

Louisiana Highway Safety Commission

2020 Automated Enforcement Survey Report



prepared for

National Highway Traffic Safety Administration

prepared by

Louisiana Highway Safety Commission

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The Fixing America's Surface Transportation Act (FAST Act), 23 U.S.C. Part 1300, made changes to the National Highway Traffic Safety Administration's (NHTSA) highway safety grant program. Specifically, §1300.13(d), introduced a requirement that states must either certify they do not use automated enforcement systems on any public road in the State, including systems installed in political subdivisions, or conduct a survey of the automated enforcement systems installed in the State. In Louisiana, the jurisdictions with automated enforcement systems are New Orleans, Baton Rouge, and Lafayette.

1.0 The Survey

As required by § 1300.13(d), the automated enforcement survey must include:

1. A list of automated traffic enforcement systems in the State;
2. Adequate data to measure the transparency, accountability, and safety attributes of each automated traffic enforcement system; and
3. A comparison of each automated traffic enforcement system using Speed Enforcement Camera Systems Operational Guidelines (DOT HS 810 916), as updated; and Red Light Camera Systems Operational Guidelines (FHWA-SA-05-002), as updated.

The survey was designed to be brief but capture all of the needed information. For the purposes of this survey the administrators of the automated enforcement systems were surveyed, not the contractors or leasees of the automated enforcement systems.

The survey included general questions to collect basic data such as jurisdictional authority and population size. After providing the type of automated enforcement system (red light camera, speed enforcement camera, or both) used in the jurisdiction, the additional questions collect the information for items 1 through 3 listed above.

Next, the survey collected information specific to each type of automated enforcement system. This series of questions addresses the three attributes referenced in §1300.13(d): transparency, accountability, and safety.

2.0 Results

Baton Rouge, Lafayette, and New Orleans completed the survey and answered the questions relevant to their jurisdiction. Table 1 lists the basic information for each jurisdiction, while Tables 2 and 3 provide the responses to questions about red light cameras and speeding cameras, respectively.

Table 1. General Information

	Baton Rouge	Lafayette	New Orleans
Full Name	City of Baton Rouge – Parish of East Baton Rouge	Lafayette Consolidated Government	New Orleans
Type of Entity	City/Parish combination	City	Parish
Population	228,286	129,000	417,100
Type of enforcement	red light cameras	both	both

Table 2. Red Light Cameras

	Baton Rouge	Lafayette	New Orleans
Follows FHWA-SA-05-002	Yes	Don't Know	Don't Know
Ownership status	Contracted/Leased	Contracted/Leased	Contracted/Leased
Transparency			
Locations publicly available	Yes	Yes	Yes
Revenue publicly available	Yes	Yes	Yes
Revenue disbursement publicly available	Yes	Yes	Yes
Number of citations issued publicly available	No	Yes	Yes
Pre-citation warning*	Yes	Yes	No
Accountability			
Citations reviewed/signed by Law Enforcement Officer	Yes	Yes	Yes
Dispute resolution process in place	Yes	Yes	Yes
Are cameras audited	No	Yes	Yes
Audit Frequency	N/A	Not Sure	Monthly
Safety			

Traffic data determines placement	Yes	Yes	Yes
Traffic data determines effectiveness	Yes	No	No

* The question was *Upon deployment at a specific location is there a warning before citations are issued for red light camera violations?*

Table 2 shows that each jurisdiction makes the locations, revenue, and revenue disbursement available to the public. Lafayette and New Orleans make the number of citations issued publicly available and issue a warning before issuing citations via a newly-placed camera. Lafayette is the most transparent of the three jurisdictions, making much of their information publicly available.

All jurisdictions demonstrate accountability by having red light camera citations reviewed and signed by a law enforcement officer, and a dispute resolution process for drivers that choose to challenge the citation. Lafayette and New Orleans audit their red light cameras, although Lafayette is unsure of the audit frequency.

Regarding data-driven processes, each jurisdiction uses traffic data to determine the placement of red light cameras. However, only Baton Rouge uses traffic data to determine the effectiveness of red light cameras on other travel elements such as roundabouts.

Each of these jurisdiction contracts or leases their cameras from another firm. Only Baton Rouge confirmed knowing that their cameras follow FHWA's *Red Light Camera Systems Operational Guidelines* (FHWA-SA-05-002).

