higher on a right turn in not careful or prudent.										
Town of Medley	Vehicle traveling at 12 MPH or less, no pedestrians in the intersection, no cross or turning traffic affected.										
Town Of Orange Park	Only one Intersection is monitored. A vehicle has to pull into the bicycle lane and pass other vehicles before making the right hand turn and failing to come to a complete stop.										
TOWN OF SURFSIDE	When the vehicle in question is traveling in excess of 12 miles per hour and makes a right-hand turn without stopping or when pedestrians are present in the crosswalk and the vehicle does not come to a complete stop.										
VILLAGE OF KEY BISCAYNE	THE DRIVER OF THE VEHICLE FAILED TO MAKE A COMPLETE STOP WHEN ENTERING THE INTERSECTION WITH A RED LIGHT.										
Village of Pinecrest (City)											

Florida Department of Highway Safety and Motor Vehicles

Appendix D: Jurisdiction Responses to Survey

Name of Jurisdiction (City or County)	What action(s) has your jurisdiction taken to improve safety measures as a result of your red light camera program?	Is your jurisdiction continuing the red-light camera program in Fiscal Year 2015-2016?	Has red-light camera footage been used to investigate other crimes?	If yes, please provide additional details.	Provide any specifications/darifications for any of your answers.
Open-Ended Response	Other (please specify)	Response	Response	Open-Ended Response	Open-Ended Response
CLERMONT		Yes	Yes	TRAFFIC CRASH INVESTIGATIONS	VIDEO EVIDENCE OF INCIDENT
Coral Gables	None	Yes	Yes	Murder, hit and runs, fleeing officers	Traffic Homicide Investigations
CORAL SPRINGS	NA	No	Yes	SUSPECT VEHICLE'S DIRECTION OF TRAVEL AND POSSIBLE TAG NUMBERS	#9 - ANSWERS WITH ZERO WERE NO LONGER AVAILABLE
Cutler Bay	N/A	Yes	Yes	Accident, robbery, shooting, homicides have all had videos from cameras pulled for police investigation.	When an incident occurs, the red light camera footage is used alot to view direction of travel, car make/model, or who is at fault
Edgewood Police Dept		Yes	Yes	Burglaries, Robberies, Traffic Accident, hit & runs, Fleeing and eluding cases	Since June 2011, red light camera footage has assisted official investigations 170 times.
Fort Lauderdale / Broward County	N/A	Yes	Yes	During the reporting period, footage from red light cameras were requested 63 times.	N/A
Green Cove Springs		Yes	Yes	Used to investigate some Criminal Incidents and some Traffic Crashes	NA
Hillsborough County	None during this survey period	Yes	Yes	Surveillance has been reviewed 34 times	None
Jacksonville		Yes	Yes	Homicides, Batteries, Missing Person, Robbery, Traffic Homicides, Burglary	None
Lakeland, Polk County		Yes	Yes	166 incidents of pulling videos for traffic accidents, felony crimes, and general investigations.	None Noted
Maitland	Signal retiming to intersections with and without red light cameras	Yes	Yes	Footage has been used in furtherance of traffic crash investigations and routinely reviewed by criminal investigators to help garner leads for a multitude of criminal acts	N/A
Manatee County Government		Yes	Yes	Red light camera video has been used for traffic crashes involving injuries and homicides for time line and suspect identification.	N/A
Miami Beach		Yes	Yes	Has been used in Hit and Run and Fraud Investigations	Question 9: Values denoted as zero were not available
Miami Springs	FDOT is currently upgrading both types of intersections as part of their infrastructure improvement plans.	Yes	Yes	During the reporting period, footage from RLCs was requested 60 times for crash investigations (one involving a fatality), hit and run investigations, and for other criminal investigations (i.e. robberies, thefts, etc.). Since the programs inception in 2011, RLC footage has assisted official investigations 133	QUESTION #17 - As of 6/23/2015, only a Law Enforcement Officer issues UTCs if NOV's are unpaid
Milton Police Dept., Milton FL		Yes	Yes	For revision of accidents occurring at the intersections as well as to assist in Robbery, Homicide, etc	Assist other agencies such as FHP
North Miami		No	Yes	Hit and runs, traffic stops, homicides, missing persons, stolen vehicles etc.	RLC provide vehicle descriptions for hit and run vehicles. In some cases, it can provide owner information etc.
OCoe		Yes	Yes	56 traffic investigations, 1 THH, 17 general invest. 3 shootings and 4 homicides	n/a
Orange County		Yes	Yes	Assault, crashes and homicide investigations	n/a
Osceola County	No action has been taken	Yes	Yes	Homicide, Robbery, Shootings, Assaults, Fatal crashes	none
Palaika		Yes	Yes	Has been used several times to investigate vehicle crashes to determine who the at fault driver was.	Cameras have been used several times to attempt to locate suspect vehicles in other crimes.
Palm Coast		Yes	Yes	Hit & run, bank robbers, stolen vehicle	none
SUNRISE		Yes	Yes	Footage from our cameras was requested 62 times during this time frame. Footage has been used during various criminal investigations including murder, kidnapping, robbery, and burglary. Video footage has also been used extensively during various crash investigations including fatalities. Motorists ave also requested footage for civil actions relating to their traffic crashes.	none
Temple Terrace		No	Yes	Video was requested 34 times from the vendor for police investigations related to hit and run crashes, fatality crashes, robberies, shootings and homicides.	The City of Temple Terrace discontinued our program effective June 21, 2015.
The City of Daytona Beach	Nothing	No	Yes	To do further investigation of some felony crimes, hit and run crashes and tagged some videos as evidence in cases. We also changed to the BOLO method where we have been looking for vehicles in robberies and even homicide.	See number 23
Town of Davie	Lighted Message Boards	Yes	Yes	During this time period, Video has been requested 64 times to assist in the investigation of crimes from hit & run accidents to vehicular homicide.	Some calculations were done manually as ATS tracks based on a calendar year.
Town of Juno Beach		No	Yes	Robberies, Burglaries, and other investigations	N/A
Town of Kenneth City	no improvments made	No	Yes	We have pulled video for other investigations such as robbery's, accidents, and other types of investigations.	Red light camera enforcement will be discontinued as of September 2015.
Town of Medley	None	Yes	Yes	13 Requests for video to assist in investigations	N/A
Town Of Orange Park	na	Yes	Yes	Red light camera footage has been used 13 times during the reporting period to investigate other crimes.	na
TOWN OF SURFSIDE	none	Yes	Yes	We have used the footage to investigate hit and runs, theft, battery and other types of crimes	n/a
VILLAGE OF KEY BISCAINE		Yes	Yes	VIDEO HAS BEEN USED FOR ACCIDENTS AND OTHER MISCELLANEOUS CRIMES WHERE A VEHICLE WAS INVOLVED.	N/A
Village of Pinecrest (City)	None, program initiated on June 10, 2015	Yes	Yes	DUI crash caught on video while running the red light	Red Light Camera Program in its infancy initiated on June 10, 2015

APPENDIX

“B”



Red*Light* *Camera* *Systems*

Operational Guidelines

January 2005



U.S. Department of Transportation
Federal Highway Administration



RED LIGHT CAMERA SYSTEMS OPERATIONAL GUIDELINES

**Federal Highway Administration
National Highway Traffic Safety
Administration**

January 2005

Foreword

Red light running is one of the major causes of crashes, deaths, and injuries at signalized intersections. Most recent crash statistics show that nearly 1,000 Americans were killed and 176,000 were injured in 2003 due to red light running related crashes. The monetary impact of crashes to our society is approximately \$14 billion annually.

The Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) support a comprehensive approach to intersection safety that incorporates engineering, education, and enforcement countermeasures to prevent red light running and improve intersection safety. Red light cameras can be a very effective countermeasure to prevent red light running. There are a number of studies that indicate reduction in crashes at signalized intersections due to red light cameras. FHWA is promoting red light cameras as one of its identified priority, market-ready safety technologies.

This document is an update to a previous version dated March 2003 (1). The information contained in this document is intended to foster discussions and initiatives that will improve intersection safety by reducing crashes due to red light running. This document is not a regulatory requirement and the decision to use red light cameras is a matter for local decision-makers.



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CHAPTER I. INTRODUCTION

The use of camera systems for the enforcement of red light violations at signalized intersections is increasingly widespread in the United States. State and local agencies have found that the use of red light camera systems can reduce red light running by motorists and, more importantly, reduce the number of crashes attributable to red light violations. A recent synthesis of literature on the safety impacts of red light camera systems found that there was "...a preponderance of evidence, albeit not conclusive, indicating that red light running camera systems improve the overall safety of intersections where they are used... angle crashes are usually reduced, and, in some situations, rear-end crashes increase, but to a lesser extent."(2) Furthermore, a recent study of red light camera systems in seven jurisdictions throughout the US confirmed that these systems are likely to reduce right-angle crashes but can increase rear-end crashes. However, the systems were found to provide an economic benefit of \$28,000 to \$50,000 at a treated site when considering the economic cost of crashes by crash type (3). The reduction in the number of crashes is especially important as crashes caused by motorists running red lights are, on the average, more deadly and damaging than other types of crashes at signalized intersections (4, 5, 6).

The purpose of these guidelines is to assist jurisdictions who are considering the implementation of red light camera systems and help them avoid inconsistent or incorrect application of such systems. Questions have been raised regarding the contracting, design, implementation, operation of red light camera systems, and the legality and intent of photo enforcement systems. In a broader perspective, for continued use of red light camera systems and other technologies to improve transportation operations and safety, it is vital these technologies are perceived as accurate and reliable and are applied fairly.

Red light cameras are currently in place in more than 95 communities in the United States. As red light camera programs continue to be implemented across the nation, there is much to be learned from previous experiences. Traffic engineers, law enforcement officials, and other State and local agency managers can benefit greatly from guidance and research that provides effective and comprehensive procedures for implementing a successful red light camera program.

The Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) have developed this operational guideline for use by State and local agencies for the implementation and operation of red light camera systems. Although not a regulatory requirement, the guideline is intended to provide critical information for State and local agencies on relevant aspects of red light camera systems in order to promote consistency, proper implementation, and operation; and to ensure that this effective tool and other forms of technology remain available to transportation and enforcement agencies around the nation.

This guideline can be used by State and local agency managers, transportation engineers, and law enforcement officials to identify and properly address safety problems resulting from red light running within their jurisdiction. This guideline outlines proven and effective practices implemented in the United States, and provides operational guidance that can be followed to ensure that cost-effective solutions are implemented by State and local agencies. The Institute of Transportation Engineers (ITE) has issued *Making Intersections Safer: A Toolbox of Factors and Countermeasures to Prevent Red Light Running* (7) that discusses in detail many of the issues and practices identified in this document.



CHAPTER II. UNDERSTANDING OF THE PROBLEM

Red light running and the collisions and injuries that result from it has become a national safety problem. Incidences of red light running, along with other aggressive driving behaviors, is on the rise. For 2003, the most recent year for which statistics are available, there were 206,000 red light running crashes, resulting in 934 fatalities and 176,000 injuries (8).

FACTORS CONTRIBUTING TO CRASHES CAUSED BY RED LIGHT RUNNING

A number of factors that contribute to crashes caused by red light running have been identified from research and crash data studies. These factors include namely:

- Driver behavior.
- Intersection design and operation.
- Vehicle characteristics.
- Weather.

