

AUTOMATED TRAFFIC ENFORCEMENT



BIENNIAL SURVEY

IOWA'S GOVERNOR'S TRAFFIC SAFETY BUREAU

SUBMITTED FOR FISCAL YEAR 2020

Kim Reynolds
Governor
Adam Gregg
Lt. Governor



Department of Public Safety

Stephan K. Bayens
Commissioner

Executive Summary

The Iowa Governor's Traffic Safety Bureau (GTSB) took the lead in conducting a survey of state automated traffic enforcement systems as required under the FAST ACT. The survey was conducted with the assistance of the Department of Transportation (DOT.)

The DOT has drafted guidelines for use in response to requests from cities and counties to install automated traffic enforcement systems on primary highway systems. Jurisdictions that use automated enforcement devices are regulated by city and county ordinances and not the state DOT. Prior to 2017, the DOT had authority over ATE's on the state's primary highway system.

This survey provides a copy of the DOT Automated Traffic Enforcement guidelines which does follow the federal speed enforcement camera systems operational guide as well as the red light camera systems operational guidelines, a list of all automated traffic enforcement systems in the state and the cities documentation on their individual ATE systems. (Waterloo did not respond to multiple requests for documentation.)

The website below contains the cities original request to DOT (prior to 2017) for authority to use ATE's and the DOT's evaluation that the cities use adequate data to measure the transparency, accountability, and safety for their automated traffic enforcement system.

<https://iowadot.gov/aterports/Submitted-Annual-Reports>

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Iowa's nine jurisdictions that use Traffic Enforcement (ATE) on Iowa's primary road system;

1. Des Moines
2. Davenport
3. Council Bluffs
4. Muscatine
5. Sioux City
6. Cedar Rapids
7. Waterloo
8. Fort Dodge
9. Windsor Heights

Automated Traffic Enforcement

Traffic and Safety Manual
Chapter 8
Automated Traffic Enforcement
Originally Issued: Draft
Revised:

General

This section is intended to provide guidance for use in response to requests from cities and counties to install automated traffic enforcement systems on the Interstate and primary highway system. The Department will generally provide a review of the existing applicable traffic control devices and speed limits, and the proposed equipment locations and installation methods, to promote a safe roadway for all users. The Department will not review the need for, or operation of the automated traffic enforcement equipment.

All requests to install automated traffic enforcement equipment within the Interstate and primary highway right-of-way shall be submitted to the District Office on the Application for Approval of a Traffic Control Device, form #810071. The application serves as the agreement between the DOT and applicant. The application provides approval by DOT of the installation of an automated enforcement system and establishes the ownership, operations, and maintenance responsibilities. DOT reserves the right to require removal for the reasons described on the application.

Additional applications may also be necessary as determined by the District Office.

Automated Red-light Running Enforcement (fixed location at traffic signal)

This section covers requests for automated red-light running enforcement at traffic signals which may include automated speed enforcement using the same cameras. If the District Office receives a request for automated red-light running enforcement, the city or county will be asked to provide the following:

- Submit to the District Office an "Application for Approval of a Traffic Control Device" for each automated enforcement system with the following information:
 - a. Identify the proposed intersection for automated red-light running enforcement
 - b. The existing yellow change times (and all-red times if applicable) for the intersection approach(es) that will have automated enforcement
 - c. Existing speed limit on the approach(es) and width of the intersection
 - d. A plan layout of the location of the proposed automated enforcement equipment, including signs if they are used. When used, signing should be in accordance with the MUTCD and will be furnished by the applicant and installed as mutually agreed between the applicant and the DOT
 - e. Details of how the equipment will be installed

The District Office will forward the information to the Office of Traffic and Safety. They will:

- Review the yellow change times against the Institute of Transportation Engineers (ITE) recommended practice/equation for yellow change times
- Review the proposed equipment locations and installation methods for safety
- If the request includes enforcing speed limits, the DOT may conduct a speed study to evaluate the existing speed limit. If the speed study results recommend a change in the speed limit, the District will meet with the city/county to determine the appropriate speed limit. If the city/county

would like to expedite the speed study, they may collect the speed data and provide it to the DOT for review. The Office of Traffic and Safety can provide instructions on how the data should be collected.

Once any concerns are addressed, the Office of Traffic and Safety will approve the application and return it to the District Office who will then provide the signed application to the city/county.

Automated Speed Enforcement (fixed locations)

If the district receives a request for automated speed enforcement, the city or county will be asked to provide the following:

- Submit to the District Office an "Application for Approval of a Traffic Control Device" for each automated speed enforcement system with the following information:
 - a. Identify the proposed location for automated speed enforcement
 - b. Existing speed limit to be enforced
 - c. A plan layout of the location of the proposed automated enforcement equipment, including signs if they are used. When used, signs should be in accordance with the MUTCD and will be furnished by the applicant and installed as mutually agreed between the applicant the DOT
 - d. Details of how the equipment will be installed

The District Office will forward the information to the Office of Traffic and Safety. They will:

- Review the proposed equipment locations and installation methods for safety
- The DOT may conduct a speed study to evaluate the existing speed limit. If the speed study results recommend a change in the speed limit, the District will meet with the city/county to determine the appropriate speed limit. If the city/county would like to expedite the speed study, they may collect the speed data and provide it to the DOT for review. The Office of Traffic and Safety can provide instructions on how the data should be collected.

