

Automated Traffic Enforcement

Traffic and Safety Manual
Chapter 8
Automated Traffic Enforcement

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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 as described in the ITE Traffic Control Devices Handbook, 2nd Edition.
- 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.