Driver Behavior

Driver behavior (including speeding and aggressive driving) is the most significant contributing factor to the occurrence of red light running. Motorists may accelerate when anticipating a change in signal indication, in order to make it through the intersection on the yellow. If a motorist misjudges the time of the signal change, he or she will enter the intersection against the red signal indication.

Motorists driving above the posted speed limit or driving too fast for conditions increase the distance needed to stop before entering intersections and decrease the distance available to react to a change in traffic signal indication. In other words, speeding significantly increases the risk of running a red light and the possibility of being involved in a crash as a result of running the red light.

For many drivers, inattentiveness may also be the contributing cause. Drowsiness, conversing with passengers, eating, and use of a cellular phone or other electronic devices are among the many common distractions that cause drivers to reduce their focus on the task of driving. Inattentive or distracted drivers may perceive a change in signal indication late or in some cases not at all. Motorists, perceiving the signal indication late, may not perceive the change in time and run through the red signal.

Intersection Design and Operation

Deficiencies in the design and configuration of signalized intersections may contribute to red light violations. Certain design and configuration conditions (geometrics) may provide inadequate stopping distance, may cause motorist to be confused, or limit visibility of traffic control devices. Where these design and configuration conditions can be identified and corrected through engineering improvements, the number of red light violations can be reduced. Therefore, it is important when considering the use of a red light camera system, that an engineering study be done to identify potential engineering improvements that could be implemented in the intersection design and configuration. If an engineering study identifies countermeasures that might take considerable time to design and implement, then appropriate

short-term temporary solutions should be considered while long-term improvements are investigated and implemented.

An engineering study can identify the following conditions that may be present at a signalized intersection and contribute to red light running by motorists:

- Grade
The grade of an intersection approach may significantly effect the time and distance needed for a motorist to stop a vehicle at an intersection. If approaching the intersection on a downhill grade, motorists may not account for vehicle mass and momentum, which will require longer stopping time (9).
- Poor Visibility
Poor visibility due to darkness, rain, or snow and to a motorist's impaired vision may prevent or reduce a motorist's ability to see and react to signs, signals, and other traffic control devices at intersections and on the approaches to intersections in a timely manner.
- Roadside Obstructions
Roadside obstructions (i.e., parked vehicles, vegetation growth, pedestrians) may block a motorist's field of view to road signs, traffic signals, and other features at the intersection, thus contributing to driver confusion. Intersections and adjoining approaches should be engineered so that roadside parking does not interfere with sign visibility. Signs should be regularly monitored and cleared of vegetation over-growth.
- Line of Sight
As motorists approach an intersection, their line of sight to the intersection should be unobstructed. Any obstructions may reduce reaction times and/or negatively impact driver behavior. Line of sight problems often occur at intersections located at the base of a hill, where the traffic signal is partially or completely hidden from the driver's view until reaching the top. Line of sight problems may also occur when following a taller vehicle, whereby the taller vehicle obstructs the line of sight of the driver of the following shorter vehicle.
- Traffic Volumes
Research studies have indicated that time of day and traffic volume may be associated with increased red light running behavior (5, 10). During peak traffic periods, increased traffic volumes and congestion may contribute to the number of motorists running red lights. Motorists traveling during these periods are often subject to the delays from traffic congestion that may negatively affect their driving behavior. If traffic signals are not properly timed to accommodate the increased traffic volumes and coordinated to enhance traffic flows, motorists may wait for two or more cycles before passing through signalized intersections. Frustrated motorists may choose to enter the intersection on a red light in order to avoid waiting through an additional cycle. Traffic volumes during the late evening and early morning hours are relatively light. During these time periods and especially on non-traffic-actuated approaches at signalized intersections, motorists may have to wait for extended times when there is little or no traffic on the other intersection approaches. Faced with this situation, motorists may engage in unsafe or aggressive



driving behavior by electing to run the red light. A study has also indicated that larger intersections and high volumes seem to be related to red light running (10).

- **Signal Timing**

Research studies have determined that inadequate signal timing generally tends to increase red light running by motorists at signalized intersections (9, 11, 12). Methods for development of signal timing plans and discussion of adequate clearance intervals can be found in the *Traffic Control Systems Handbook* (13) and the *Manual of Traffic Signal Design* (14) available from the ITE (www.ite.org).

Vehicle Characteristics

Vehicle characteristics may contribute to red light running and to crashes resulting from red light running. Vehicles that carry heavy loads require additional time to slow and stop when a traffic signal changes to yellow (15). Drivers of vehicles with heavy loads may forget or disregard the effect of the loads on stopping distances, and this may result in red light running.

Weather

One study has found that weather is not a predictor of red light running (10). However, it is reasonable to infer that weather conditions such as heavy rain, snow, hail, or high winds may distract drivers, make roadway surfaces slick, and may cause stopping distance to be increased. Inclement weather conditions will likely exacerbate the effects of steep grades, limited sight distances, and high approach speeds. Reduced visibility resulting from severe weather, sun glare, or dust and debris may also prevent a motorist from observing signs, signals, or other traffic control devices in a timely manner. Location and configuration of signals relative to early morning and afternoon sun glare can reduce visibility of signal colors.

CHAPTER III. PROBLEM IDENTIFICATION

An initial step in determining if red light camera systems, or any other countermeasure, are to be employed, is to establish if a red light running and resulting crash problem exists in the jurisdiction in general or at a specific intersection. Red light running and crashes attributable to red light running may result from a number of contributing factors and, consequently, may be addressed by a variety of countermeasures encompassing engineering improvements, enhanced driver and public education, and increased enforcement. The red light running problem at any intersection needs to be investigated and the feasibility of all countermeasures, including red light camera systems, should be addressed.

Investigating Intersection Safety

A systematic approach to the collection and analysis of various intersection safety-related data is important for the identification of intersections where there is a high incidence of red light running and for the investigation of countermeasures. The elements of the investigation are described below.

Data Collection

An identification of intersections with high crash rates, public complaints, and those identified by law enforcement as having violation problems, is the first step in improving intersection safety. While complaints or other inputs from motorists and the general public about red light running at specific locations are helpful, data on crashes resulting from red light running and the number of red light violations at signalized intersections are required for an objective assessment of the potential safety problems and an understanding of factors that may be contributing to the problems.

Data for investigating intersection safety may be obtained from the following sources:

- Crash statistics and investigation records maintained by law enforcement and traffic engineering agencies.
- Crash statistics maintained by insurance companies, if available.
- Counts of citations issued by law enforcement officers for red light running.
- Camera surveys of driver behavior at intersections, including counts of red light violations.
- Field observations of driver behavior at intersections, including speed surveys, by trained personnel.
- Complaints or other inputs from motorists and the general public.

Intersection Crash Data

State and local agencies typically collect crash data for injury crashes or crashes where property damage exceeds a pre-determined threshold amount. Generally, data regarding minor non-injury crashes are not collected.



Crash data is the most comprehensive basis for the identification and analysis of red light running at signalized intersections. The data should be classified with as much detail as possible, including:

- Intersection location, by identifier or street names.
- Crash type, for example, angle collision, rear-end collision, or striking a pedestrian or bicyclist.
- Crash location and vehicle movement, including movement direction, left turn, through, or u-turn.
- Crash day of week and time of day.
- Weather at the time of the crash.
- Type of vehicle: automobile, SUV, truck, bus, or motorcycle.
- Vehicle speeds.

Red Light Violation Data

An analysis of red light running violation data may serve as an alternative to the crash data when crash data are not available. This data may be available from records maintained by law enforcement or from special studies collected by video cameras or other means. However, this approach is generally not recommended because the data may reflect targeted enforcement at selected intersections only and the criteria applied by individual officers for issuing citations may vary from one officer to another.

Driver Behavior Observations

Video surveys or field observations may also provide important data on driver behavior and operational conditions at intersections. Conditions such as traffic repeatedly backing up into an intersection from adjacent freeway ramps or intersections, traffic backing into the through lane from the left-turn bay, or high speeds on the intersection approaches may be contributing to red light violations and to the incidence of crashes attributable to red light running.

Traffic, Signal, and Intersection-Related Data

Intersection geometry, traffic volumes, and signal timing data are generally available from the State or local agency traffic engineering or public works department. The following data provide necessary information for a rigorous analysis of factors that may be affecting the frequency of crashes attributable to red light running:

- Signal operation: coordinated, fully actuated, semi-actuated, pre-timed, or isolated.
- Signal phasing: protected, permissive, or protected-permissive left turns, split phasing.
- Yellow interval.
- All-Red interval.
- Number of traffic lanes.
- Number and location of signal heads.

- Vehicle detector locations.
- Approach angles, speed limits, and directions.
- Street lighting.
- Approach grades and visual obstructions.
- Average daily and peak period traffic volumes.
- Proportion of tall or wide vehicles.

A sample assessment form that can be used as a guide for field inspections of problem sites can be found in *Intersection Safety Issue Briefs* (16).

Motorist Complaints and Comments

Qualitative means to identify intersections where red light running is a frequent occurrence should also be employed by State and local agencies. Through the solicitation of inputs from motorists and from the general public, intersections where there are unique or changed conditions or where motorists have witnessed “near misses” that might not otherwise be identified from an analysis of crash data can be considered for further analysis and investigations. Written and oral complaints from motorists may be used as an input for determining intersections where there is a problem with red light running.

Engineering Study

The State or local agency considering the use of a red light camera system should conduct an engineering study to determine the factors contributing to red light running and to identify appropriate countermeasures that could be implemented to reduce the number of crashes resulting from red light violations. Once identified, the appropriate effective countermeasures (engineering, education, and enforcement) should be considered in addressing the crash problem.

Section 4C.01 of the *Manual on Uniform Traffic Control Devices (MUTCD)* requires that an engineering study be conducted whenever the installation of a traffic signal is being considered (17). After a traffic signal is installed, traffic conditions may change and a high incidence of red light violations may occur, a changed condition that warrants attention by traffic engineers and traffic safety professionals. Engineering studies should be fully documented in preparation for any questions or concerns about proposed photo enforcement camera installation. The documentation should include a full description of the operation of the intersection, assessed throughout the day. The engineering study must also review pedestrian and bicycle conditions at the intersection. For further discussion on the engineering studies, refer to the MUTCD at <http://mutcd.fhwa.dot.gov/>. For a complete description of the steps in an engineering study, please refer to ITE’s *Manual of Transportation Engineering Studies* (18).



CHAPTER IV. COUNTERMEASURES AND THEIR APPLICATIONS

Over the last decade, considerable efforts have been made to mitigate red light running behavior by motorists in the United States. Research has shown that engineering improvements (9, 11, 19), safety education and increased enforcement by law enforcement officers (12, 20) can significantly reduce red light violations. In addition, to supplement traditional law enforcement activities, many jurisdictions have implemented automated enforcement red light camera systems.

The solution to the problem of red light running and resulting crashes may require one or a combination of engineering, education, and enforcement measures.