Once any concerns are addressed, the Office of Traffic and Safety will approve the application and return it to the District Office who will then provide the signed application to the city/county.

Automated Speed Enforcement (mobile units)

The DOT will not take an active review/approval stance on mobile automated speed enforcement. This includes automated enforcement equipment installed in a vehicle, or on a trailer, parked on the right-of-way.

If a city or county plans to conduct automated speed enforcement on the Interstate or primary highway system, the District Office should provide them with the following suggested recommendations. These recommendations relate to the placement of their automated enforcement units and were developed to promote a safe roadway for motorists, pedestrians and other users.

1. Located where it does not impede, oppose or interfere with free passage along the primary highway right-of-way.
2. Located where it does not create a visual obstruction to passing motorists.
3. Located where there is a clear view of the automated enforcement unit from a distance of 200 feet in each direction.
4. Not be placed or parked within 15 feet of a traffic lane of any Interstate highway, or other fully controlled access facilities, unless shielded by a crashworthy barrier.
5. Not be placed or parked on the outside shoulder of any primary highway for longer than 48 hours unless shielded by a crashworthy barrier.
6. Not be placed or parked within 2 feet of the back of the curb or within 2 feet of any sidewalk.
7. Be placed in a manner to avoid creating traffic backups or delays.

8. If located within a work zone, the unit should be placed so that it does not interfere with the work activity or create a safety hazard for road users.
9. If parked behind a crashworthy barrier, the unit must allow for adequate lateral deflection of the barrier without impacting the automated enforcement unit.

If requested, the District Office will assist the city/county to identify appropriate locations for the equipment. The Office of Traffic and Safety will assist as requested.

The city/county may want to install a sign, in accordance with the MUTCD, in advance of the enforcement area to alert drivers of the enforcement effort. These signs would likely be temporary in nature and meet applicable crash test requirements.

Mitigation of Hazards

If a city or county proceeds in disregard of these recommendations and creates an obstruction in the right of way that constitutes an immediate hazard to the traveling public, the District Office should take prompt action to remove the obstruction from the right of way, consistent with sections 318.4 and 318.5(1) of the Iowa Code.

If a city or county proceeds in disregard of these recommendations and creates an obstruction in the right of way that constitutes a hazard to the traveling public that is not deemed an immediate hazard, the District Office should give the city or county responsible for the system 48 hours notice that its system or unit constitutes a hazard and should be removed or otherwise mitigated, and should take prompt action to remove the obstruction if the responsible city or county does not act within that time, consistent with sections 318.4 and 318.5(2) of the Iowa Code.

RED LIGHT AND SPEED CAMERA INFORMATION PAGE

On *July 3, 2011* enforcement will begin at the locations where red light and speed cameras are placed and actual notices of infractions and fines due will be sent to violators. We anticipate that questions and complaints will be received from the public once actual enforcement begins and the violation notices are received. We are providing the following relevant information for reference and to pass along as you address these inquiries.

REFERRAL PHONE NUMBERS

Des Moines Police Traffic Unit 515-271-4650
Phones answered M-F, 7:00 AM – 3:00 PM

Des Moines Police Patrol Section..... 515-283-4836
Phones answered M-F, 8:00 AM – 5:00 PM

Gatso USA Traffic Enforcement Solutions..... 855-370-4229
Phones answered M-F, 7:30 AM – 4:00 PM Central time

RED LIGHT CAMERA LOCATIONS

1. East 15th & Maple Streets (northbound)
2. 19th Street & University Avenue (northbound)
3. MLK, Jr. Parkway & School Street (eastbound)
4. SE 5th & Army Post Road (eastbound)
5. 9th Street & Grand Avenue (southbound)

The red light camera locations were selected by using statistical information provided by the Iowa Department of Transportation for the year 2010. The factors considered in determining placement were:

- Number of accidents at the intersection
- Severity of the accidents
- Type of accident (intersections with a greater volume of right-angle crashes were chosen)
- Traffic volume
- Type of intersection control (only electronically controlled intersections could be used)
- Construction standards
- Plans for intersection reconfiguration (intersections with upcoming reconfiguration plans were not used)

SPEED ENFORCEMENT

- One camera will be placed at a fixed location in I-235 (exact placement not yet determined).
- Mobile unit will be placed in a different location each day.
- The locations will be announced daily through media outlets and the department's Facebook page.

FINES

- \$65.00 for red light violations
- \$65.00 for speed violations 1-15 mph over the posted speed limit
- \$75.00 for speed violations 16-20 mph over the posted speed limit
- \$80.00 plus \$2.00 for each mph in excess of 21 mph over the posted speed limit

Note: The citations will be in the form of civil infractions and will not impact a person's driver's license.