Table 3. Speeding Cameras

	Lafayette	New Orleans
Follows DOT HS 810 916	Don't Know	Don't Know
Ownership status	Contracted/Leased	Contracted/Leased
Transparency		
Locations publicly available	Yes	Yes
Revenue publicly available	Yes	Yes
Revenue disbursement publicly available	Yes	Yes
Number of citations issued publicly available	Yes	Yes
Pre-citation warning*	Yes	No
Accountability		
Citations reviewed/signed by Law Enforcement Officer	Yes	Yes
Dispute resolution process in place	Yes	Yes
Are cameras audited	Yes	Yes
Audit Frequency	Not Sure	Monthly
Safety		
Traffic data determines placement	No	Yes
Traffic data determines effectiveness	No	No

* This question was *Upon deployment at a specific location is there a warning before citations are issued for speeding camera violations?*

As shown in Table 3 the two jurisdictions that have speeding cameras are transparent about their use. Although New Orleans does not offer pre-citation warnings for new speeding cameras, this is consistent with their policy on red light cameras. These two jurisdictions retain the same transparency parameters about their speeding cameras as they do about their red light cameras.

Lafayette and New Orleans both demonstrate accountability by auditing their speeding cameras. The respondent for Lafayette was unsure of the audit frequency, but was sure that audits are conducted, potentially by the leasing agent of the automated enforcement devices.

Lafayette does not use traffic data to determine the placement of speed cameras nor the effectiveness of said cameras. While New Orleans does use traffic data to determine camera placement, data is not used to determine their effectiveness. New Orleans’ use of data is consistent with its red light cameras, but Lafayette’s is not the same.

Each jurisdiction leases or contracts their speeding cameras from another firm, and neither know for certain whether they are compliant with *Speed Enforcement Camera Systems Operational Guidelines* (DOT HS 810 916).

3.0 The Jurisdictions

The following table summarizes the information available for each respondent jurisdiction. The information under each jurisdiction is a hyperlink to the online information.

Table 4. Web-links to Jurisdictions’ Authorizing Code and Public Outreach Website

	Baton Rouge	Lafayette	New Orleans
Municipal/Parish Code	Section 11:54-- Electronic Enforcement	Article 10: Electronic Enforcement	Title 17: Automated Traffic Enforcement System
Public Outreach Website	_____	SafeLight/SafeSpeed Lafayette	Department of Public Works: Traffic Camera Safety Program

Lafayette

Red light cameras and speeding cameras in Lafayette are authorized and administered by Lafayette City-Parish Consolidated Government. Their Code has explicit divisions for red light running (Article X, Division 1) and vehicle speed (Article X, Division 2). Their [public outreach website](#) lists the pertinent legal code, nationwide safety facts regarding red light and speeding fatalities,

violation/violation appeals information, a list of camera locations, and basic roadway definitions (such as an intersection).

While the full name of the program is SafeLight/SafeSpeed, the focus seems to be more on red light running.

New Orleans

Automated enforcement systems in New Orleans are authorized and administered by the City based on their Code of Ordinances. Their [public outreach website](#) is administered by the Department of Public Works and includes information on:

- The Traffic Camera Safety Program at large,
- the locations of enforcement cameras,
- and a link to request deployment of a Mobile Traffic Unit.

Enforcement cameras are separated into five groups; the groups pertinent to this survey are those designated as “red light/speed”, “school zone/speed”, and “speed only”. The locations are clearly identified in both map and table form. The main page also lists several frequently asked questions that address topical issues such as mobile unit deployment and specific operating times, but do not delve into issues such as jurisdictional ownership and data collection.

4.0 Conclusion

Per §1300.13(d) the Louisiana Highway Safety Commission (LHSC) has fulfilled the survey requirement of automated enforcement systems installed in the State to be eligible for Section 402 grant funds. The jurisdictions of Baton Rouge, Lafayette, and New Orleans respectively have automated enforcement systems in place. Each of the jurisdictions used data-driven approaches for safety to determine placement of automated enforcement systems, with the exception of Lafayette for the placement of speed cameras. Data used for determining effectiveness was less uniform among the jurisdictions.

Transparency regarding automated enforcement devices in the jurisdictions was strong. Most of the information regarding the automated enforcement devices was publicly available online for the public to view. The only exceptions were Baton Rouge did not have the number of citations issued via automated enforcement devices publicly available and New Orleans does not issue warnings prior to citations when placing an automated enforcement device in a new location.

The accountability of the automated enforcement devices is uniform among the jurisdictions as they each have a sworn officer review the citations as well as have a dispute/resolution process in place for citations that come from an automated enforcement device. Each of these jurisdictions not only explicitly authorize automated enforcement in their code, but conduct accessible public outreach campaigns as well, whether in the form of a website or events. Respondent’s noted that automated enforcement devices were audited, with the exception of Baton Rouge.