- Intersection Engineering Improvements
Engineering solutions to be considered include, but are not limited to, modifying traffic signal timing, improving signing and marking, improving sight lines, modifying grades and/or grade separation, adjusting the prevailing speeds, changes in surface treatments, altering lane configuration, and replacing the traffic signal with some other form of traffic control device or intersection type.
- Education
A well-designed public information and education campaign will assist motorists and the general public in understanding the safety issues inherent to red light running. It will provide information and data that explain what red light running is, why red light running is dangerous, and what actions are currently being undertaken to reduce the incidence of red light running.
- Traditional Enforcement By Law Enforcement Officers
Traditional enforcement efforts by law enforcement officers specifically targeting red light running violators can be a cost effective deterrent in reducing red light violations at problem intersections.
- Red Light Camera Systems
Red light camera systems can be a cost effective tool to reduce red light violations. Red light camera systems should be part of a comprehensive intersection safety program, which considers all countermeasures to reduce fatal and injury crashes at intersections.

An engineering study should consider each of these possible solutions in order to identify the most appropriate solution to the documented problem at the intersection.

ENGINEERING COUNTERMEASURES

Intersection design deficiencies may contribute to red light running and crashes at signalized intersections. The deficiencies may be mitigated by engineering improvements of two types: traffic operation (including signal control) improvements, and intersection geometry improvements.

Traffic Operation and Signal Control

At a minimum, retiming of the traffic signal should be analyzed as a red light running countermeasure. Signal timing should be reviewed regularly to determine if it is still appropriate

for the traffic conditions in effect, and changed if the need for a change is indicated. Traffic signal timing, especially the length of the yellow and all-red interval times, should be in accordance with the broad guidelines in the MUTCD (17) and due consideration should be given to the informational report developed by ITE (9), which discusses methods for determining vehicle signal change and clearance intervals. In addition, any applicable State and local agency policies and procedures should also be followed.

The following list identifies possible engineering countermeasures to reduce incidences of red light running:

- Improving Signal Head Visibility
Signal head visibility can be improved by increasing the size of the traffic signal lamps from 8 to 12 inches. Improving signal visibility can be especially beneficial on streets that run in an east-to-west direction where the sun angle silhouettes the traffic signal head making it difficult to see the signal indication. The addition of backplates can also make signals more visible.
- Additional Signal Heads
Depending on the intersection and the number and visibility of signals currently deployed, adding signal heads may help decrease the frequency of red light violations. If a single signal head is used for multiple lanes, such as two through lanes, the signal may be blocked from view of a motorist if traveling behind or along side a truck or other high profile vehicle. A similar situation may occur when the traffic signal pole and head are located on the corner of an intersection.
- All-Red Interval
An all-red clearance interval provides additional time for motorists already in the intersection to proceed through the intersection on the red indication while holding cross traffic on the cross street approaches. The red clearance interval is not intended to reduce the incidence of red light running; rather it is a safety measure.

The MUTCD indicates that the length of the all-red interval should be a function of traffic speed, cross street width, and length of the yellow interval (17). The MUTCD guidance is that the clearance interval should not exceed six seconds in length. Typically where used, the length of an all-red interval is one second to not more than three seconds.

- Appropriate Yellow Times
The purpose of the yellow interval is to warn approaching traffic of the imminent change in the assignment of right-of-way. The length of the yellow interval is determined in such a way that it provides enough time for a vehicle to travel at its prevailing speed through the intersection before the traffic signal turns red or to allow a driver to stop at a comfortable average deceleration before entering the intersection. Therefore, the likelihood of a motorist running a red light increases as the yellow interval is shortened. Lengthening the yellow interval, within appropriate guidelines, has been shown to significantly reduce the number of inadvertent red light violations (11).

The length of the yellow intervals should be in accordance with MUTCD guidelines (17) and applicable State and local agency policies and procedures. The ITE informational report (9) contains more detailed discussion of methods for the calculation of appropriate clearance intervals for specific circumstances.



- Signalized Intersection Warning Signs

Advance warning signs are posted upstream on an intersection approach to alert motorists that they are nearing a signalized intersection. Advance warning signs are especially beneficial at intersections with curved approaches or those with steep grades.

- Advanced Yellow Flashing Lights

Consideration should be given to the use of advanced yellow flashing lights as advance warning at intersections with high-speed approaches or limited sight distances.

These traffic control devices are posted well in advance of an intersection and only flash at approaching motorists when the signal indication is likely to be red when the motorists reach the intersection. This operation is different than the typical flashing yellow light in advance of an intersection that simply warns of the existence of the signalized intersection. Advanced yellow flashing lights may provide the most benefit in slowing vehicles on steep grade approaches and larger vehicles with more mass and momentum.

Advanced warning flashers and their effect on red light violations were studied in Bloomington, Minnesota (21). The advanced warning flashers were used for approximately three months, during which red light running violation data was collected. It was determined that the installation of the advanced yellow flashing lights reduced red light violations significantly at the study intersection, with a greater reduction in truck red light violations.

- Adjusting the Approach Speed

Approach speeds are a critical determinant for the length of the yellow time at a signalized intersection. Speed limits on the approaches to a signalized intersection where there is a problem with red light running should be evaluated based on speed studies and observations. It may be necessary to consider additional speed-affecting measures in order to achieve the necessary result.

- Traffic Signal Coordination

A coordinated traffic signal operation where motorists are able to move smoothly in platoons from intersection to intersection reduces the risk of red light violations and collisions.

- Advance Vehicle Detection

Advance vehicle detection may be employed to hold green signal indications for the maximum allowable time, allowing motorists at the back of platoons or under light traffic conditions, to legally enter and traverse a signalized intersection.

- Removal of Unwarranted Traffic Signals

Low volume, signalized intersections may experience a reduction in red light violations and crashes when traffic signals are removed and alternative intersection designs or other forms of traffic control are implemented. Guidance on the signal removal process can be found in Section 4B.02 of the MUTCD (17).

- **Removal of On-Street Parking**
The restriction of on-street parking for a distance of at least 200 feet from each intersection approach may enhance the driver visibility of signage, signals, pedestrians, cross-traffic, and other pertinent features near the intersection.

Other factors may serve to increase vehicle delays at signalized intersections and contribute to an increased frequency of red light running. Malfunctioning vehicle detection and signal actuating equipment, long phases or cycle lengths, or the use of protected left turn phases at times of the day when not required may serve to increase delays and, under certain circumstances, may cause motorists to engage in unsafe driving behavior by running red lights.

Intersection Geometry Changes

Deficiencies in intersection configuration or geometry may increase the number of motorists unintentionally running red lights. Where intersection geometry deficiencies are identified and can be improved, appropriate changes should be designed, deployed, and evaluated. Design guidelines can be found in AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2001 (22) and ITE publications: *The Traffic Safety Toolbox: A Primer on Traffic Safety* (23), *Traffic Engineering Handbook* (24), and *Toolbox on Intersection Safety and Design* (25).

EDUCATION

A well-designed public information and education campaign will assist motorists and the public in understanding the safety issues inherent to red light running. This campaign should provide information and data that defines the red light running problem, explains why red light running is dangerous, and identifies the actions that are currently being undertaken to reduce the incidence of red light running. One of the key messages for the red light running education campaign should be the fatality and injury consequences and resulting emotional and economic toll of red light running. The emotional toll of red light running to crash victims and their families is quite obvious; however, the indirect economic costs associated with red light running related crashes in terms of lost productivity, higher insurance premiums, and medical cost, while significant, are often not understood.

An on-going educational program should be designed to combat red light running, in general, and be delivered in a way so as to communicate the seriousness of the violation and the effectiveness of the countermeasures being employed.

The on-going public information and education program should use various media, such as: posters, mailings, hand-outs, public service announcements on radio and television, warning notices, billboards, warning signs, press releases, slogans, and bumper stickers. The State or local agency should monitor the effectiveness of the educational program and modify it in order to achieve maximum effectiveness. A red light running education campaign supported by targeted enforcement by law enforcement agencies is a very effective tool. Red light running campaigns should be dovetailed with other traffic safety education and enforcement programs, such as speeding and other forms of aggressive driving.

ENFORCEMENT

Law enforcement officers play an important role enforcing traffic laws and rules of the road violations, which includes red light violations. Red light camera systems are but one method of



monitoring and enforcing red light violations, others involve the direct use of law enforcement officers. Alternative officer enforcement strategies include:

- **Single Officer:** to enforce red light violations, an officer takes an inconspicuous position at an intersection where the officer can clearly see the signal and motorist. After observing a violation, it may be necessary to follow the violator through the intersection in order to stop and cite the driver.
- **Dual Officer:** a safer alternative, requiring a higher level of staff commitment, involves the use of separate observer and pursuit officers. The observer officer witnesses the violation and then radios the information to the pursuit officer who is typically located downstream of the signal and will stop the driver and issue the citation.
- **Multiple Signal Head Enforcement:** a traffic signal head or some other lighted device is attached to the reverse side of an existing traffic signal. This allows a single police officer to observe violations from the opposite side of the intersection and to enforce red light violations in greater safety.
- **Random Enforcement:** refers to the random selection of the locations to be enforced and this may be performed by either single or multiple officers. Random enforcement makes police presence visible and reminds drivers that enforcement is taking place.
- **Targeted Enforcement:** is when problem locations are identified and officer staff resources are committed to enforcement for a particular period. Such stepped up enforcement can work as a visible reminder to motorists that the traffic laws should not be violated.



CHAPTER V. RED LIGHT CAMERA PROGRAM IMPLEMENTATION

A red light camera system is one of the measures available to traffic engineering, enforcement, and safety professionals, that when properly applied, may be effective in the reduction of certain types of collisions at signalized intersections. Red light camera systems have had the greatest success and highest levels of support in communities where they have been implemented as one element of an overall traffic safety management program. There are several key steps to successfully implementing a red light camera system program, which is the subject of this chapter.

EARLY PLANNING AND STARTUP

The development of a successful red light camera program will be based on the systematic analysis of crash data, together with data on citations issued to motorists for red light running, where available, and inputs from the general public. The objective is to identify locations where red light running by motorists is contributing to crashes.

The key elements recommended for the early planning and startup of a red light camera program are as follows:

- Establish a Steering Committee.
- Establish Program Objectives.
- Identify the Legal Requirements.
- Assess System Procurement Alternatives.
- Establish Public Awareness and Information Campaign.

Steering Committee of Stakeholder Group Representatives

Any community considering the implementation of a red light camera system should first establish a steering committee inclusive of all stakeholders.

The Steering Committee serves to establish broad based program objectives and to monitor program results. The appropriate participants will vary by community and would typically include representatives from the following organizations:

- State Department of Motor Vehicles.
- State and local Police and Sheriff's Department.
- Traffic Engineering Department.
- Public Works Department.
- City, County, or State's Attorney's Office.
- City, County, or State Public Information Office or Community Affairs.
- Judiciary.
- Photo Enforcement Services Contractor, if one is hired.
- Selected Community Representatives.
- Selected outside Agency Representatives, such as a local Automobile Club.

A high level of quality control and on-going coordination of activities is required for the operation and maintenance of photo enforcement systems. The program also has significant visibility with the community at large and with their elected officials that require coordination to effectively communicate the program's objectives and program results.



Red Light Camera Program Objectives

Early on the Steering Committee should define as clearly as possible the red light camera program objectives. While it is clear that the overall objective of any red light camera program is the reduction of collisions at signalized intersections resulting from red light running, program objectives should address specific operational needs.

