

## **Automated Traffic Enforcement Policy**

This policy addresses the installation and use by state, city and county law enforcement agencies of automated traffic enforcement systems, specifically, automated red-light violation and speed enforcement systems on the state highway system only. The Missouri Highways and Transportation Commission (MHTC) hereby delegates the administration of this Policy to the MoDOT Director, who shall be authorized to further delegate by memorandum the administration of this Policy to such MoDOT employee(s) as the MoDOT Director deems appropriate.

### **Automated Enforcement of Red-Light Violations**

To ensure red-light traffic signal violations are mitigated as completely and as feasibly possible, state highway intersections that are candidates for automated red-light violation enforcement will undergo both an engineering study and a violation study.

The engineering study will ensure the state highway intersection warrants the installation of an automated red-light enforcement system and that the cameras and related equipment will not impact the existing signal operation. The review will encompass the following steps:

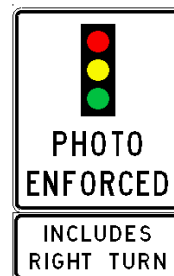
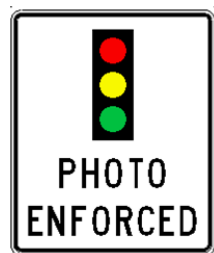
- Step 1: Confirm safety problem
- Step 2: Identify the scope
- Step 3: Conduct engineering analysis to identify factors contributing to problem
- Step 4: Identify and select appropriate countermeasures
- Step 5: Implement countermeasures

The violation study will include each approach of the state highway intersection.

### **Conditions for Installation**

For automated red-light violation enforcement systems the following conditions must be met:

1. The engineering study must be reviewed and approved by MoDOT.
2. If any approach is selected for automated red-light violation enforcement, then any other approach with a similar or higher violation experience should also be enforced.
3. A duly sworn, Peace Officer Standards and Training (POST) certified law enforcement officer shall review and make the determination of any violation.
4. Advance signing will be required on each intersection approach with automated enforcement as shown below.



The PHOTO ENFORCED sign will be used for approaches where a YIELD sign is used for the right turns. The PHOTO ENFORCED INCLUDES RIGHT TURN sign will be used for approaches where no YIELD sign is present for the right turns.

5. The city/county shall conduct a public awareness campaign at least 30 days prior to issuing citations.

6. The city/county will be required to submit an annual report to MoDOT for each state highway intersection in such city/county which has automated red-light enforcement equipment. The report will be due January 31 and include the following information from the previous year:
  - a. Safety performance
  - b. Citation data

The city/county will be responsible for any costs associated with installing automated red-light enforcement equipment, which may include engineering countermeasures required because of the use of such equipment.

The city/county must enter into a contract with MHTC for the use of an automated red-light violation enforcement system on state-maintained highways. Part of the contract will require an ordinance allowing the use and issuance of citations using automated red-light violation enforcement equipment. Once a contract is executed and a permit is issued, the city/county may proceed with the installation of the equipment.

For existing locations installed prior to January 2011, MoDOT will work with the city/county to bring the location into compliance with this policy.

### **Automated Enforcement of Speed Violations**

Cameras may be used to assist with enforcement of state speed limit laws in school zones, work zones and Travel Safe Zones on the state highway system. Use of automated speed enforcement equipment in any other location is not allowed.

For school zones, the following will apply:

1. The speed limit for the school zone shall be established based on Section 903.16.6 of the Engineering Policy Guide (EPG).
2. Where school speed limit signing is installed, flashers shall be installed with the signing. The flashers are only activated at times when the school speed limit applies. The speed limit should only be active during times when children are likely to be present. See Section 902.4.2.6 of the EPG for additional information.

For work zones, the following will apply:

1. Prior MoDOT concurrence of use of an automated speed enforcement system in a work zone.
2. The speed limit for the work zone shall be established based on Section 616.28 of the EPG.
3. Automated speed enforcement shall only occur when workers are present.

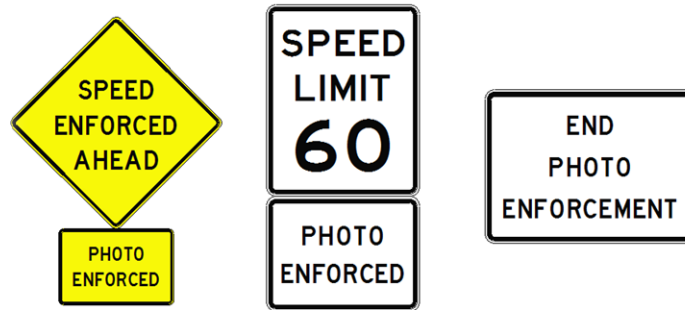
Travel Safe Zones shall be established in accordance with section 304.590 RSMo and the guidance in Section 907.3 of the EPG.

### **Conditions for Installation**

For automated speed enforcement systems, the following conditions must be met:

1. A duly sworn, Peace Officer Standards and Training (POST) certified law enforcement officer shall review and make the determination of any violation.

2. Advanced signing is required and shall be of the type below.



3. The city/county shall conduct a public awareness campaign at least 30 days prior to issuing citations.
4. The city/county will be required to submit an annual report to MoDOT for each state highway corridor in such city/county which has automated speed enforcement equipment. The report will be due January 31 and include the following information from the previous year:
  - a. Safety performance
  - b. Citation data

The city/county must enter into a contract with MHTC for the use of an automated speed violation enforcement system on state-maintained highways. Part of the contract will require an ordinance allowing the use and issuance of citations using automated speed enforcement equipment. Once a contract is executed and a permit is issued, the city/county may proceed with the installation of the equipment.