Des Moines, Iowa Police Department
Public Safety Automated Traffic Enforcement

Frequently Asked Questions

Q. What is the purpose of the automated enforcement systems?

A. *The police department is committed to the safety of our residents and visitors, including the motoring public. As well, traffic related complaints are among the most frequently heard from our citizens. The intent of the automated systems is to reduce accidents and seek voluntary compliance to traffic laws from motorists.*

Q. What are the locations of the red light systems?

A. *East 15th Street & Maple Street, 19th & University, Martin Luther King Jr. Parkway & School Street, SE 5th & Army Post Road and 9th & Grand Avenue.*

Q. What is the location(s) of the fixed speed system on I-235?

A. *The location(s) will be determined after further analysis. The location and date of installation is not yet determined.*

Q. How many enforcement systems are being utilized?

A. *The police department is utilizing a mobile system that can be used to respond to areas that have a high rate of traffic accidents, locations that citizens have expressed concern about, school and construction zones and other enforcement as identified by the police department.*

Q. Is a citation reported to the State of Iowa, Department of transportation?

A. *No, the citation is a civil infraction that holds the registered owner of the vehicle responsible for the infraction.*

Q. How do I pay the citation or contest it?

A. *The instructions for payment and contesting are on the notice. However, if you have lost the notice or need other payment information, please call 877-393-8375*

Q. Are the systems legal?

A. *Yes, the city has an ordinance, 114-243, that allows the enforcement systems. As well, the Iowa Supreme Court has stated that the systems are constitutional.*

Q. What are the fines?

A. *The fine structures are attached to the ordinance on the website.*

Q. How does the system work?

A. *The speed systems, both mobile and fixed use certified radar and a camera system to identify speeding motorists. If the radar system detects a speeding motorist the camera is activated and pictures of the speeding vehicle are taken. The radar system is lane specific and the camera identifies which lane the detection came from. At least two clear pictures of the moving vehicle we will be available for review.*

The red light system used a radar system to detect a vehicle if the traffic control light is red. Again, the detection is lane specific and two pictures and a video will be available to identify the vehicle that ran the red light.

The final decision if a notice will be issued or not is the responsibility of the police department. GATSO USA, the vendor, does the initial evaluation and the police department makes the final determination.

Please refer to other sections of this website for more information.

Thank you and please drive safely.

RED LIGHT / SPEED CAMERA VIOLATIONS

In August of 2004, the Davenport Police Department began an automated traffic enforcement program called Red Means Stop when five intersections were fitted with cameras that take photographs of vehicles that run red lights.

VIEW YOUR VIOLATION VIDEO

[View your violation here](#)

HOW IT WORKS

[Informational video.](#)

Violation notices are then sent to the registered owners of the vehicles, who are held responsible under a Davenport City Ordinance. Those present locations are:

- Kimberly Rd. at Brady St., eastbound and westbound
- Welcome Way at Kimberly Rd, southbound
- Harrison St. at 35th St., southbound
- Locust St. at Lincoln Ave., eastbound and westbound

In January of 2006, the Davenport Police Department expanded its automated enforcement efforts to include speed enforcement. This program is called No Need for Speed. The existing red light camera systems will be increasing the number approaches that are covered at each intersection by the camera systems, allowing them to photograph additional vehicles that violate the red lights. These intersections are also being upgraded to allow the camera systems to photograph vehicles that are speeding. Those vehicle owners will be cited under an ordinance similar to the automated red light ordinance. The following fixed speed enforcement sites are in operation:

- Kimberly Rd. at Brady St., eastbound
- Harrison St. at 35th St., southbound
- Locust St. at Lincoln Ave., eastbound
- 1800 W. 3rd St. (3rd St. at Pine St.), eastbound
- 3300 N. Division St., southbound
- 2600 N. Brady St., northbound
- 1200 E. River Dr., westbound

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Red Light Photo Enforcement Program

Stop on Red - Automated Traffic Enforcement (ATE)

The City of Council Bluffs utilizes automated camera technology for the detection of red light violations. This technology allows the Police Department to monitor more intersections with fewer officers, helping to make our streets safer.

Each location of ATE cameras is clearly marked with signage in advance of the intersection. A still photograph and video are taken of the vehicle entering the intersection against a red light. You can review the video at www.photonotice.com. In order to review the video, you will need to enter City Code CBLF. After verification and approval by a police officer, a citation is sent to the registered owner of the vehicle. This citation is considered a municipal infraction and is not reported to the State of Iowa or any other Department of Transportation and does not become a part of the vehicle owner's driving record.

If you have questions about the "Stop on Red" program, please [view our list of FAQs](#) or call at (712) 328-4948.

Fines

ATE Violations:

- The fine for a violation issued to the registered owner of a vehicle caught on camera running a red light is \$100.
- Appeals are handled through the Council Bluffs Legal. If you choose to appeal your violation, send in the "appeal request form" on the citation. Someone from Legal will contact you with an appeal date. Should you have any questions regarding your appeal, contact Legal at (712) 328-4620.

City of Muscatine

Automated Traffic Enforcement

Report

The following report has been created in response to a public records request of the Iowa Department of Transportation Primary Highway System ATE guidelines, for the 2017 calendar year.

