February 2018

The 2017-2018 North Carolina Survey of Automatic Traffic Enforcement Systems

Final Report

Prepared for

NC Governor's Highway Safety Program
750 N. Greenfield Parkway
Garner, NC 27529
Mark Ezzell, Director

Prepared by

Timothy Nye
Christopher Cunningham, MS, PE
Daniel Findley, PhD, PE
Tracy Anderson

Institute for Transportation Research and Education
North Carolina State University
Centennial Campus Box 8601
Raleigh, NC 27695

ITRE

INTRODUCTION

According to Federal Regulations and beginning in 2018, every state's highway safety program that is funded in part by Section 402 grants must either confirm that no automatic traffic enforcement systems are used on any public roads or conduct a biennial survey of every automated traffic enforcement system within the state (*1*). Under these regulations, the term automated traffic enforcement system is defined as "any camera that captures an image of a vehicle for the purposes only of red light and speed enforcement." Furthermore, these systems are defined as to not include hand held devices operated by law enforcement officers to issue citations or other enforcement action; for example, a law enforcement officer using a hand-held radar gun to observe a speeding violation does not count as automatic enforcement.

Submissions for the results of the biennial survey must include:

- a list of all of the automatic traffic enforcement systems within the state,
- adequate response data that measures transparency, accountability, and safety attributes for each of the listed systems, and
- a comparison between each of the listed systems and federal guidelines outlined in "Speed Enforcement Camera Systems Operational Guidelines" (DOT HS 810 916) and "Red Light Camera Systems Operational Guidelines" (FHWA-SA-05-002).

ITRE was contracted by the North Carolina Governors Highway Safety Program (GHSP) to determine the number of active automated traffic enforcement systems in the state and to conduct this required biennial survey on all currently active systems. The survey findings are listed and discussed in this report to the GHSP for review and submission to NHTSA.

PROCESS/METHODOLOGY

There were two primary objectives in this project: (1) determining the number of operating automated traffic enforcement systems and (2) conducting the survey for currently operating sites.

Number of Operating Automated Traffic Enforcement Systems

At the start of this project, ITRE was already aware of three operating red light camera systems in the following municipalities: Raleigh, Fayetteville, and Wilmington. Through local media searches, ITRE was able to determine that the city of Greenville recently installed a red light camera system in late 2017. Charlotte, Greensboro, Rocky Mount, Knightdale, Chapel Hill, Cary, and High Point all had red light cameras at some point in the past 20 years, but all of these municipalities shut down their automated enforcement systems (*2-9*). Table 1 provides both past and presently operating automated enforcement systems found by our team.

Table 1. Automated Enforcement Systems in North Carolina

City	Red Light and/or Speed Camera	Start Year	End Year or still active
Cary	Red Light	2004	2012
Chapel Hill	Red Light	2003	2004
Charlotte	BOTH	1998	2007
Fayetteville	Red Light	2015	Active
Greensboro	Red Light	unknown*	2005
Greenville	Red Light	2017	Active
High Point	Red Light	unknown*	2006
Knightdale	Red Light	unknown*	2013
Raleigh	Red Light	2003	Active
Rocky Mount	Red Light	2002	2008
Wilmington	Red Light	2000	Active

**unable to determine the opening date of these programs*

While some municipalities abandoned their red light cameras due to public pressure, other cities in North Carolina discontinued their programs following a decision by the North Carolina Court of Appeals in 2005 (*2-9*). This decision found that the North Carolina Constitution required that the revenue collected from these systems must be used exclusively to maintain public schools, except for a maximum of 10% of the fines collected that can be used for the cost accrued to operate the system (*2*). This decision meant some of the contracts municipalities had with the private companies, who operated the cameras for more than a 10% share of the collected fines, financially unreasonable and the programs were quickly shut down. Charlotte, Greensboro, High Point, and Rocky Mount all shut down their programs as a result of this case (*2-6*). The police department in Knightdale, which took down their cameras in 2013, recorded an increase in total crashes once the cameras were deactivated (*10*). However, the increase in crashes are observed in only eight months of before-and-after crash data and this does not consider traffic volumes (*10*). No other notable findings were reported following closure of any automated enforcement program.

ITRE was unable to find any current use of a camera being used for automated speed enforcement. The four municipalities that currently use cameras for automated enforcement only use them for red light offenses. Prior to shutting down their automated enforcement programs, Charlotte operated automated speed enforcement cameras; however, the entire automated enforcement program (red light and speed) was shut down in 2007 due to the previously discussed court ruling.

