

## **Results of 2020 Automated Enforcement Survey**

Report to California Office of Traffic Safety

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## Background

The FAST Act Final Rule (23 CFR Part 1300.13 (c), 23 CFR Part 1300.13 requires that a state receiving 402 funds that allows the use of automated enforcement (AE) systems, conduct a survey of agencies using these systems, biennially, starting with the first report due March 1, 2018 and the second report due March 1, 2020.

The California Office of Traffic Safety (OTS) sponsored a survey to respond to this rule. The UC Berkeley Safe Transportation Research and Education Center (SafeTREC), under a grant with OTS, used the survey initially adapted from that delivered by the State of Maryland. The survey was entered into Qualtrics and distributed to jurisdictions in California. The survey appears in Appendix 1. A list of 31 jurisdictions reported by the Insurance Institute for Highway Safety (IIHS) as using AE as of October 2019 was contacted by email. Contact lists were compiled through OTS and SafeTREC staff contacts, internet searches, and phone calls. Initial personalized email requests were sent out on January 9, 2020 and reminders were sent on January 21, 2020 to agencies that had not yet responded.

## Survey Responses

### **A. Name of Jurisdiction/Political Subdivision**

We distributed surveys to thirty-one (31) jurisdictions and received twenty-four (24) responses from twenty-two (22) jurisdictions. The San Diego Sheriff's Office covered both Solana Beach and Del Mar. In the cities of Newark and San Leandro, we received comments from both the Police Department and Traffic Engineering. See Table 1 below.

**Table 1. Responding Jurisdictions, Population, and Type of AE**

Jurisdiction	Agency of Survey Respondent	Population	Type of AE in use
City of Commerce	Public Works	13,000	(Answer left blank)
City of Bakersfield	Police Department	350,000	Just red light cameras
City of Elk Grove	Police Department	175,000	Just red light cameras
City of Newark	Police Department and Engineering	384,000	Just red light cameras
City of Capitola	Police Department	10,080	Just red light cameras
Solana Beach and Del Mar	San Diego Sheriff's Office	18,000	Just red light cameras
City and County of San Francisco	City Engineer	850,000	Just red light cameras
City of Oxnard	Police Department	205,000	Neither system
City of San Leandro	Police Department and Traffic Engineering	89,000	Just red light cameras
City of Citrus Heights	Police Department	87,432	Just red light cameras
City of Beverly Hills	Police Department	35,000	Just red light cameras
Sacramento County	Sheriff's Office	1,500,000	Just red light cameras
City of Fremont	Police Department	233,136	Just red light cameras
City of Encinitas	Traffic Engineering	60000	Just red light cameras
City of Covina	Police Department	49,000	Just red light cameras
City of Garden Grove	Police Department	175,000	Just red light cameras
City of Hawthorne	Police Department	90,000	Just red light cameras
City of Capitola	Public Works	10,000	Just red light cameras
County of Los Angeles	Sheriff's Office	70,000	Just red light cameras
City of San Leandro	Traffic Engineering	90,000	Just red light cameras
Shasta County	Police Department	100,000	Just red light cameras
City of Los Alamitos	Police Department	11,636	Just red light cameras

## B. Survey Results

Responses to each question follow. The survey appears in its entirety in Appendix 1.

### 1. (Corresponds to Q3.1) The two types of automated traffic enforcement that this survey will ask about are red light cameras and speed cameras. Do you use either of these two automated traffic enforcement systems?

Twenty –three (23) respondents reported using just red light cameras. One (1) respondent uses neither system.

### 2. (Corresponds to Q5.1) Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?

Eight (8) jurisdictions answered this question and all reported yes.

### 3. (Corresponds to Q5.2) Ownership of system (camera & equipment)

Eighteen (18) jurisdictions reported they contracted for or leased a system and two (2) reported that the system was jurisdiction-owned.

### 4. (Corresponds to Q5.3) Are placement locations of automated enforcement publicly available?

Twenty (20) jurisdictions responded to this question. All reported that placement is publicly available.