Legal Requirements

Prior to initiating a red light camera program, legal aspects and requirements should be identified. Red light camera systems pose legal questions and concerns, the answers to which may vary from State to State. In particular, privacy, citation distribution, and types of penalties need to be thoroughly addressed and resolved prior to the startup of a red light camera program.

Presently, there are two approaches that have been adopted by States in the deployment and operation of red light camera systems:

- **Driver Responsibility.** Where the government entity alleges that a driver has committed a violation and receives a citation, there should be photographic evidence that allows the driver to be identified. This requires that one or more red light camera(s) is/are located so that a frontal view of the vehicle is recorded as it runs the red light. Further, the recorded view should allow the driver and vehicle identities to be clearly determined. If the recorded view of a driver is obstructed or not clear, no citation should be issued. Additionally, a method should be provided through which the registered owner can certify that he or she was not the driver at the time of the violation.

In States where red light camera systems are applied as described above, red light violations recorded by red light camera systems are considered to be moving violations with citations carrying the same penalties as citations issued by law enforcement officers, including “points” and holds on vehicle registration or driver license renewals for unpaid fines.

- **Registered Owner Responsibility.** Where the registered owner is responsible for the citation, only photographic evidence that identifies the vehicle, usually from the rear, and its license number is required. Typically, States where red light camera systems have been adopted in this manner have enacted legislation at the State level that authorizes the use of red light camera systems or permits local agencies to enact local ordinances for use of red light camera systems.

The National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) developed the “Automated Traffic Law Enforcement Model Law” (26) to offer clear guidance to States considering automated enforcement technology.

Issues arising from legal challenges to automated photo enforcement are presented in Appendix A.

System Procurement Alternatives

There are a number of alternatives available to State and local agencies for the development and operation of red light camera programs. A State or local agency may take full responsibility for system operations and citation processing functions or elect to outsource these functions to a private contractor. Where a private contractor is responsible for installation and operation of the red light camera equipment, the State or local agency should establish the necessary procedures so that the agency has complete oversight and day-to-day supervision of the program. Table 1 summarizes selected alternatives for the acquisition, installation, operation, and maintenance of red light camera systems that are available to State and local agencies.

Where a private contractor is responsible for the processing of citations, compensation to private vendors based on the number of citations issued should be avoided. In multiple jurisdictions, the courts have determined that it is inappropriate for the private contractor to be responsible for determining installation locations and operation of the system because of an appearance of a conflict of interest. This conflict of interest should be avoided in all phases of the system installation and operation: startup, design, installation, operation, and maintenance. At all times, the State or local agency should verify and exercise complete oversight of all actions of the private contractor.

Some agencies are compensating their camera system vendors based on a flat fee per location per time period. Others have installed and operated their own systems. It may also be appropriate to pay a vendor to operate and maintain an agency-designed and -implemented system. Compensation should be based solely on the value of the equipment or the services provided.

Tables 2 and 3 summarize selected contractor payment options.

Public Awareness and Information Campaign

Education on improving traffic safety is a crucial component for any significant change to occur with traffic control systems. Appropriate educational elements should be applied regardless of the chosen solution. For red light camera programs, often the initial educational program includes issuance of warning citations to likely violators for limited period, and clear public communication of the date on which warning citations will be halted and actual enforcement citations will begin. However, education and media outreach efforts should continue throughout the life of the program to keep the public informed of results and need for safety vigilance. Ongoing awareness of the presence of enforcement measures is key to deterrence and long-term behavior changes.



Table 1. Selected Red Light Camera System Acquisition, Installation, Operation, and Maintenance Alternatives

	Project Planning and Management	Equipment Ownership	Design and Installation	Plan Check and Installation Inspection	Operation and Maintenance	Citation Data Processing	Decision To Issue Citation	Violator Inquires	Public Information Program
OPTION A									
State/Local Agency	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
Private Contractor		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
OPTION B									
State/Local Agency	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
Private Contractor			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
OPTION C									
State/Local Agency	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Private Contractor			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
OPTION D									
State/Local Agency	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Private Contractor									

Table 2. Payment Options for Contractor Owned and Operated Red Light Camera Systems

Payment Option	Equipment	Equipment Installation	Equipment Maintenance	Citation Data Processing
Initial Fixed Price Payment	<input type="checkbox"/>	<input type="checkbox"/>		
Initial Fixed Price Payment and Fixed Monthly Payments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fixed Monthly Payments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Initial Fixed Price Payment and Per Citation Payments				
Per Citation Payments				
Initial Fixed Price Payment and Fixed Monthly Payment Schedule, Depending On Pre-Determined Low/High Number of Citations Issued	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fixed Monthly Payment Schedule, Depending On Pre-Determined Low/High Number of Citations Issued		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Time Worked and Materials Used			<input type="checkbox"/>	<input type="checkbox"/>

Table 3. Payment Options for Agency Owned and Contractor Operated Red Light Camera Systems

Payment Option	Equipment Maintenance	Citation Data Processing
Fixed Monthly Payments	<input type="checkbox"/>	<input type="checkbox"/>
Fixed Monthly/Per Citation Payments	<input type="checkbox"/>	<input type="checkbox"/>
Per Citation Payments		
Fixed Monthly Payment Schedule, Depending On Pre-Determined Low/High Number of Citations Issued	<input type="checkbox"/>	<input type="checkbox"/>
Time Worked and Materials Used	<input type="checkbox"/>	<input type="checkbox"/>



A red light camera program should not be started without a comprehensive public awareness and information campaign. Research has indicated that public information campaigns are a key to the success of the red light camera programs (27).

In 1995, FHWA sponsored a study examining the public's awareness of community-based safety programs. The study concluded that an information campaign needed to accomplish three objectives in connection with the implementation of red light camera programs. First, public awareness and information should make citizens more aware of their driving habits and safety consequences of running red light. This should stimulate a voluntary change in behavior at signalized intersections. Second, communications should be through a variety of media with the public and elected officials to explain program objectives, as well as program results. This is critical to gain public support for program expansion. Lastly, public awareness and information should provide motorists with advance warning that there is increased enforcement. This, by itself, may cause a change in driver behavior, but should describe the effectiveness of the systems. Without an effective educational campaign, motorists may be surprised or confused when they receive a citation. If questions or concerns can be effectively answered through written, telephone, or web-based information, motorists receiving citations will be more supportive of the program and less likely to question the program's overall objectives.

The public awareness and information campaign should encompass the following elements:

- Clear description of the operation of the red light camera equipment in non-technical terms.
- Clear statement of the program objectives.
- Description of the advantages of automated enforcement.
- Explanation of other measures being taken to improve safety at intersections.
- Description of the use of the red light camera program revenues.

The public awareness and information campaign may be developed using the following methods:

- Outreach efforts to employers, schools, driver education, local community groups, and all area media.
- Telephone and web-based information centers that include a hot-line for calls about intersection problems and traffic safety concerns, in addition to handling inquiries regarding the operation of the red light camera program.

Public awareness and information campaigns are frequently used prior to and during the development of a red light camera program. The campaigns often employ a variety of methods in an effort to reach as many citizens as possible. The extent of the campaigns, however, varies among the jurisdictions where red light camera systems have been deployed. Table 4 identifies some of the more commonly used methods to increase public awareness and provide information.

Table 4. Public Awareness and Education Campaign Elements Used by Selected Red Light Camera Programs

Jurisdiction	Posters	Mailings	Hand outs	Media	Warning Notices	Billboards	Warning Signs	Press Releases	Slogans	Bumper Stickers
Charlotte, NC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Fairfax, VA		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Howard County, MD	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
Lincoln, NE				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				
New York City, NY				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
Oxnard, CA	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Polk County, FL					<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
Sacramento, CA	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
San Francisco, CA				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
San Diego, CA		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		

An important aspect of the public awareness and information campaign is the direction provided for individuals who received citations on how to review their citation and/or view the photographic evidence.

It is also important for the success of the red light camera program that traffic court officials, including judges, commissioners, and administrative support personnel, be fully informed about the program scope and operation. Officials who often conduct traffic court hearings may not be fully versed in the operation of the red light camera equipment. It is important that the appropriate documentation is prepared and submitted in a timely manner in the event an individual contests the citation in court. The increased use of electronic data transfers and viewing may be appropriate to ensure that the court packages are readily available when needed.

Public awareness and educational outreach efforts for employers, schools, driver education programs, and local community groups, as well as the media, are necessary. Reports of program results, emphasizing the achieved safety benefits, should be available and posted on the program web site and local newspapers. The campaign should employ various communications media designed to reach residents and commuters, including regular surveys to gauge public support and awareness, and should focus on a central message of improving traffic safety. An example of a safety message is to emphasize that red light camera systems can be applied as an effective tool to reduce collisions resulting from red light running.



SYSTEM PLANNING

Proper planning by a State or local agency will establish the foundation for a successful red light camera system for detecting and documenting red light running at signalized intersections. As appropriate, a State or local agency should solicit assistance from other public agencies where red light camera programs have been successfully deployed, as well as from qualified consulting engineers with experience in red light camera systems design and operations.

Violations Processing Procedure

The violation processing procedure should address the following aspects of the installation and operation of the red light camera system, and the processing of the recorded violations and citations issued:

- Establish the enforcement threshold consistent with traditional enforcement methods.
- The number of days allowable from the date of the violation occurrence before citations can be mailed, if different from applicable legal requirements.
- How citations for commercial or rental car vehicles will be addressed.
- Minimum vehicle speed threshold.
- Should citation issuance be restricted to specific time periods or days of week only?
- Maximum number of days before citations are reissued to violators following registered owners disputed responsibility and subsequent violator identification.
- Guidelines for pitch measurement where inductive loops are employed for vehicle detection.
- Clear specification of photographic data requirements for issuing citations, including the red signal indication and the time elapsed since onset of red.

The system design and installation should be consistent with the definition of a violation under the applicable State and/or local laws.

The installation should be consistent with other neighboring intersections under the jurisdiction of the responsible agency, so that vehicle operators are held to a uniform standard throughout the jurisdiction.

Site Selection

Sites selected for the installation of red light camera systems should be based on accurate crash and red light violations data. As discussed earlier, data regarding the total number of crashes may be used, although intersections with high numbers of collisions may not have a high number of crashes related to red light running. Violation data needs to be applied with some caution. Likewise, locations where it is known that there are high numbers of red light violations may not have corresponding high numbers of crashes related to the red light running. Heavily traveled intersections where there are heavy left turn movements operated on protected left turn phases

are often intersections of this type. Traffic volumes, except when used as a factor to determine the incidence of crashes or violations, are not a suitable measure for selecting locations for the installation of red light camera systems.

The installation of a red light camera system at a signalized intersection identified as having a red light running problem should be done when an engineering study of the intersection determines photo enforcement is an appropriate countermeasure to reduce the incidence of red light running.

Other criteria for red light camera system site selection may include recommendations from law enforcement and traffic safety professionals, citizens' complaints, and input from community groups. These criteria should be considered in conjunction with crash data and violations or citations data.

Undesirable characteristics that will also affect decisions regarding the installation of red light camera systems include:

- Driveways that restrict camera pole or auxiliary flash placement.
- Approaches that are more than three lanes wide and double left turn lanes where views are more frequently obstructed.
- Wide crossing streets where second photographs may not be taken at the pre-determined location due to motorists speeding up and slowing down as they traverse the intersection.