Background

In 2010, the City of Muscatine awarded the contract for our Automated Traffic Enforcement (ATE) initiative to Gatso USA. Through accident data as well as speed and red light violation surveys we decided that eight (8) approaches at five intersections would receive the equipment. The system was set up to monitor red light violations as well as speed violations at all five (5) intersections. The intersections selected for the ATE equipment were:

Washington St at Park Ave (north and south approaches)
Cleveland St at Park Ave (north and south approaches)
Cedar St at Houser St (east and west approaches)
University Dr at US Hwy 61 (westbound approach)
Mulberry Ave at US Hwy 61 (westbound approach)

The ATE equipment was built and installed by Gatso USA at no cost to the City of Muscatine. The City and Gatso USA submitted engineered construction plans and worked closely with the Iowa Department of Transportation to ensure that the entire construction and sign placements were completed to their requirements. Winter weather delayed the construction process during December and January. Each intersection has speed limit signs and red light signs that clearly advise that photo enforcement equipment is used at those intersections. In addition to those signs, the City elected to put up "traffic laws photo enforced" signs on every corporate limit signs posts on roadways entering Muscatine.

The City developed with Gatso Business Rules. These rules set in writing how all different kinds of violation events should be handled by Gatso. Some examples were: what if an emergency vehicle commits a violation without their flashing lights turned on, and what if a city vehicle commits a violation. The camera/radar system detects violators and passes the violation information to a Gatso employee who applies the Business Rules and verifies that a violation appears to have occurred and then they create a violation package that includes location information, violation information and vehicle information. This event package is

then sent to our department for review. A police officer who attended an organized training class on the system reviews the data and determines if a violation of the city ordinance has actually occurred and if the violation, location and vehicle information matches what is viewed in the photos and video. If everything matches up and a violation has actually occurred then the officer will issue a citation. The officers approval is transmitted back to Gatso who then prints and mails the paper violation.

The ATE equipment not only detects and documents red light and speed violations but also has other capabilities. The system can be set for license plate recognition for Amber Alerts or other major crimes that occur close to these intersections. The video that the system archives has been used multiple times as evidence in court for citation issued due to traffic crashes in the area of the ATE equipment. The system also provides a live video view. This feature allows a city authorized person to look through the camera at the intersection whenever they may need to.

The paper citation the citizen received at their home contains color images of the violation and their license plate. Also contained are easy to read instructions explaining why they received the citations and how to pay it or request an administrative review. The paper citation also contains information on a website where the citizen can view the still photos printed on the paper citations and also a video of the violation. There is also information about paying the citation on-line or requesting an administrative review.

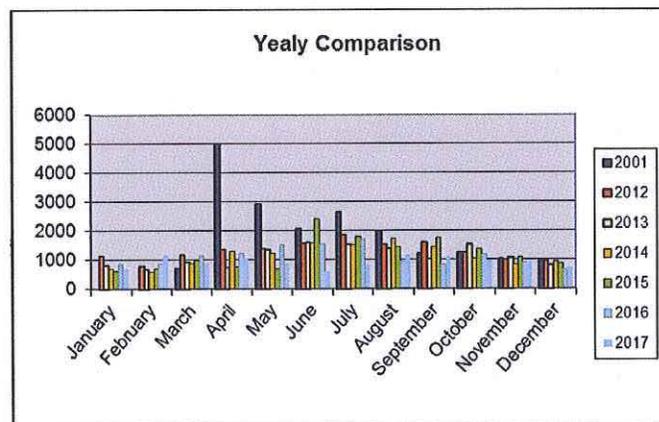
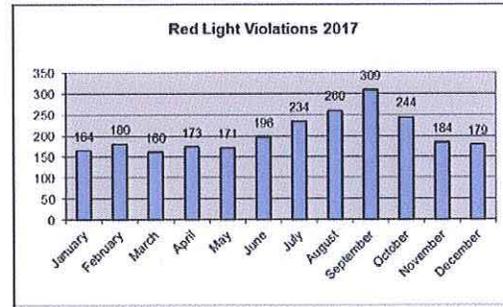
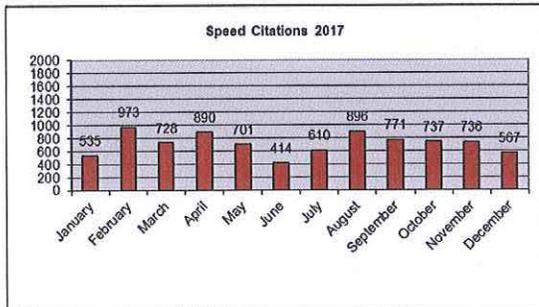
Prior to the implementation of the ATE equipment, public hearings and meetings were held during City Council meetings for at least a year prior to implementation, posters were put up at many locations across the city, informational pamphlets were distributed to the public and information was disseminated via email and the internet.

On March 11, 2011, the Automated Traffic Enforcement equipment was activated at the intersection of Cedar St and Houser St. On March 18, 2011, the Automated Traffic Enforcement equipment was activated at the intersections of US Hwy 61 and Mulberry Ave, US Hwy 61 and University Ave and Park Ave and Cleveland St. Because of property questions and construction delays, the intersection of Washington St and Park Ave wasn't active until May 21, 2011. Each intersection had a warning period of 30 days.

Current Citation and Crash Statistics

During 2017 there were a total of 11,012 citations issued. 2,454 citations were issued for red light violations and 8,558 citations were issued for speed violations. 2,975 speed violations were generated from the mobile speed vehicle (Chevy

Sonic) that was in operation the complete calendar year. Comparing this data to the violations issued in 2016, there was an 18% (2,310) reduction in citations issued for calendar year 2017. A decrease of 608 (8%) red light violations was experienced in 2017. Speed violations decreased by 1,701 (17%) violations compared to 2016.