Overall, and as of the submission date of this report, the only municipalities that have operating automated traffic enforcement systems are Raleigh, Fayetteville, Wilmington, and Greenville. However, the North Carolina General Assembly House Bill 287, passed on March 21, 2017, authorized over 20 municipalities to use red light cameras for automated enforcement (*11*).

Because of this, there may be more municipalities with automated enforcement when this survey is required again in 2020.

Conducting the Survey

After investigating the state of all prior and ongoing automated enforcement systems in North Carolina, contact was made with each city's transportation department. A team member at ITRE contacted city traffic engineers within each municipality to determine the city official that was most familiar with their red light camera system and could answer all of the questions in the required survey. The survey was distributed to these contacts and they were asked to answer all of the questions and return their responses within two weeks.

The questions on the survey were split into four sections: General, Transparency, Accountability, and Safety Attributes. A blank copy of the survey can be found in Appendix A. Many of the questions were replicated from the same federally required survey conducted by the Maryland Department of Transportation (MDOT), with three additional questions added by our team. Two of these additional questions were in the *general* section, and asked for (1) the total number of operational automated traffic enforcement cameras in use and (2) the average number of tickets issued by their system as a whole each month. The third additional question was in the *transparency* section and asked how/if the safety impact of these automated enforcement systems were made public. Overall, the questions were developed so that the same survey could be sent out to municipalities in two years' time, when the Federal Code requires North Carolina to do so.

SURVEY RESULTS

Three out of the four municipalities that were contacted have returned their responses to the survey. ITRE was unable to get an official survey response from the city of Greenville's traffic engineering department. However, the city did notify team members that the survey had been received, but due to a lawsuit with a resident in the city concerning the program, the survey is being discussed with Greenville's legal department. The results for each of the three completed surveys are discussed in the following sections and the completed surveys are in Appendix B. The summary findings for each of the four sections are provided below.

General

Each municipality was asked to answer questions on the population of their city, the type of automated enforcement used, whether the city followed federal guidelines when implementing its system, the ownership of the system, the total number of operational sites, and the number of citations issued per month. The populations of the three cities who responded varied from 109,000 to 459,000 persons and, as mentioned previously, all three sites only operated red light cameras. Of the three that returned the survey, only Wilmington stated that they referred to and followed federal guidelines ("*Red Light Camera Systems Operational Guidelines*", FHWA-SA-05-002) when implementing the system.

Raleigh is the only city in the state that owns their automated enforcement system. Fayetteville and Wilmington both stated that their system is contracted or leased from a private vendor. The contact from Fayetteville stated that their vendor does all of the administration of the camera system and are compensated on a per (paid) citation basis. Wilmington has a similar contract scenario, where their contractor is responsible for the provision and maintenance of cameras, data collection/processing, mailing, and customer service. Wilmington further elaborated and stated that only the city is allowed to make the determination on whether a citation is issued or not. Additionally, Wilmington makes the final decision on what intersection approaches are enforced based on a proposed list that the contractor screens for viability.

Table 2 below shows the recorded values for the total number of red light cameras in use and the average number of tickets issued by each of the three responding cities' automated enforcement systems. All three of the responding cities have a similar number of operational cameras. The number of sites with operational cameras in Greenville was found on the city's website. The responding cities recorded an average number of citations issued per month between 2,000 and 3,150. Raleigh has the highest monthly average per site with 210; whereas Fayetteville has the lowest monthly average per site with 133. Wilmington is in between these two cities, with a monthly average of 170 citations issued per site.

Table 2. Responses for number of operation sites and tickets per month

	Fayetteville	Raleigh	Wilmington	Greenville[1]
Population	230,000	458,880	109,000	67,453
Referred to and followed FHWA guidelines	NO	NO	YES	Unknown
Total number of operational red light cameras	15	15	13	5
Average number of tickets issued per month	2,000	3,150	2,200	Unknown

[1]*The city of Greenville has received the survey, but not returned it.*

Transparency

In this section, city officials were asked a series of six questions, provided below.

1. Are the placement locations of the automated enforcement publicly available?
2. Is information regarding the revenue of the automated enforcement publicly available?
3. Is information regarding the disbursement of this revenue publicly available?
4. Is the number of automated enforcement citations issued publicly available?
5. Is the safety impact of these automated enforcement systems publicly available?
6. Upon deployment at a specific location, is there a warning period before citations start being issued?

If the recorded response was yes for any of the first five questions, city officials were asked how that information was made publicly available.