When red light camera systems are in operation, law enforcement officials should place an emphasis on routine enforcement of traffic laws and regulations that require visible and unobstructed display of license plates.

Warning Signs

Signs warning motorists that red light cameras are being used are typically required by law or ordinance but, whether required or not, should be posted as part of the driver awareness and education process. These warning signs may be placed in the following locations at photo-enforced intersections:

- In advance of photo-enforced intersections.
- At photo-enforced intersections, typically on the far side traffic signal pole.
- On all approaches into an area where red light camera systems are used for red light running.

Warning signs placed on all approaches into an area, while used to satisfy legal requirements in some jurisdictions, are appropriate as supplemental warning signs but not as the primary warning for motorists. Advance warning signs should be installed at photo-enforced intersections.

All advance warning signs should be clearly visible and compliant with the MUTCD (17).



Traffic Signal Yellow Times

The MUTCD and ITE recommended practice on the length of yellow interval times provides adequate and proper direction to practitioners. Yellow times should be established in accordance with the MUTCD (17) guidelines and the ITE (9) informational report for methods for calculating yellow time intervals.

Changes in the yellow times after red light camera systems are in place and operational will affect the number of photographed violations, increasing the number of violations when yellow times are shortened and reducing the number of violations when yellow times are lengthened. Where changes in the yellow times at intersections with red light camera systems are required as the result of updated speed surveys or other factors, the changes should be clearly described in public information announcements. Providing warning notices for a reasonable amount of time after the change is particularly important for violations recorded at intersections where the yellow interval has been shortened.

System Selection and Technologies

The most widely used red light camera systems employ film-based cameras and inductive loop vehicle detection technologies. However, other red light camera technologies have become available over the past five years, most notably technologies that employ digital camera equipment where photographic data, including streamed video clips, may be immediately downloaded for processing using leased telephone line or microwave communications. Additionally, red light camera systems that use video-based and radar vehicle detection methods, as well as systems that employ overhead camera placements and floodlighting equipment as an alternative to the curb-based placements, are used by many State and local agencies.

A red light camera system consists of the following on-the-street components:

- Camera Units.
- Intersection Lighting.
- Camera Housing and Supporting Structure.
- Vehicle Detection.
- Communications.
- Warning Signs.

Each of these components is reviewed in the following sections.

Camera Unit

There are three general types of cameras units used to automatically record red light violations. The types of camera units used in red light camera systems include:

- 35mm Conventional Film Units.
- Digital Still Picture Units.
- Digital Video Units.

Each type has both pros and cons, as shown in table 5.

Table 5. Camera Units Compared

Camera Unit	Pros	Cons
35 mm	Best resolution	Collection and development of film
Digital Still	Digital format Ease of use No film collection or development.	Needs communication links between cameras and processing center Comparatively poor resolution
Digital Video	Provide video clips of alleged violations Provides circumstances in which violations occur	Impression of surveillance Needs communication links between cameras and processing center

Intersection Lighting

Additional intersection lighting is required in conjunction with the operation of the camera units. The additional lighting will need to be installed in accordance with the equipment manufacturer's specifications, as well as with State or local ordinances that govern the amount of lighting that is permitted in the driver's field of view.

For camera units that record violations with one or two photographs or digital images, flash units synchronized with the camera shutter provide additional lighting at the intersection at time of exposure so vehicle license plate and drivers, if local or State law allow, can be more clearly photographed. Typically, one flash unit is installed as an integral part of the camera housing. Additional flash units may be installed at intersections where there are more than two lanes being monitored or to maximize the amount of backlighting in the vehicle interior as it traverses the intersection.

For camera units that record a video clip for each violation, continuous additional lighting will be considered. This may be provided by curb or overhead mounted lighting equipment, as specified by the equipment manufacturer.

Camera Housing and Supporting Structure

The types of camera housing and supporting structures will depend on the type of red light camera system being installed.

Curb-mounted red light camera systems, the most common type currently being employed by State and local agencies, need a camera housing enclosure that is mounted on a pole. The camera unit housing should be weather and damage resistant, and contain a locking mechanism to protect the system from vandalism. Additional poles may be employed for auxiliary flash lighting units. For digital camera systems, a separate enclosure for the data storage and communications equipment is also required at the intersection.

The poles for curb-mounted red light camera systems should be tall enough to provide the necessary angle of view to clearly record violations at the intersection. There are at least two types of poles currently in use. The first, a hinged pole, lowers the camera housing on a hinge



located in the center of the pole. A second type, a solid pole, utilizes a motorized “elevator” to raise and lower the camera housing.

Overhead-mounted red light camera systems normally require curb-mounted poles with cantilever arms extending over the traffic lanes. Camera and flash units are mounted on the cantilever arms as required for system operation. Red light camera systems of this type provide an increased field of view that is especially advantageous for red light camera systems on wider arterial streets as well as enhanced lighting for enhanced photographic data quality.

Some jurisdictions have found that they can afford only a limited number of red light camera systems. By installing red light camera housings at problem intersections, and periodically moving the actual cameras from housing to housing, gives motorists the impression that cameras are omnipresent and reduces red light violations throughout the community.

Vehicle Detection

Vehicle detectors are used to trigger the camera to record a vehicle running a red light. Different vehicle detection technologies are available for this purpose.

Most red light camera systems employ pairs of inductive loops installed near the intersection at a location suitable for showing that a violation has occurred. It is critical for the system design and operation that the inductive loops be installed in the appropriate locations, consistent with the agency's definition of a violation. Red light camera systems may also employ piezoelements, video-based equipment, or radar devices for vehicle detection and tracking, as an alternative to, or in conjunction with, inductive loop detectors.

The placement of the vehicle detectors is critical to the integrity of the red light camera system and the citations developed from the photographic data.

For red light camera systems that document violations with two photographs, the first photograph should be taken to show the motor vehicle that will be running the red light, at a location immediately before it enters the intersection against a red traffic signal indication. The vehicle detection equipment should be configured to detect the presence of the vehicle at the desired location and to initiate the first photograph being taken with the vehicle at that location. If the vehicle is detected after it has already entered the intersection, it cannot be determined with certainty from the photographs that the vehicle entered the intersection illegally and consequently, a citation should not be issued. The second photograph is taken after the vehicle has entered the intersection, at a time interval after the first photograph calculated to provide the best view of the vehicle and its license plate, and where required, the driver's face.

For red light camera systems that document violations with video clips that show the vehicle running the red light continuously starting at a location before the vehicle enters the intersection against the red traffic signal indication, vehicle detection should be configured so that the video clip recording is initiated at an appropriate location.

The placement of inductive loop detectors immediately in advance of the intersection stop line for vehicle detection may require that existing stop line loop detectors used for the traffic signal operations need to be abandoned, relocated, or replaced with another type of vehicle detection system, such as video-based detection. Generally, a solution that accommodates vehicle detection requirements for both traffic signal operations and the red light camera system can be

developed although there may be some additional costs for vehicle detection associated with the installation of the red light camera system equipment under these circumstances.

Communications

For digital camera units, a communications link with adequate bandwidth should be provided from the intersection to a location where the violations data is processed. The required communications may be implemented using State and local agency fiber optics, leased high-capacity telephone lines, or microwave technologies.

No communications outside of the intersection are required for 35mm conventional film camera units.

Communications links are normally required to support certain functions related to citation data processing, including access to vehicle registration and driver's license databases, data transfers to and from traffic court data processing systems, and on-line inquiries or payments from persons receiving citations.

Warning Signs

Refer to page 21 for guidance on warning signs.

ENGINEERING DESIGN OF RED LIGHT CAMERA SYSTEMS

The red light camera system installation plans should be prepared and signed by an appropriately licensed engineer. Installation plans should be prepared in accordance with the system manufacturer's standard plans and technical specifications, and with State and local agency standard plans and specifications for public works and traffic engineering improvements. The plans should address the placement of the red light camera system equipment and related components, including:

- Camera equipment.
- Camera housing and supporting structure.
- Intersection lighting.
- Vehicle detection system.
- Communications.
- Pullboxes, conduit runs, and conductor schedule.
- Electrical service.
- Warning signs.

There are currently no standard plans and specifications for the acquisition and installation of red light camera systems, except for the plans and specifications provided by the manufacturers and standard plans and specifications that have been developed by State and local agencies for their own use and application. The U.S. Department of Transportation (USDOT), through a cooperative agreement with the International Association of Chiefs of Police (IACP), are developing red light camera systems performance specifications and testing laboratories to ensure the accuracy and reliability of these systems.

The installation plans should be processed through the appropriate State or local agency plan review and permitting procedures.



RED LIGHT CAMERA SYSTEM INSTALLATION

Where a contractor does the installation work, the normal construction inspection procedures employed by the State or local agency should be carried out for the installation of the red light camera equipment. Proper installation includes:

- Installation consistent with the equipment manufacturer's guidelines and State or local agency specifications.
- Inspection of all installation work by State and local agency officials and, where necessary, by the project engineer.
- Testing of the red light camera equipment prior to its cutover for unattended operation.
- The preparation of as-built drawings that reflect actual construction conditions.

Installations should be thoroughly inspected before testing begins. A comprehensive testing program should then be conducted using both simulated and actual traffic before the system is placed into unattended operation. No warning letters or citations should be issued until it is determined that the system is working accurately and reliably.

OPERATION AND MAINTENANCE

As with any integrated system, every element of a red light camera system should function properly for the system to produce the desired results. In addition to proper design and installation, procedures to ensure the proper operation and maintenance of the system should be developed and implemented by the State and local agency.

Proper operation should be consistent with the manufacturer's instructions and the documented operational procedures that have been developed, reviewed, and approved by all parties involved. Periodic checks and audits to verify that it continues to operate properly should also be conducted.

Proper maintenance should include both preventive and corrective maintenance. Preventive maintenance should be performed on a regular basis. Tests of operational performance should be conducted regularly, and actual operational results examined constantly in order to identify any variation from specified performance. If any flaw in the system operation or performance is detected, the issuance of citations should be immediately stopped and any citations previously issued with the possibility of flawed operation or performance should be withdrawn.

Red light camera system operations and maintenance should include the following tasks and functions:

- Collect images of recorded violations and related violations data from photo-enforced intersections.
- Inspect camera and vehicle detection system operations.
- Perform preventative maintenance and cleaning.
- Identify defective equipment and make repairs or replace the equipment.
- Store recorded violations data.

- Review recorded violations data to identify violations.
- Identify vehicle registered owner.
- Prepare draft citations for review and approval.
- Prepare and mail citations to vehicle registered owners.
- Answer telephone inquiries.
- Schedule violator appointments.
- Process vehicle registered owner certifications regarding driver identity at the time of the violation.
- Provide court-requested information and support court hearings.
- Prepare monthly progress reports.

Citation Data Processing

The procedures and methods employed for system operations should be designed to ensure the preservation of the chain of custody of evidence for each recorded violation so that backup data and documentation can be easily retrieved when needed. The procedures and methods used for system operations should be comprehensive, clearly documented in writing, and followed without exception.

Citation data processing should be carried out in a secured facility using a data processing system with appropriate security features and firewalls. All personnel, especially those with access to motor vehicle registration and driver's license databases, should be cleared with appropriate background checks.