**5. (Corresponds to Q5.4) Is information regarding the disbursement of this revenue publicly available?**

Seventeen (17) jurisdictions responded. Fourteen (14) answered “yes” to this question and three (3) responded “no.”

**6. (Corresponds to Q5.5) Is the number of automated enforcement citations issued publicly available?**

There were nineteen (19) total responses to this question. Eighteen (18) responded “yes” and one (1) responded “no.”

**7. (Corresponds to Q5.6) Upon deployment at a specific location, is there a warning period before citations are issued?**

There were twenty (20) responses to this question. Nineteen (19) responded “yes” and one (1) responded “no.”

**8. (Corresponds to Q5.7) Are citations reviewed and signed by a sworn law enforcement officer?**

There were twenty (20) responses to this question. Thirteen (13) responded “yes” and seven (7) responded “no.”

**9. (Corresponds to Q5.8) Is there a process in place for dispute resolution?**

All nineteen (19) responses to this question indicated that there is a process for dispute resolution.

**10. (Corresponds to Q5.9) Is the automated enforcement program audited?**

There were nineteen (19) responses to this question. Fifteen (15) responded “yes” and four (4) responded “no.”

**11. (Corresponds to Q5.10) How often is the automated enforcement program audited?**

Respondents wrote in the frequency of their AE program audit. Comments include:

Yearly (9 responses)

Unknown (3)

Upon request (1)

Routinely (1)

**12. (Corresponds to Q5.11) Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**

There were eighteen (18) responses to this question. Seventeen (17) reported “yes” and one (1) reported “no.”

**13. (Corresponds to 5.12) Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?**

There were a total of eighteen (18) responses to this question. All responded that the jurisdiction analyzes traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.).

## Appendix 1. FFY 19-20 FAST Act Biennial Survey of State Automated Traffic Enforcement Systems Survey\*

### Q1.1

Thank you for your assistance in collecting data regarding your government entity's use of automated traffic enforcement systems, This brief survey will begin with a series of questions asking you to identify your jurisdiction and the types of automated enforcement you use.

This survey is being administered to meet the requirements of:

**FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) US CODE Title 23; Public Law 114-94, Title IV – Highway Safety § 4002 – Special Funding Conditions for Section 402 Grants Biennial Survey of State Automated Traffic Enforcement Systems**

### Q2.1

Your Name

### Q2.2

Your Title

### Q2.3

Name of Jurisdiction/Political Subdivision:

### Q2.4

Type of Government Entity

### Q2.5

Population

### Q3.1

The two types of automated traffic enforcement that this survey will ask about are red light cameras and speed cameras. Do you use either of these two automated traffic enforcement systems?

- Just red light cameras
- Just speed cameras
- Both systems
- Neither system
- Contracted/leased

### Red Light Camera Section

Q5.1

Did the jurisdiction/political subdivision refer to and follow FHWA "*Red Light Camera Systems Operational Guidelines*" when implementing its automated enforcement system?

- Yes
- No
- × Don't Know

Q5.2

Ownership of system (camera & equipment)

- Jurisdiction-owned
- Contracted/leased

Q5.3

Are placement locations of automated enforcement publicly available?

- Yes
- No

Q5.4

Is information regarding the disbursement of this revenue publicly available?

- Yes
- No

Q5.5

Is the number of automated enforcement citations issued publicly available?

- Yes
- No

Q5.6

Upon deployment at a specific location, is there a warning period before citations are issued?

- Yes
- No

Q5.7

Are citations reviewed and signed by a sworn law enforcement officer?

- Yes
- No

Q5.8

Is there a process in place for dispute resolution?

- Yes
- No

Q5.9

Is the automated enforcement program audited?

- Yes
- No

Q5.10

How often is the automated enforcement program audited?

Q5.11

Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?

- Yes
- No

Q5.12

Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?

- Yes
- No

\*Questions 4.1-4.12 referred to speed cameras, so was not pertinent to this survey.