Raleigh, Fayetteville, and Wilmington all responded yes to each one of these questions. The placement locations were all made publicly available online at each city's respective websites. Information regarding each city's automated enforcement system's revenue, disbursement, number of citations issued, and safety impact are made available upon request from the city's transportation department. Additionally, Wilmington has published their estimated safety impact online.

Accountability

The third section of the survey asked city officials whether citations were reviewed by a sworn law enforcement officer and whether there was a system in place for ticket disputes. None of the three cities who responded to this survey has a sworn law enforcement officer that reviews and signs the citation. However, each one of the three cities does have a system in place for a citation to be disputed and resolved.

In addition, city officials were asked how often their automated traffic enforcement systems were audited. All three of the responding cities said they audit their system, but they do it at different intervals. Fayetteville audits their system monthly, but only because that is when their staff processes their billing; their system has never been formally audited. Raleigh audits different aspects of their program at different intervals. Depending on the aspect of the system in question, it could be audited in any interval from monthly, quarterly, or annually. Wilmington stated that their system is audited when determined by the City Auditor.

Safety Attributes

The fourth and final section of the survey asked municipalities to answer questions on whether engineering and crash data were utilized to determine the placement of automated enforcement systems and whether the municipality analyzed traffic data (crash, speed, etc.) to determine the impact of its automated traffic enforcement system on crash occurrence.

Each one of the three cities said they use engineering and crash data to determine the placement of their enforcement systems. Likewise, each city's response stated that they analyze crash and speed data to determine the impact their automated enforcement system has on the site.

The City of Fayetteville provided ITRE the results of a before and after study they completed to determine the effect the red light cameras had on crash totals and crash severity. The City determined that, overall, crashes increased after the red light cameras were installed. Additionally, they found that the average crash severity slightly increased across the program. However, the results did not consider any traffic volume trends and only compared the crash data for one year before and after installment of the cameras. Fayetteville plans to continue to monitor the crash totals at their automated enforcement sites over time and make adjustments as necessary.

SUMMARY

Beginning in 2018, every state that receives highway funding via section 402 grants must complete a biennial survey of all of the automated traffic enforcement systems operating within the state. This survey must record various transparency, accountability, and safety aspects of each operating system. ITRE was contracted by the North Carolina GHSP to conduct this survey.

ITRE conducted this project in two main steps: (1) determine the number of active automated enforcement systems and (2) create and conduct the survey. It was determined that the only operating automated enforcement systems in North Carolina are in Fayetteville, Raleigh, Wilmington, and Greenville; all of which are red light systems. There had been as many as six other automated enforcement systems (in Cary, Charlotte, Greensboro, High Point, Knightdale, and Rocky Mount), but these programs were discontinued due to public pressure or a decision by the North Carolina Court of Appeals in 2005 (*2-9*).

ITRE created the survey and sent it to traffic engineers working in each of the four cities with red light cameras. Every city complied with our survey request except for Greenville, which has not returned the survey due to ongoing litigation concerning the program. The general section of the survey revealed that Raleigh was the only municipality to own their red light cameras. Additionally, Wilmington was the only responding city to have said they consulted federal guidelines when designing and implementing the program. The average number of citations issued per month for each of these programs varied from 2,000 to 3,150. The transparency section of the survey showed that all of the three responding cities make information on the program publicly available. Many aspects of the program can be found on the cities' websites, in public meetings, or via information requests. The accountability section showed that none of the three responding cities had a sworn law enforcement officer review each citation, but they all had a formal system in place for citation disputes. Each responding city also audits their system, but on different intervals. Finally, the safety attributes section showed that each of the responding cities has reviewed crash and engineering data to determine both the placement of cameras and determine the impact the program has on safety.

REFERENCES

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Appendix A. Survey Instrument.

We are administrating a questionnaire on behalf of the National Highway Traffic Safety Administration (NHTSA) that requires each state to conduct a biennial survey of all automated traffic enforcement systems. It is required that the State publicly provide data that measures the transparency, accountability, and safety attributed of each automated traffic enforcement system (23 U.S. Code § 402 and 23 CFR 1300.13). Compliance in the survey is required in order for the State's Highway Safety Program to received Federal Grant funding.

The following survey consists of 4 sections and should provide the necessary data needed to meet the transparency, accountability, and safety attributes requirements. This is a relatively short survey, and should take no longer than 15–20 minutes to complete. Please have this survey returned within 2 weeks of receiving it. Thank you for your help and cooperation.