Internal quality control is essential and should be achieved by the use of two separate internal reviews of each violation, periodic audits by independent law enforcement or engineering staff, and other procedures. Procedures, especially important to ensure quality control, should be developed for each of the following areas:

- Guidelines to be applied for issuing a citation. In other words, a very specific definition is needed to identify what constitutes a red light running violation.
- Citation review and approval requirements, including provisions for the procedure to be used when the time to review is shortened, traffic officers are not available to conduct the reviews, or the number of citations is larger than usual.
- Quality assurance audits, to be conducted by trained traffic officers for randomly selected sample of recorded violations on a periodic basis.

Only a qualified law enforcement officer should be authorized to issue a citation. Citations should not be created prior to review of appropriate evidentiary material by the officer. Under no circumstances should a citation be issued when the officer expresses any lack of confidence that a properly documented and provable violation has occurred.



System Maintenance

Periodic inspections and preventative maintenance should be required to ensure that the equipment is functioning properly. Service and inspection logs should be maintained to document the inspections and preventative maintenance activities. The service and inspection logs may be required at court hearings to confirm that the red light camera equipment was functioning properly at the time that the violations were recorded.

As part of the periodic preventative maintenance, the camera unit and housing should be thoroughly cleaned and the camera unit activated in its “test” mode and confirmed to be operating correctly. The condition of the camera housing and mounting structure, camera unit, vehicle detection system, and warning signs should be inspected and the conditions noted in the service and inspection logs.

On-Going System Assessment

Continual analysis of violation and crash data, with community input, is an important element of a successful red light camera program. Adequate funding should be provided to assure the necessary data analysis, problem identification, and problem diagnostic review work tasks are undertaken.

Red light running camera enforcement efforts should be monitored, with adequate pre- and post-installation study periods, in order to measure the program’s effectiveness. Timely collection and reporting of crash data is an important part of the monitoring process, as are control sites with no photo enforcement so the effects of camera enforcement can be distinguished from other external effects.

The steering committee should meet on a regular basis. Regular agenda items should be to review the data of violations and citations issued with a discussion of any changes or trends noted. Input from the State or local agency’s traffic engineering department and street maintenance department should include regular updates on planned traffic signal modifications or street improvements construction that could impact the operation of the system. Discussion should be encouraged on whether program objectives are being met through the deployment of red light camera systems or whether alternative measures should be applied. The group should have input to the regular prioritization of intersections targeted for safety-related improvements.

A monitoring program based on the timely collection and reporting of crash data is needed. These crash data should include control sites with no photo enforcement so that the effects of camera enforcement can be distinguished from other external effects. Responsibilities for the collection and reporting of crash data need to be established and clearly defined. Traffic safety professionals need to review intersection safety issues and conduct diagnostic reviews of intersections identified from the crash data tabulations as warranting safety-related improvements.

Regular reports on the public awareness and information campaign should be prepared and reviewed. Public use of the web site and telephone information systems should be monitored.

ON-GOING PUBLIC INFORMATION AND EDUCATION

An on-going public information and education campaign is needed to assure the motoring public that the red light running camera program is being operated in the most effective, efficient, and fair manner possible. Public information and education efforts begin before installation, but do not end when the system is fully operational.

The on-going educational program should be designed to combat red light running, in general, as well as to provide information related to the operation of the red light camera equipment. Where possible, the on-going public information and education program should be developed and delivered in a way so as to address any specific populations or conditions that have been identified as contributing extensively to the red light running problem.

The on-going public information and education program should use various media, including the print and broadcast media, to communicate the problem, the program and the results. The agency should monitor the effectiveness of the educational program in order to achieve maximum effectiveness and public support for the red light camera program.



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APPENDIX A. PHOTO RED LIGHT ENFORCEMENT LEGAL CONSIDERATIONS

NOTICE

The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) has compiled and distributed this information as a legal guide only. This material is not intended to be a complete treatment of every jurisdiction's laws and court decisions related to photo red light enforcement. Instead, this material includes highlights and examples of court decisions, and discusses issues that users engaged in photo red light enforcement should consider.

*Due to the dynamic nature of law enforcement and the evolution of technology, it is important that each department review this information to verify that it is consistent with applicable, current State and local law and regulations, and with department policy and procedure. **This information is NOT intended to substitute for the advice of legal counsel.** You should speak with your legal advisor, and/or local prosecutor, about the sufficiency of your department's manual, policy, curriculum, and training program on this subject. This material should not be used as the sole basis for compliance with any law or regulation, and **departments should NOT rely on this material as a legal defense** in any civil or criminal action. Remember that new court decisions and amendments to the law could change the material in this appendix.*

Photo red light enforcement is a relatively new law enforcement tool. Thus, case law is not well established. Although the few cases involving photo red light raised constitutional issues, the decisions were based upon procedural grounds, never answering the ultimate question – is it constitutional? The ruling on the Motion to Dismiss citations issued under San Diego, California's photo red light program (under appeal as of the preparation of this report), found the program constitutional. However, this ruling is not binding and only provides insight into the court's reasoning.

Automated speed enforcement, a relatively new enforcement tool as well, shares common legal issues with photo red light enforcement – such as the registered owner presumption, notice, procedural, constitutional issues, etc. Most automated speed cases have also tended to avoid constitutional questions. Some issues (e.g., chain of custody, service of process issues, registered owner presumption) have been addressed, but these decisions tend to be highly fact-dependent and/or are based on State statutes.

Many questions remain. The answer to these questions may be gleaned from cases not specific to automated enforcement. Existing case precedent dealing with evidentiary issues of older enforcement techniques will shape the use of automated enforcement evidence in the future. Law enforcement will use the same criminal procedures as are applicable to the collection (search and seizure), preservation (chain-of-custody), and discovery of other types of evidence.

It is most important to note that although the courts will borrow from established case law to determine case law regarding automated enforcement, the path will most likely be contorted. The law is known for nuances. Thus, subtle distinctions between photo red light programs may affect a court's decision and produce seeming inconsistencies.



Most importantly, the classification of the photo red light violation, as either a civil or criminal violation, will dramatically effect decisions. Similarly, as in the San Diego photo red light program, the enabling statute may impact the admissibility of the evidence (see page 51 for enabling statutes). A State's surrounding body of law and the manner in which the program is conducted will also impact the viability of the photo red light program and the success or failure of challenges to the program. Without assessing merit, the following are some of the procedural and substantive issues that may be generated by photo red light enforcement.

Procedural Issues:

- Authentication of photographs
- Chain of evidence of photographs
- Compliance with enabling statutes
- Foundation: Device reliability (maintenance, checks for accuracy, training of personnel involved in the process)
- Misuse or dissemination of photographs
- Municipal drafting
- Notice – compliance with applicable state rules for service
- Proper notice of use of photo red light enforcement (signs)
- Standing – who can bring an action, when, and where

Substantive Issues:

- Administration of the program violates Fourteenth Amendment Due Process rights
- Confrontation rights (6th Amendment right)
- Equal Protection (disparate treatment for public, police, rental, corporate, out-of-state vehicles, motorists cited by police)
- Fifth Amendment right to remain silent (for statutes requiring affidavit as to who was driving)
- Mailing a citation that requires appearance is a seizure subject to the Fourth Amendment
- Photographing a motorist is a search subject to the Fourth Amendment
- Pre-charging delay (delay between the violation's occurrence and receipt of notice)
– Fourteenth Amendment Due Process

- Presumption that the registered owner is the driver impermissibly shifts the burden of proof
- Privacy – violation of State privacy laws
- Revenue generation: selection criteria for photo red light enforcement, light phase timing
- Substantive Due Process - Privacy

The above are all issues that are likely to continue to be the subject of legal review and refinement. Monitoring their long-term clarification through legal proceedings is to be advised for all jurisdictions adopting red light camera enforcement systems. The remainder of Appendix A reviews current relevant case law examples and in doing so illuminates the types of issues that have been raised.



PHOTO RED LIGHT CASE LAW SYNOPSIS

***Dajani v. Governor of Md.*, No. CCB-00-713, 2001 U.S. Dist. LEXIS 982 (D. Md. Jan. 24, 2001) (unreported).**

Facts: The defendant was charged with a photo red light violation and convicted. In this jurisdiction, photo red light violations are civil and not considered moving violations. Insurance companies may not consider the convictions.

Issue: The defendant appealed to the Federal district court, requesting the court declare the statute unconstitutional. The defendant alleged the photo red light statute violated the Sixth Amendment's Confrontation Clause and the Fourteenth Amendment's Due Process Clause.

The court upheld the conviction on procedural matters (lack of Federal jurisdiction and lack of standing) without comment on the constitutional issues. The Fourth Circuit Court of Appeals affirmed the District Court's decision. (*Dajani v. Governor of Md.*, No. 01-1179, 2001 U.S. App. LEXIS 17303 (4th Cir. 2001).

***Kovach v. District of Columbia*, 805 A.2d 957 (D.C. 2002).**

Facts: The defendant paid, without contesting, a photo red light citation. Subsequently, the police department "decided to remove the camera because it was observing an inordinate number of people running the light, which was confusing to motorists." *Id.* at 959. Outstanding fines were dismissed, but those motorists who had paid were not reimbursed.

Issue: The defendant appealed, alleging the District's decision to forgive some, but not all, violations violated the Fifth and Fourteenth Amendments.

The court upheld the conviction because "in failing to contest the infraction, appellant effectively acknowledged liability for running the red light." The court also rejected the defendant's argument that the confusing placement of the stoplight created "manifest injustice." The defendant "has no standing to challenge the decision unless . . . he was confused . . ." *Id.* at 962-63.

***Structural Components Int., Inc. v. City of Charlotte*, No. C0A102-200 (N.C. Ct. App., Nov. 19, 2002) (unreported – not final until expiration of rehearing period).**

Facts: The president of Structural Components received a photo red light citation for one of its vehicles. In this jurisdiction, violations are civil. Structural Components contested the violation at a "review hearing."

Issue: Upon conviction, Structural Components (plaintiff) filed suit in the superior court alleging negligence (by failing to establish reasonable guideline, failure to govern the program in a reasonable manner, and failure to provide a reasonable appeals process) and civil rights violations (State/Federal due process and equal protection).

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Upon defendant's (the City and Lockheed Martin) motion to dismiss, the court determined it lacked jurisdiction and dismissed the action. Structural Components appealed. The appellate court affirmed the trial court's dismissal on procedural grounds (waiver of the negligence action for failure to properly state issue in appeals brief and, because one cannot recover monetary damage for a procedural due process violation involving a civil penalty, failure to state a claim). The court noted the proper avenue to challenge the constitutionality of the statute was by certiorari to the superior court (which Structural Components had not used) and the present statutory scheme provided an adequate method for challenging the legality of the program.

City of Commerce City v. Colorado, 40 P.3d 1273 (Colo. 2002).

Issue: Commerce City challenged whether the Colorado statute (COLO. REV. STAT. § 42-4-110.5 (2002)), which authorized the photo red light program, infringed upon the City's "home-rule" powers. Noting that the program involved a "mix" of state and local concerns and, where conflicts arose, State concerns prevail, the court affirmed the validity of the program.