At the end of April, following the judge’s ruling, the approach on Hwy 61 at University was deactivated as mentioned in a prior paragraph. The first four months of the year we saw a reduction of 970 (47%) violations at this approach. Historically, in the 8 months this approach was active in 2011 there were 12,857 speed violations. By 2016 the number of speed violations dropped to 5,999! That was a **54%** reduction of speeding vehicles through that approach. Please remember that this approach was chosen for the speeding vehicle issue and not for the crash rate. This is a big detail that the Iowa DOT completely ignores.

Following the highly publicized deactivation of the ATE equipment at this approach we found a HUGE increase in speeding incidents. During the period from May through the end of November there were 18,578 vehicles recorded traveling 11 mph or more through that intersection. From past experience we have found that 20 – 30 % of these events would translate into enforceable violations. That equates to 13,003 to 14,862 violations during that 7 month period! This area

is a growing business district and development is planned for additional housing. It is beyond comprehension how the Iowa DOT can say with a straight face that this program and equipment has not been effective.

2017 will be the first full year we have been running the mobile speed vehicle. This is a Chevy Sonic. The mobile ATE vehicle has been deployed on city streets that are not primary roadways where the Iowa DOT has influence. The locations for the vehicle to be set up are determined by citizen complaints/request, input from agency employees about high speed locations and from city staff. The Sonic is typically deployed for a 24 hour period. After each deployment it needs to be recharged for a similar timeframe. The Sonic is also used for data collection for Public Works and the city's traffic committee. The mobile speed vehicle is not used on any primary roadways where the Iowa DOT has shared authority with the City.

The department has received approximately 65 citizen requests for locations of the mobile speed vehicle in 2017. During 2017 there were 2,975 speed violations issued from the events captured by this system.

Since 2011 we have seen a reduction in crashes each year at each intersection where ATE equipment is operating. The chart below lists crashes since 2010 at the intersections where ATE equipment is installed.

Year	Total	PI	PD
2010	34	9	25
2011	28	9	19
2012	26	6	20
2013	19	4	15
2014	25	2	23
2015	19	2	17
2016	28	4	24
2017	21	3	18

In 2017 we saw a decrease in the crash rate of 25% from 2016. This is still a reduction from the pre-ATE era. The injury crashes remained very low with only 3 personal injury (PI) crashes at these intersections!

Confirmation of the calibration of the fixed ATE locations continues to be conducted by the Muscatine Police Department on a quarterly basis.

In conclusion: Are the traffic cameras having any effect on the driving habits of area drivers? After looking at the statistics for citations and crashes for the time the ATE systems have been installed and running we believe they are. We continue to have less crashes (39% less) at these intersections then the year prior to

implementation. We have less red light and speed violations then the prior year. There is also the glaring evidence with the deactivation since May of the approach at Hwy 61 and University Dr.

University Dr at US Hwy 61

Year	Number of Crashes	Crash Types	RL Violations Issued	Speed Violations Issued
2009	5	PI - 1 PD - 4	NA	NA
2010	5	PI - 1 PD - 4	NA	NA
2011	7	PI - 4 PD - 3	83	12851
2012	6	PI - 1 PD - 5	126	8992
2013	5	PI - 1 PD - 4	102	7638
2014	5	PI - 1 PD - 4	124	8018
2015	4	PI - 1 PD - 3	148	7554
2016	7	PI - 1 PD - 6	137	5999
2017	9	PI - 0 PD - 9	66	1134

8 month period

18,578 speeders May - November

Mulberry Ave at US Hwy 61

Year	Number of Crashes	Crash Types	RL Violations Issued	Speed Violations Issued
2009	5	PI - 0 PD - 5	NA	NA
2010	10	PI - 4 PD - 6	NA	NA
2011	10	PI - 3 PD - 7	214	2600
2012	8	PI - 4 PD - 4	192	1551
2013	4	PI - 1 PD - 3	227	868
2014	3	PI - 0 PD - 3	168	1086
2015	4	PI - 0 PD - 4	239	1332
2016	6	PI - 0 PD - 6	340	1621
2017	5	PI - 1 PD - 4	199	1470

8 month period

Cleveland and Park Ave (Business Hwy 61)

Year	Number of Crashes	Crash Types	RL Violations Issued	Speed Violations Issued
2009	8	PI - 1 PD - 7	NA	NA
2010	5	PI - 2 PD - 3	NA	NA
2011	6	PI - 0 PD - 6	812	1904
2012	4	PI - 0 PD - 4	1102	1709
2013	5	PI - 2 PD - 3	824	1582
2014	8	PI - 0 PD - 8	994	1872
2015	2	PI - 0 PD - 2	971	2086
2016	6	PI - 2 PD - 4	1237	1917
2017	2	PI - 1 PD - 1	985	2260

8 month period

Washington and Park Ave (Business Hwy 61)