General

1. Name of Jurisdiction: _____
2. Type of Government Entity (City, County, State, etc.): _____
3. Population: _____
4. Type of automated enforcement system used (mark appropriate box):
   Red Light Camera ☐ Speed Enforcement Camera ☐ Both ☐ Other ☐
   If Other, please list: _____
5. Did the jurisdiction refer to and follow Federal DOT "*Speed Enforcement Camera Systems Operational Guidelines*" when implementing its automated enforcement systems?
   Yes ☐ No ☐ Not Applicable (no automated speed cameras) ☐
6. Did the jurisdiction refer to and follow Federal DOT "*Red Light Camera Systems Operational Guidelines*" when implementing its automated enforcement systems?
   Yes ☐ No ☐ Not Applicable (no automated red light cameras) ☐
7. Ownership of the system (camera and other equipment):
   Jurisdiction owned ☐ Contracted/leased ☐ Other ☐
   Please describe the contract agreement your municipality has in place:

8. Total number of operational automated enforcement systems in use:
   Red Light Cameras: _____
   Speed Enforcement Cameras: _____
   Other: _____
9. On average, how many tickets are issued per month for each site type?
   Red Light Cameras: _____
   Speed Enforcement Cameras: _____
   Other: _____

Transparency

1. Are the placement locations of the automated enforcement publically available?
   Yes☐ No☐
   If yes, how is it publically available (online, public meetings, etc.):

2. Is information regarding the revenue of the automated enforcement publically available?
   Yes☐ No☐
   If yes, how is it publically available (online, public meetings, etc.):

3. Is information regarding the disbursement of this revenue publically available?
   Yes☐ No☐
   If yes, how is it publically available (online, public meetings, etc.):

4. Is the number of automated enforcement citations issued publically available?
   Yes☐ No☐
   If yes, how is it publically available (online, public meetings, etc.):

5. Is the safety impact of these automated enforcement systems publically available?
   Yes☐ No☐
   If yes, how is it publically available (online, public meetings, etc.):

6. Upon deployment at a specific location, is there a warning period before citations start being issued?
   Yes☐ No☐

Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   Yes☐ No☐
2. Is there a system in place for dispute resolution?
   Yes☐ No☐
3. Is the automated enforcement program audited?
   Yes☐ No☐
   If yes, how often? _____

Safety Attributes

1. Is traffic data (engineering and crash) utilized to determine the placement of automated enforcement systems?
   Yes☐ No☐
2. Does the jurisdiction analyze traffic data to determine its automated traffic enforcement's impact on safety (crashes, speed, etc.)?
   Yes☐ No☐

Data recorded by: _____ _____
Name Date

_____
Title within organization/municipality

Appendix B. Completed Municipal Surveys

We are administrating a questionnaire on behalf of the National Highway Traffic Safety Administration (NHTSA) that requires each state to conduct a biennial survey of all automated traffic enforcement systems. It is required that the State publicly provide data that measures the transparency, accountability, and safety attributed of each automated traffic enforcement system (23 U.S. Code § 402 and 23 CFR 1300.13). Compliance in the survey is required in order for the State's Highway Safety Program to received Federal Grant funding.

The following survey consists of 4 sections and should provide the necessary data needed to meet the transparency, accountability, and safety attributes requirements. This is a relatively short survey, and should take no longer than 15–20 minutes to complete. Please have this survey returned within 2 weeks of receiving it. Thank you for your help and cooperation.

General

1. Name of Jurisdiction: **City of Wilmington, NC**
2. Type of Government Entity (City, County, State, etc.): **City**
3. Population: **109k**
4. Type of automated enforcement system used (mark appropriate box):
   Red Light Camera ☑ Speed Enforcement Camera ☐ Both ☐ Other ☐
   If Other, please list: _____
5. Did the jurisdiction refer to and follow Federal DOT "*Speed Enforcement Camera Systems Operational Guidelines*" when implementing its automated enforcement systems?
   Yes ☐ No ☐ Not Applicable (no automated speed cameras) ☐
6. Did the jurisdiction refer to and follow Federal DOT "*Red Light Camera Systems Operational Guidelines*" when implementing its automated enforcement systems?
   Yes ☑ No ☐ Not Applicable (no automated red light cameras) ☐
7. Ownership of the system (camera and other equipment):
   Jurisdiction owned ☐ Contracted/leased ☑ Other ☐
   Please describe the contract agreement your municipality has in place:

   Contract stipulates that contractor is responsible for provision and maintenance of cameras, data collection and processing, mailing and customer service. City makes determination on whether citation is issued or not. City establishes approaches based on analysis of signal control with angle collision history as primary crash pattern. Vendor will screen location for viability of enforcement. City decides what approaches are to be enforced.