People v. John Allen (In re Red Light Camera Cases), No. 57927SD (Cal. Super. Ct. Aug. 2001) (order denying motion to dismiss) (available at <http://freedom.gov/auto/cases/sdmotion.asp>). *This case remains under appeal. This order is presented to illustrate issues that may arise with photo red light enforcement.*

Facts: Defendants in a photo red light case filed a motion to dismiss alleging failure to comply with the authorizing statute (section 21455.5 of the California Vehicle Code). In this jurisdiction, the violation is criminal and a conviction is entered onto the driver's license record.

Issue #1: The defendants contended the photo red light program was not operated by a government agency in cooperation with a law enforcement agency as required by the authorizing statute.

The court noted "once the construction process was begun, there was very little City involvement." The City did not inspect the project when complete and the "entire process of installation and calibration of the camera equipment, putting film into the cameras, unloading the cameras, developing the film, maintaining the camera equipment, and reviewing the photographs to make the initial determination as to whether or not there was a violation and whether the alleged violator can be identified, is done by Lockheed Martin. Further, once Lockheed determines that a citation will not [be] issue[d], that decision is not reviewed by the City.

If Lockheed decides a citation should [be] issue[d], it reviews Department of Motor Vehicles' information . . . prints the citation, including printing the signature of the sergeant in charge of the program on the citation. The first time the City becomes involved is when the police department receives the citation which has already been printed." The police review copies of the photographs and the digital information to determine whether the citation should be issued. If a citation is issued, Lockheed mails it . . ."

The court found the City had "no involvement with, nor supervision over, with the ongoing operation of the system" and "[t]he Legislature did not contemplate such a lack of participation by the City" when it authorized a government agency to "operate an automated enforcement system." Thus, the program violated the statute.

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Issue #2: The defendants contended the signs were inadequate.

The statute required signs “clearly indicating the system’s presence, visible to traffic approaching from all directions.” The posted signs were 24” by 30.” Based upon testimony of police officers as to the signs visibility and the lack of evidence drivers were not able to see the signs, the court found the signs adequate.

Issue #3: A related statute (section 40520 of the California Vehicle Code) required photo red light violations to be accompanied by an affidavit of non-liability, information as to what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for return. The defendants alleged this procedure was “unconstitutional because it requires innocent people to testify against each other.”

The court noted the section was a legislative attempt to prevent blanket immunity for corporate and rental agencies vehicles and provides a method for the registered owner who is not driving to avoid liability. Without elaboration, the court determined the statute compliant with due process and “a legitimate exercise of the police power in an attempt to issue citations to the actual driver who violated the red light.”

Issue #4: The California Penal Code (section 959.1) requires pleadings (citations) be sworn before an officer entitled to administer oaths. The defendants alleged that “no officer swears to the facts because the signature is affixed electronically before it is sent to the police and the officer who reviews the citation is not the sergeant whose signature appears on the citation.” The reviewing officer merely stamps his ID number below the signature.

The court noted that pleading defects (i.e., minor errors in the pleading document) that do not prejudice a substantial right do not justify dismissal.

Issue #5: The defendants argued that because the City did not comply with statutory provisions regarding the “operation” of the program, all citations must be dismissed. In making its determination the court looked at the following issues.

Issue #5A: Was the delegation of authority constitutional?

Although, the City had delegated the tasks of evidence collection and determining who will not be cited to Lockheed Martin, the police retained the “ultimate authority to determine who will be prosecuted.” Thus, the delegation was not unconstitutional.

Issue #5B: Is the fee paid to Lockheed Martin a contingency fee and if so, what is the legal effect?

Because Lockheed’s payment was contingent upon a conviction, the fee was deemed a contingency fee.

The court indicated that Lockheed was “supposed to be a neutral evaluator of the evidence” and “should not have a financial interest in the outcome.” The court reasoned that because the statute mandated a government agency “operate” the program, the purpose was to guarantee, “information obtained from the red light cameras would be trustworthy. The potential conflict created by a contingent method of compensation further undermines the trustworthiness of the evidence which is used to prosecute the red light violations.”

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Issue #5C: Does the delegation, without statutory authority, which operates on a contingent fee basis violate due process such that it requires a dismissal of pending actions?

The court noted that the threshold question in a due process challenge to executive action is whether the behavior is “so egregious, so outrageous, that it may fairly be said to shock the contemporary conscience.” In this case, the court held the conduct did not rise to that level.

Issue #5D: Is the photo red light evidence admissible?

The court indicated that “where evidence is obtained from sources subject to legislative standards, there should be substantial compliance.” The court noted that “there is no authority in the Vehicle Code for unsupervised private operation of a red light camera system. Therefore, there is not substantial compliance with the safeguards required by the statute. Such a lack of authority, combined with the collection based compensation, result in evidence lacking foundation. Without foundation, the evidence is not relevant and is not admissible.”

Accordingly, the court did not grant the motion to dismiss, but rather granted a motion to exclude the evidence.

Office of the Attorney General of the State of Texas, Opinion No. JC-0460, 2002 Tex. Op. Att. Gen. 20 (2002).

Issue: Could a city pass an ordinance authorizing a photo red light program and could violations be civil, rather than criminal?

Based on Texas law (which deemed red light violations criminal), the Attorney General opined a city could authorize a photo red light program to identify violators, but could not make violations civil.

Office of the Attorney General of the State of Tennessee, Opinion No. 01-004, 2001 Tenn. AG LEXIS 6 (2001) (available at <http://www.attorneygeneral.state.tn.us/op/2001/OP/OP4.pdf>).

Issue: The Attorney General’s Office was tasked with determining whether, pursuant to inherent police power, a city had authority to enact ordinances allowing photo-enforcement.

Without addressing specific constitutional issues, the Attorney General’s opinion concluded that the use of photo-enforcement did not conflict with any State statute. In a footnote, the opinion noted photo-enforcement has “generally been viewed as a permissible exercise of State and local government police power which is not violative of Federal or State constitutional provisions.”



Office of the Attorney General of the State of Nebraska, Opinion No. 00001, 2000 Neb. AG LEXIS 1 (2000) (Available at <http://www.ago.state.ne.us/opinion/index.html>).

The Attorney General's office was tasked with assessing the constitutionality of proposed legislation involving photo red light enforcement. The Attorney General offered the following opinions:

Issue #1: Procedural Due Process

The proposed legislation permitted a defendant to contest the violation in a county court and assumed that proper notice would be provided. Thus, the Attorney General opined the proposed legislation would comply with the procedural due process requirements of reasonable notice and an opportunity to be heard.

Issue #2: Substantive Due Process

Substantive due process guarantees individuals protection from arbitrary government action. The Attorney General noted that due process is satisfied if the government has the power to act on the subject matter, if they did not act capriciously or in a discriminatory manner, and if there was a reasonable relationship to a proper governmental purpose.

The Attorney General opined that the proposed legislation complied with substantive due process because protecting public safety is a proper subject matter and the legislation was rationally related to that interest.

As to the registered owner presumption, the Attorney General opined this was also a "proper exercise of the State's police power" similar to holding the registered owner of a parked vehicle liable.

Issue #3: Equal Protection

The Attorney General noted the similarities of the Nebraska and U.S. Constitution in that equal protection challenges not involving a suspect class or fundamental right are tested only for rationality. A Nebraska Supreme Court decision (*State v. Michalski*, 221 Neb. 380, 377 N.W.2d 510 (1985)) had held that driving is not a fundamental right, and that drivers were not a suspect class.

The Attorney General opined that the classification would be between two types of drivers: (1) those individuals cited directly by an officer who receive a criminal penalty, and have the conviction recorded on their driver's license; and (2) those individuals cited by the photo red light program who are subjected only to civil penalties and no recordation on their driver's license.

The Attorney General noted that, although the purpose of the legislation was not set forth, the apparent purpose was to reduce the hazards of running red lights. Thus, the Attorney General concluded that, given the "wide latitude" and deference to the legislative process, the legislation met the rational basis standard and the proposed law would comply with Equal Protection rights.

RELATED AUTOMATED ENFORCEMENT CASE LAW SYNOPSIS

Oregon v. Dahl, 57 P.3d 965 (Or. Ct. App. 2002).

Facts: An officer operating a photo radar unit photographed the defendant's vehicle exceeding the posted speed limit. The defendant was the only registered owner. The officer observed the violation, but did not effect an enforcement stop and could not identify the driver. At trial, a witness commented that the defendant failed to provide a sworn certificate of innocence as permitted by statute.

Issue #1: The defendant contended the Oregon statute which establishes a presumption that the registered owner of a vehicle is the driver impermissibly shifts the burden of persuasion.

An Oregon statute (OR. REV. STAT § 153.030.1) provides that unless excepted, criminal procedure laws apply to traffic violations. However, a different statute (OR. REV. STAT § 153.076.2) provides that traffic violations must be proved by a preponderance of the evidence (a civil standard). Because this statute authorized a civil standard of proof, the court reasoned a civil standard also applied to the presumption. Therefore, the burden shift was permissible.

Issue #2: The defendant contended that, even if the violation is civil, the Oregon presumption statute violated due process standards.

The court noted that both U.S. Supreme Court (*Bandini Petroleum Co. v. Superior Ct.*, 284 U.S. 8 (1931)) and Oregon State court decisions required a "rational connection" between the fact proved and the ultimate fact presumed. The defendant argued that "vehicles usually have more than one key, licensed drivers outnumber registered vehicles, and vehicles commonly are borrowed or stolen, all of which indicate that vehicle are often driven by someone other than their owner." The court, although acknowledging that vehicles are often driven by non-owners, found that "it is not irrational for the legislature to presume that vehicles are often driven by owners" and "we need not decide what facts are more likely to be true; the rational connection test does not require adoption of the best or most persuasive explanation." Thus, the Oregon statute did not violate due process. *Id.* at 968-969.

Issue #3: The defendant contended a witness reference to her failure to submit a sworn certificate of innocence violated her statutory and constitutional right to remain silent.

The Fifth Amendment provides that no person "shall be compelled *in any criminal case* to be a witness against himself." The court indicated that the defendant had failed to identify how she could have been exposed to any criminal responsibility. Thus, "her constitutional right was not implicated." *Id.* at 969.

Section 810.439 provides a defendant in a traffic violation case an opportunity to avoid trial by submitting a certificate of innocence. The defendant may disregard that opportunity. The court "assumed without deciding" that the witness's comment impermissibly infringed on the defendant's statutory right, however, the court also stated "there was no indication that the trial court relied on that testimony in making its decision." Thus, the court found the defendant was not prejudiced by the comment. *Id.*



McNeil v. Town of Paradise Valley, No. 01-17003, 2002 U.S. App. LEXIS 17306 (9th Cir. Aug. 12, 2002). *Not Published – Check with Court Rules. The case is presented to illustrate issues that may arise with photo red light enforcement.*

Issues: McNeil appealed the district court's dismissal of alleged civil rights and Racketeer Influenced and Corrupt Organizations Act (RICO) violations premised on the issuance of an automated speed citation. The facts and basis for these contentions was not clearly set forth. However, it appears that McNeil contended the mailing of a traffic citation to the registered owner was a seizure and the process was in violation of due process.

Without elaboration, the court found municipalities cannot constitute a RICO enterprise. Further the court indicated that, because a seizure requires intentional physical control, the mailing of a citation is not a seizure. As for the due process claim, the court indicated that the challenge to the citation in municipal court was sufficient.

Oregon v. Clay, 29 P.3d 1101 (Or. 2001).