Year	Number of Crashes	Crash Types	RL Violations Issued	Speed Violations Issued
2009	10	PI - 4 PD - 6	NA	NA
2010	5	PI - 1 PD - 4	NA	NA
2011	3	PI - 1 PD - 2	305	336
2012	3	PI - 1 PD - 2	763	422
2013	4	PI - 0 PD - 4	681	589
2014	3	PI - 1 PD - 2	723	425
2015	7	PI - 1 PD - 6	710	511
2016	4	PI - 0 PD - 4	782	626
2017	3	PI - 1 PD - 2	675	641

7 month period

Cedar St at Houser St

Year	Number of Crashes	Crash Types	RL Violations Issued	Speed Violations Issued
2009	6	PI - 2 PD - 4	NA	NA
2010	9	PI - 1 PD - 8	NA	NA
2011	2	PI - 1 PD - 1	513	131
2012	5	PI - 0 PD - 5	493	112
2013	1	PI - 0 PD - 1	713	145
2014	6	PI - 0 PD - 6	231	35
2015	2	PI - 0 PD - 2	799	93
2016	5	PI - 1 PD - 4	466	80
2017	2	PI - 0 PD - 2	529	78

8 month period



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Photo Enforcement

DRIVE R.I.T.E. (Red-Light Intersection Traffic Enforcement) & S.A.V.E. Lives (Speed Automated Violation Enforcement)

The City of Sioux City uses cameras to enforce traffic laws at certain intersections in the city and on the I-29 corridor within the city limits. We want people to drive safely and the cameras help by affecting driver's behaviors to increase compliance with our traffic laws.

Intersections to have cameras placed on them were identified based on accident data, officer identified trouble spots and intersection issues that precluded traditional enforcement methods. The intersections that the cameras were placed on were surveyed for a twelve hour period before their implementation. After photo enforcement started on the selected intersections, red light violations dropped dramatically at all but one intersection.

Since 2006, on I-29 in Sioux City, there have been over 200 accidents in which someone was injured. Tragically, there have also been 13 lives lost. With construction on I-29, it is very difficult, if not nearly impossible in some locations, for officers to safely enforce speed limits on the interstate. The use of speed cameras has given us an effective means of enforcing speed laws and lowering the number of violators on I-29. In a survey of speed violators on I-29, there were 11,414 cars traveling at least 11 mph over the speed limit in a 12 hour period before the cameras were implemented. In the first six months of the cameras being present on I-29, 1,740,172 cars passed the cameras and only 9,795 were 11 mph or greater over the speed limit. More importantly, there has been a decline in accidents reported on I-29. There has also been a decline in accidents.

RED LIGHT CAMERA LOCATIONS

5th St & Court St (East Bound)

Cheyenne Blvd & Outer Dr (South Bound)

Gordon Dr. & S. Fairmount St (West Bound)

Gordon Dr & S. Palmetto (West Bound)

Sergeant Rd & S. Lakeport (East Bound)

Singing Hills & S. Lewis (West Bound)

SPEED CAMERA LOCATIONS

I-29 Corridor (North and South Bound Lanes)

CIVIL PENALTIES

10.12.065 Failure to Stop for a Red Light: \$100.00

10.12.080 Excessive Speed over the Posted Speed Limit: \$100.00 and up.

Violations Issued are Civil Violations and are not reported to the State that issued the violator's license or to their insurance company.

PROCESS & APPEALS

When a violation is recorded by one of the cameras, a Sworn Sioux City Police Officer reviews that violation and approves it to be issued. A



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To speak with a Photo Enforcement Officer, call 712-224-5181.

Failure to respond using one of the above options will result in issuance of a municipal infraction citation. In addition to the civil penalty, court costs of \$85.00 and a service charge of \$50.00 will be assessed.

For questions regarding payment, contact Sioux City DRIVE RITE (Red Light Intersection Traffic Enforcement) PROGRAM Customer Service Call Center toll free at 1-877-847-2338 Monday thru Friday between 7:00 a.m. and 5:00 p.m. (MST).

[+ UNIFORM SERVICES BUREAU](#) [+ INVESTIGATIVE SERVICES BUREAU](#) [+ SUPPORT SERVICES BUREAU](#)

Sioux City Police Department

601 Douglas St.
Sioux City, IA 51101

phone: 712-279-6440

fax: 712-279-6148

To Report a Non-Emergency Crime or Accident

712-279-6960



Siouxland Crimestoppers 712-258-TIPS

Victim Advocacy Program or Council on Sexual Assault and Domestic Violence

Contact the Victim Assistance Coordinator at 712-522-7362 or the Council's web site.

Project Lifesaver - Iowa

Project Lifesaver is a project that provides a tracking system to locate individuals who have the tendency to wander and become lost.

Project Lifesaver International

or contact Rita Donnelly 712-279-6424

rdonnelly@sioux-city.org

AUTOMATED TRAFFIC ENFORCEMENT

Automated traffic enforcement (ATE) is one of many safety countermeasures that can be used to enhance roadway safety. Automated enforcement may involve the enforcement of red-light running violations and speed limit violations. The City of Cedar Rapids uses ATE systems to enforce red-light running and speed violations at three signalized intersections on the primary highway system. In addition, the City uses ATE systems to enforce speed violations at four locations along United States Interstate 380 (I-380). There are two additional locations where the ATE system is in place, including the intersection of 42nd Street and Edgewood Road NE and the intersection of Center Point Road and Collins Road ramp (north side of Highway 100). A list of all locations is available below. The Police Department also uses a mobile photo radar vehicle that is typically deployed to areas where citizens are concerned about speeding violations in their neighborhood.