8. Total number of operational automated enforcement systems in use:
   Red Light Cameras: **13**
   Speed Enforcement Cameras: _____
   Other: _____
9. On average, how many tickets are issued per month for each site type?
   Red Light Cameras: **169**
   Speed Enforcement Cameras: _____
   Other: _____

Transparency

1. Are the placement locations of the automated enforcement publically available?
   Yes ☑ ☐ No
   If yes, how is it publically available (online, public meetings, etc.):
   https://www.wilmingtonnc.gov/home/showdocument?id=1688

2. Is information regarding the revenue of the automated enforcement publically available?
   Yes ☑ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   Generally provided through public information requests as requested. Citation verbiage specifically spells out that 90% of fine is remanded to New Hanover County Schools per the State Constitution.
3. Is information regarding the disbursement of this revenue publically available?
   Yes ☑ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   As requested

4. Is the number of automated enforcement citations issued publically available?
   Yes ☑ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   As requested.

5. Is the safety impact of these automated enforcement systems publically available?
   Yes ☑ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   Crash data as requested. Both WPD and TE staff provide safety benefits via video on website.

6. Upon deployment at a specific location, is there a warning period before citations start being issued?
   Yes ☑ No ☐

Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   Yes ☐ No
2. Is there a system in place for dispute resolution?
   Yes ☑ No ☐
3. Is the automated enforcement program audited?
   Yes ☑ No ☐
   If yes, how often? ___As determined by City Auditor_____

Safety Attributes

1. Is traffic data (engineering and crash) utilized to determine the placement of automated enforcement systems?
   Yes ☑ No ☐
2. Does the jurisdiction analyze traffic data to determine its automated traffic enforcement's impact on safety (crashes, speed, etc.)?
   Yes ☑ No ☐

Data recorded by: _Donald Bennett, PE_____ __11/21/17_____
Name Date

_City Traffic Engineer/Safelight Program Administrator_____
Title within organization/municipality

We are administrating a questionnaire on behalf of the National Highway Traffic Safety Administration (NHTSA) that requires each state to conduct a biennial survey of all automated traffic enforcement systems. It is required that the State publicly provide data that measures the transparency, accountability, and safety attributed of each automated traffic enforcement system (23 U.S. Code § 402 and 23 CFR 1300.13). Compliance in the survey is required in order for the State's Highway Safety Program to received Federal Grant funding.

The following survey consists of 4 sections and should provide the necessary data needed to meet the transparency, accountability, and safety attributes requirements. This is a relatively short survey, and should take no longer than 15–20 minutes to complete. Please have this survey returned within 2 weeks of receiving it. Thank you for your help and cooperation.

General

1. Name of Jurisdiction: City of Raleigh
2. Type of Government Entity (City, County, State, etc.): City
3. Population: 458,880
4. Type of automated enforcement system used (mark appropriate box):
   Red Light Camera ☒ Speed Enforcement Camera ☐ Both ☐ Other ☐
   If Other, please list: _____
5. Did the jurisdiction refer to and follow Federal DOT "*Speed Enforcement Camera Systems Operational Guidelines*" when implementing its automated enforcement systems?
   Yes ☐ No ☐ Not Applicable (no automated speed cameras) ☒
6. Did the jurisdiction refer to and follow Federal DOT "*Red Light Camera Systems Operational Guidelines*" when implementing its automated enforcement systems?
   Yes ☐ No ☒ Not Applicable (no automated red light cameras) ☐
7. Ownership of the system (camera and other equipment):
   Jurisdiction owned ☒ Contracted/leased ☐ Other ☐
   Please describe the contract agreement your municipality has in place:

8. Total number of operational automated enforcement systems in use:
   Red Light Cameras: 15
   Speed Enforcement Cameras: 0
   Other: N/A
9. On average, how many tickets are issued per month for each site type?
   Red Light Cameras: 3150
   Speed Enforcement Cameras: N/A
   Other: N/A

Transparency

1. Are the placement locations of the automated enforcement publically available?
   Yes [X] No [ ]
   If yes, how is it publically available (online, public meetings, etc.):
   Online, binder at vendor operated payment facility

2. Is information regarding the revenue of the automated enforcement publically available?
   Yes [X] No [ ]
   If yes, how is it publically available (online, public meetings, etc.):
   by request