Facts: An officer operating a photo radar unit photographed the defendant's vehicle speeding. The officer did not effect an enforcement stop and did not know the identity of the driver in the radar photo. Subsequently, a citation was issued and mailed to the defendant. The defendant did not appear at trial, but rather was represented by counsel. No evidence was presented on behalf of the defendant. The State presented no direct evidence that the defendant was the registered owner, but rather relied on witness testimony and an "official duty" presumption to establish the defendant as the registered owner. Upon being found guilty, the defendant appealed, contending the State had failed to prove that she was the registered owner of the vehicle. The Oregon Court of Appeals upheld the conviction and the defendant appealed to the state supreme court.

In this jurisdiction, the registered owner is presumed to be the driver – see Oregon Law 1995, Chapter 579, sections 1-3 later codified to Oregon Revised Statutes §§ 810.438-810.439. Oregon statute section 811.123 requires proof that a particular person was speeding.

Issue: The defendant contended there was insufficient evidence to permit the trier of fact to find that she was the registered owner of the vehicle.

The court indicated that it did not "perceive any evidentiary basis . . . that would permit a trier of fact to find that the defendant was the registered owner of the speeding car." *Id.* at 1103. The percipient witness could not identify the driver and there was no evidence to conclude the defendant was the registered owner (which would have invoked the presumption that the registered owner was the driver).

The court indicated that because an officer had the authority, not a duty, to send the citation, the presumption that an "official duty had been performed" was not applicable. Because they could not prove the notice had been mailed to the registered owner, they could not prove the defendant was the registered owner. Because they could not prove that the defendant was the registered owner, the presumption that the registered owner was the driver was not applicable.

Oregon v. Weber, 19 P.3d 378 (Or. Ct. App. 2001).

Facts: An officer operating a photo radar unit observed the defendant's vehicle speed. The unit photographed the vehicle. Subsequently, the defendant was mailed a citation.

Issue #1: The defendant contended the inscription (indicating vehicle speed) on the photograph was impermissible hearsay.

The court indicated that, by statutory definition (Oregon Evidence Code 801), hearsay is a statement by a declarant and a declarant is a person who makes a statement. A machine, not a person, made the inscription on the photograph. Thus, the hearsay rule is inapplicable.

Issue #2: The defendant contended the court should have excluded the photograph on chain-of-custody grounds because the state offered no evidence as to "who picked up the film from the station, what happened to the film, how it was handled, or what was done to it prior to the citation and photograph being returned to the police station six days later."

The court indicated that, "given the totality of circumstances, the trial court was well within its discretion in determining that there was no appreciable likelihood of alteration or tampering and that no further foundation was required." *Id.* at 381-82.

Issue #3: The defendant contended the automated speed enforcement unconstitutionally shifts the burden of proof of the offender identity.

The court ruled the defendant had failed to use the proper judicial procedure to preserve this issue.

Issue #4: The defendant contended the time delay (between the occurrence of the violation and the mailing of the notice) violated her Fourteenth Amendment due process rights.

The court indicated that "for a precharging delay to give rise to a due process violation, a defendant must show both substantial prejudice to his right to a fair trial and that the delay was done intentionally to gain a tactical advantage." The court found the defendant failed to establish the state intentionally delayed the notice to gain a tactical advantage. *Id.* at 385.

Bentley v. West Valley City, 21 P.3d 210 (Utah 2001).

Issue: Plaintiffs, who received automated speed enforcement citations, sought reimbursement of fines alleging the automated enforcement program violated Utah Code section 41-6-52.5. None of the plaintiffs had challenged the program during the criminal proceedings.

The court ruled on procedural grounds finding the plaintiffs failed to assert an "actionable civil theory under which criminal fines are recoverable"



Anchorage v. Baxley, 946 P.2d 894 (Alaska Ct. App. 1997).

Facts: The defendants received automated speed enforcement citations. At trial, numerous witnesses testified to the reliability of the speed enforcement device. However, the trial court found the witnesses' financial interest in the acceptance of speed enforcement units tainted their credibility. The magistrates found that, absent independent corroboration as to the reliability of the device, results were not admissible.

Issue: The city appealed seeking a ruling that automated speed enforcement evidence was admissible without corroboration.

The court indicated the case was moot because "we would only review the magistrates' decision to determine whether the evidence presented would allow a reasonable fact finder to conclude that the municipality had failed to prove its case." And, given the magistrates' dim view of the witnesses' credibility, no reversible error occurred. *Id.* at 598-99.

West Valley City v. McDonald, 948 P.2d 371 (Utah Ct. App. 1997).

Facts: The defendant received an automated speed enforcement citation and requested a jury trial. The state amended the complaint to a lesser charge (which did not warrant a jury trial). Subsequently, the defendant was convicted.

Issue: The defendant appealed claiming that reducing the charge deprived her of her statutory right to a jury trial.

The court upheld the conviction.

Tonner v. Paradise Valley Magistrate's Court, 831 P.2d 448 (Ariz. Ct. App. 1992).

Facts: An automated speed enforcement citation was mailed to General Motors Acceptance Corporation (GMAC), the registered owner. GMAC forwarded the notice to Tonner and mailed a copy of its transmittal letter to the court. The court reissued the notice to Tonner. Tonner failed to reply or appear. The court entered an order for a civil sanction (fine).

Issue: Tonner filed an action to vacate the sanction arguing lack of personal jurisdiction based upon improper service of notice.

The court indicated that under Arizona civil procedure rules (ARIZ. R. CIV. P. 4.1c), service is not complete unless acknowledged. As Tonner failed to reply, service was not complete. Without service, the court lacked jurisdiction by which to sanction Tonner.

Office of the Attorney General of the State of South Carolina, (No Opinion No.) 2002 S.C. AG LEXIS 209 (2002).

The Attorney General re-evaluated¹ the use of automated traffic enforcement and concluded that “general case law and other authority reviewed herein support the conclusion that a properly drafted statute authorizing use of photo-radar or similar forms of automated traffic enforcement would pass constitutional muster. These authorities have reviewed automated traffic enforcement from a variety of constitutional perspective include the Due Process and Equal Protection Clauses, the Fourth Amendment’s protection against unreasonable searches and seizures, the Sixth Amendment’s right to present an adequate defense, as well as the federal and state constitution’s right to privacy. The general consensus is that automated traffic enforcement is constitutional.”

“Of course, the constitutionality of any statute authorizing automated traffic enforcement would depend, in part, upon a well drafted statute.”

See also:

1. Office of the Attorney General of the State of Mississippi, Opinion No 2000-0068, 2000 Miss. AG LEXIS 113 (2000) indicated that, prior to implementing a photo red light program, a municipality would need statutory authority allowing citation of the registered owner of a violator’s vehicle.
2. Office of the Attorney General of the State of South Carolina, 1996 S.C. AG LEXIS 54 (1996) regarding municipalities use of photo-radar in South Carolina. Though the opinion notes that no State statute prohibited photo-radar enforcement, the Attorney General nevertheless expressed concerns about the registered owner presumption, concluding that the Legislature was the appropriate authority to authorize use of the presumption.
3. Office of the Attorney General of the State of Montana, 45 Op. Atty Gen. Mont. 7 (1993) regarding a municipality enacting a photo-radar ordinance. The Attorney General’s opinion noted “a presumption exists that legislative acts are constitutional” and “the constitutionality of a proposed legislative act is not an appropriate subject for an Attorney General’s Opinion.”
4. Office of the Attorney General of the State of Alabama, 239 Op. Atty Gen. Ala. 52 (1995) regarding the use of photo radar devices. The Attorney General indicated that, “while the use of such devices is legal, the use of such devices to mail speeding citation to motorists would not comply with substantive or procedural requirement of Alabama law.”
5. Office of the Attorney General of the State of Georgia, No. 82000-7, 2000 Ga. AG LEXIS 13 (2000) concluding the “Home Rule Act” allowed municipalities to enact photo enforcement programs.
6. Office of the Attorney General of the State of Georgia, No. U2000-12, 2000 Ga. AG LEXIS 23 (2000) concluding counties may enact ordinances permitting photo enforcement and whether such devices may be used within the state highway system.

¹ See Office of the Attorney General of the State of South Carolina, 1996 S.C. AG LEXIS 54 (1996).



7. Andrew N. J. Tarr, *Picture It: Red Light Cameras Abide by the Law of the Land*, 80 N.C. L. REV., 1879 (2002).
8. Mark Lehman, *Are Red Light Cameras Snapping Privacy Rights?*, 33 U. TOL. L. REV., 815 (2002).
9. Steven Tafoya Naumchi, *Review of Selected 1998 California Legislation, Transportation and Motor Vehicles: Stop Photographic Enforcement of Red Lights*, 30 McGEORGE L. REV., 833 (1999).
10. Thomas M. Stanek, Comment, *Photo Radar in Arizona: Is it Constitutional?*, 30 ARIZ ST. L.J., 1209 (1998).

AUTOMATED ENFORCEMENT RELATED STATUTES AND ORDINANCES

Model Statute:

National Committee of Uniform Traffic Laws and Ordinances, *Automated Traffic Law Enforcement Model Law* – www.ncutlo.org/autoenforce622.htm.

State Statutes:

1. California Vehicle Code– CAL. VEH. CODE §§ 210, 21455.5, 21455.6, 40518, 40520 (2003).
2. Colorado Revised Statutes – COLO. REV. STAT. § 42-4-110.5 (2002).
3. Delaware Code Annotated - DEL. CODE. ANN. TITL 21 § 4101(d) (2002).
4. Official Code of Georgia Annotated – GA. CODE. ANN. § **40-6-20** (2002).
5. Illinois Compiled Statutes Annotated - 625 ILL. COMP. STAT. ANN. 5/1-105.5, 5/11-306 (2002).
6. Annotated Code of Maryland – MD. CODE ANN. TRANSP. § 21-**202.1** (2002).
7. Nevada Revised Statutes Annotated – NEV. REV. STAT. ANN. § 484.910 (2002).
8. New Jersey Annotated Statutes – N.J. STAT. ANN. § 39:4-103.1 (2002).
9. New York Consolidated Laws Service – N.Y. VEH. & TRAF. LAW § 1111-a (2002).
10. General Statutes of North Carolina – N.C. GEN. STAT. § 160A-300.1 (2002).
11. Oregon Revised Statutes – OR. REV. STAT. §§ 810.434 - 36, 438 - 439 (2001).
12. Pennsylvania Consolidated Statutes - 75 PA.C.S. §§ 102, 3116 (2002).
13. Utah Code Annotated –UTAH CODE ANN. § 41-6-52.5 (2002).
14. Code of Virginia – VA. CODE. ANN. §§ 46.2-819.1, 833.01 (2002).
15. Wisconsin Statutes - WIS. STAT. § 349.02 (2002).



Ordinances:

1. TOLEDO, OHIO, MUN. CODE § 313.12 (1999) and ORDINANCE No. 451-00 (2000).
2. DAYTON, OHIO, REV. CODE OF GEN. ORDINANCES No. 70.121 (2002).
3. DISTRICT OF COLUMBIA CODE ANN. §§ 50-2209.01, 03 (2002).
4. CHARLOTTE, N. C., ORDINANCE No. 966 (1998)— see www.charmeck.org/Departments/transportation/special+programs/city+ordinance.asp



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