The use of automated traffic enforcement has resulted in a reduction in both crashes and crashes with injuries. The system advances public interests of traffic safety and safety of emergency responders.

Citations with fines was initiated on July 1, 2019 following a 30-day warning period in June.

If you receive a violation notice in the mail, please follow the instructions included with the citation for the proper procedures to review the violation, pay the citation, or contest the citation. Additional information is also available through our website:

CONTESTING CITATIONS

If you have further questions, please email the Cedar Rapids Police Department at atecedarrapids@cedar-rapids.org. Email is the most efficient form of communication for Automated Traffic Enforcement issues. You may also call [319-286-5513](tel:319-286-5513).

PLEASE NOTE:

It is the Police Department's policy that an Automated Traffic Enforcement citation be issued to a motorist who exceeds the speed limit by 12 mph or greater. On August 6, the Police Department was made aware of at least one individual that received a citation for driving 60 mph in a 55 mph zone on U.S. Interstate 380. This citation was sent in error and will be dismissed. The Police Department apologizes for this error and would like to restate that speeding violations should be sent only to motorists who are exceeding the speed limit by 12 mph or greater. While this appears to be an isolated incident, the Police Department encourages anyone who may have received an Automated Traffic Enforcement citation that was less than 12 mph over the posted speed limit to contact the Cedar Rapids Police Department at (319) 286-5513. Citations that were issued for less than 12 mph over the posted speed limit will be dismissed.

Monthly Reports

The Police Department is committed to providing information to the public about the Automated Traffic Enforcement (ATE) system by providing a monthly report. ATE is an important law enforcement tool for reducing both the number of crashes and crashes with injuries as the result of speeding and red-light running violations. Monthly reports will be published that summarize the number of speeding and red-light violations, if applicable, at each locate where the ATE system is in place. The reports will detail the top speed recorded at each location. Crash statistics will also be updated monthly.

JUNE 2019 REPORT

JULY 2019 REPORT

Automated Traffic Enforcement Results

- There has been a 62% reduction in crashes on U.S. Interstate 380 that involve injuries since the installation of Automated Traffic Enforcement in the City of Cedar Rapids. In addition, there has been a 37% reduction in overall crashes.
- There were an average of 5.13 crashes and 2.2 crashes resulting in injury per month before Automated Traffic Enforcement were used in the City. With the use of Automated Traffic Enforcement Cameras, there have been 3.22 crashes and .84 crashes resulting in injury per month. There was a 43.2% chance that a crash resulted in an injury before Automated Traffic Enforcement Cameras were in service. After Automated Traffic Enforcement Cameras were activated, the likelihood decreased to 25.9%.
- There has been one solitary fatal crash from 2010-2017 when Automated Traffic Enforcement Cameras were activated. From 2003-2009, there were seven fatal crashes when there was no Automated Traffic Enforcement program in place.
- Since the Automated Traffic Enforcement program was suspended on I-380 in May 2017, the total number of crashes, as well as crashes resulting in injuries have increased. From May 2017 through March 2019, there have been 6.78 crashes per month and 1.17 crashes with injuries per month.

Benefits of Automated Traffic Enforcement

- Traffic cameras monitor the interstate more efficiently and effectively than actual law enforcement officers patrolling the dangerous "S-curve."
- Using Automated Traffic Enforcement Cameras allow law enforcement officers to respond to other calls for service and public safety concerns.
- Automated Traffic Enforcement reduces the need for law enforcement officers to make traffic stops in particularly dangerous areas of the interstate. The Automated Traffic Enforcement cameras are located in areas which would be extremely dangerous for both citizens, first responders, and law enforcement to be stationary on the side of the road.
- The interstate, especially within the S-curve, is a particularly dangerous location for first responders to assist crash victims. Automated Traffic Enforcement cameras reduce accidents in the areas which they are located, reducing risk to citizens and law enforcement.
- The United States Department of Labor Bureau of Labor Statistics states, "Emergency responders include public-sector law enforcement, firefighting and prevention personnel, and ambulance crews. Workers in these occupations regularly risk harm to themselves to protect the public." Between 2011-2015, 192 roadway vehicle incidents accounted for almost one-third of fatal work injuries for law enforcement officers.
- Utilizing Automated Traffic Enforcement cameras provides the opportunity to modify driving behavior at high-risk and high-crash locations.

Revenue from Automated Traffic Enforcement Enhances Public Safety

- Revenue from the Automated Traffic Enforcement program is being used to enhance public safety.
- The City is hiring 10 additional police officers and a program coordinator to process Municipal Infractions.

Automated Traffic Enforcement Ordinance

The City of Cedar Rapids enacted Automated Traffic Enforcement in 2010. An updated ordinance was passed in 2019.

Speed and Red Light Monitoring Equipment

Learn more about the equipment used to capture and record a speed or red light violation. Please note that the photographs are representations of types of equipment that are used, but may not be the actual model currently in use. The technology and function is similar amongst models shown and those actually used.

Calibration Reports

Learn more about the annual calibration confirmations at each intersection and lane.