3. Is information regarding the disbursement of this revenue publically available?
   Yes [X] No [ ]
   If yes, how is it publically available (online, public meetings, etc.):
   by request

4. Is the number of automated enforcement citations issued publically available?
   Yes [X] No [ ]
   If yes, how is it publically available (online, public meetings, etc.):
   by request

5. Is the safety impact of these automated enforcement systems publically available?
   Yes [X] No [ ]
   If yes, how is it publically available (online, public meetings, etc.):
   by request

6. Upon deployment at a specific location, is there a warning period before citations start being issued?
   Yes [X] No [ ]

Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   Yes [ ] No [X]
2. Is there a system in place for dispute resolution?
   Yes [X] No [ ]
3. Is the automated enforcement program audited?
   Yes [X] No [ ]
   If yes, how often? Monthly, Quarterly, and Annually depending on aspect of program audited

Safety Attributes

1. Is traffic data (engineering and crash) utilized to determine the placement of automated enforcement systems?
   Yes [X] No [ ]
2. Does the jurisdiction analyze traffic data to determine its automated traffic enforcement's impact on safety (crashes, speed, etc.)?
   Yes [X] No [ ]

Data recorded by: Todd Edwards - 10/19/2017
Name Date

Senior Engineer
Title within organization/municipality

NHTSA
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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The following survey consists of 4 sections and should provide the necessary data needed to meet the transparency, accountability, and safety attributes requirements. This is a relatively short survey, and should take no longer than 15–20 minutes to complete. Please have this survey returned within 2 weeks of receiving it. Thank you for your help and cooperation.

General

1. Name of Jurisdiction: City of Fayetteville
2. Type of Government Entity (City, County, State, etc.): City
3. Population: 230,000
4. Type of automated enforcement system used (mark appropriate box):
   Red Light Camera ☒ Speed Enforcement Camera ☐ Both ☐ Other ☐
   If Other, please list: _____
5. Did the jurisdiction refer to and follow Federal DOT "*Speed Enforcement Camera Systems Operational Guidelines*" when implementing its automated enforcement systems?
   Yes ☐ No ☐ Not Applicable (no automated speed cameras) ☒
6. Did the jurisdiction refer to and follow Federal DOT "*Red Light Camera Systems Operational Guidelines*" when implementing its automated enforcement systems?
   Yes ☐ No ☒ Not Applicable (no automated red light cameras) ☐
7. Ownership of the system (camera and other equipment):
   Jurisdiction owned ☐ Contracted/leased ☒ Other ☐
   Please describe the contract agreement your municipality has in place:
   Red light camera photo enforcement system with 15 cameras. Vendor does all administration of system and are compensated on a per paid citation basis.
8. Total number of operational automated enforcement systems in use:
   Red Light Cameras: 15
   Speed Enforcement Cameras: 0
   Other: 0
9. On average, how many tickets are issued per month for each site type?
   Red Light Cameras: 2000
   Speed Enforcement Cameras: 0
   Other: 0

NHTSA
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Transparency

1. Are the placement locations of the automated enforcement publically available?
   Yes ☒ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   online, public meetings, signing at all sites, media

2. Is information regarding the revenue of the automated enforcement publically available?
   Yes ☒ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   available upon request

3. Is information regarding the disbursement of this revenue publically available?
   Yes ☒ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   all revenue distributed to county school system

4. Is the number of automated enforcement citations issued publically available?
   Yes ☒ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   upon request and online

5. Is the safety impact of these automated enforcement systems publically available?
   Yes ☒ No ☐
   If yes, how is it publically available (online, public meetings, etc.):
   upon request

6. Upon deployment at a specific location, is there a warning period before citations start being issued?
   Yes ☒ No ☐

Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   Yes ☐ No ☒
2. Is there a system in place for dispute resolution?
   Yes ☒ No ☐
3. Is the automated enforcement program audited?
   Yes ☐ No ☐
   If yes, how often? monthly
   program has not been through a formal audit, but is reviewed monthly by staff to process billing

Safety Attributes

1. Is traffic data (engineering and crash) utilized to determine the placement of automated enforcement systems?
   Yes ☒ No ☐
2. Does the jurisdiction analyze traffic data to determine its automated traffic enforcement's impact on safety (crashes, speed, etc.)?
   Yes ☒ No ☐

Data recorded by: Lee Jernigan
Name

10·20·17
Date

City Traffic Engineer
Title within organization/municipality