[Automated Traffic Enforcement Camera Locations](#)

Learn about the location of each of the automated traffic enforcement cameras in Cedar Rapids.

Safety Camera Technology

Learn more about the safety camera technology and how these cameras work, including calibration and accuracy. [Statement of Technology](#)

City Appeal of DOT Decision

The City Council approved the Police Department recommendation to appeal the March 2015 DOT decision to remove and relocate traffic cameras. Appeal documents and the DOT report are available for public review.

- [Written Explanation of Issues to Iowa Department of Transportation Director Paul Trombino](#)
- [Supporting Information for Appeal](#)
- [DOT Evaluation of Cedar Rapids Automated Traffic Enforcement Report \(March 2015\)](#)

2015 Annual Report to the Iowa Department of Transportation

- [2015 Annual Report to the Iowa Department of Transportation](#) as required by Iowa Administrative Code Chapter 761-144.7.

2016 Annual Report to the Iowa Department of Transportation

- [2016 Annual Report to the Iowa Department of Transportation](#) as required by Iowa Administrative Code Chapter 761-144.7.

City of Fort Dodge, Iowa

The official government website for Fort Dodge, Iowa

Automated Enforcement

You are here: [Home\Departments\Police Department\Automated Enforcement](#)

- [Mobile Speed Camera Payment Options](#)
- [Automated Enforcement Online Payment Option](#)

If you have questions concerning a citation you received, please call RedSpeed at the toll free number on the citation, **1-866-566-3803**, and an operator will be able to assist you in a timely manner.

Payment Options:

- * **Online:** <https://secure.SpeedViolation.com>
- * **Phone:** **1-866-566-3803**
- * **Mail:** Fill in the "Pay" circle on the return stub and mail the remittance coupon along with check or money order, payable to **City of Fort Dodge Photo Enforcement Program**, to:

Photo Enforcement Program

PO Box 2525

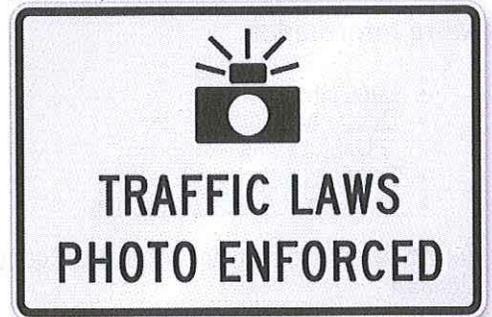
Decatur, IL 6525-1866

If you prefer to contest your ticket, you can request an in-person hearing before the Appeals Board. Fill in the "In-Person Hearing" circle on both the payment stub and the return envelope. Return the payment stub in the envelope provided at least 5 days prior to the Due By date displayed on the citation. If you do not receive a notice of your hearing date within 10 days, please call **1-866-566-3803**.

Valid reasons to contest:

1. The operator of the vehicle was issued a uniform traffic citation for the violation in question pursuant to [Fort Dodge Code Chapter 10](#) or [Iowa Code Chapter 321 \(2008\)](#).
2. The violation occurred at any time after the vehicle in question or its State Registration plates were reported to a law enforcement agency as having been stolen, provided the vehicle or its plates had not been returned to the registered owner at the time of the alleged violation.
3. The vehicle in question was an authorized emergency vehicle conducting official business.

For more information, see [Chapter 10.60](#) of the City of Fort Dodge Code.



Automated Traffic Enforcement

Program Initialization

During the spring of 2012 city officials adopted an enforcement ordinance in which flagrant speeding violators traveling at 11 mph over the speed limit would be cited with a civil violation.

A traffic safety forum was held on December 14, 2011 to announce the automated enforcement proposal to the public. The police department had been studying recurring traffic safety problems within their jurisdiction and presented solutions to addressing issues of: high speed segment recordings, calls-for-service along primary roadways, crash data along primary roadways and residential speed monitoring requests.

In the summer of 2012, the Police Department submitted a justification report to the Iowa Department of Transportation in an attempt to secure permits to implement the fixed enforcement system on westbound Interstate 235. This request was denied.

[Review the Iowa Department of Transportation Justification Report.](#)

In December 2012 the Police Department implemented two mobile enforcement units – one being a marked Chevy Sonic, and the other being a marked radar speed trailer. Each of these units is deployed in problem areas throughout the city. Due to the mobile nature of this technology, deployment locations are announced in “real time” through the Police Department’s social media outlets (Facebook and Twitter).

Program Implementation

In April 2016 the city awarded a new Automated Traffic Enforcement Contract to American Traffic Solutions (ATS). At this time the city council requested a Fixed Speed Units to be provided on University Ave between 63rd Street and 73rd Street, as well as a Mobile Speed Enforcement Vehicle. Speed data along University Ave. indicated over 5 violations occurring every hour.

Currently the city operates 1-fixed traffic enforcement pole at 6400 University Ave; 1-fixed traffic enforcement pole at 7100 University Ave. This design is setup to calm traffic flow between the two areas making for safer commute. Each pole is equipped with a speed advisory sign to inform the driver of their speed. Lastly, the city operates one mobile enforcement vehicle that is placed along the city’s two main auxiliary roads as well as responding to citizen speed complaints.