

# Automated Traffic Enforcement

The Missouri Department  
of Transportation

# Automated Traffic Enforcement Timeline

In the beginning

- Red-light violations only automated enforcement
- Installations began in 2005
- 90 intersections, 25 cities

October 2010

- MoDOT suspended installations
- Conducted safety study of locations

# Automated Traffic Enforcement Safety Study Results

- 45% decrease in angle related, severe crashes
  - 12% decrease in severe crashes for all crash types
  - 14% increase in total crashes
- Conclusion
  - Red light cameras decrease severe crashes!
- Recommendation
  - Continue the installations

# Automated Traffic Enforcement

## Next Steps

- Create Policy that
  - Addresses safety
  - Is consistent and fair
  - Addresses other forms of automated enforcement
  - Has input from stakeholders
- Present to Commission January 2011

# Automated Traffic Enforcement

Currently two types

- Red-light violations
- Speed enforcement



# Automated Traffic Enforcement Red-Light Violations

- Engineering Study

- Crash Study
- Site Evaluation
- Conducted by MoDOT

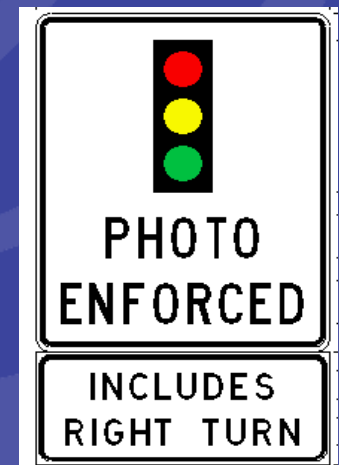
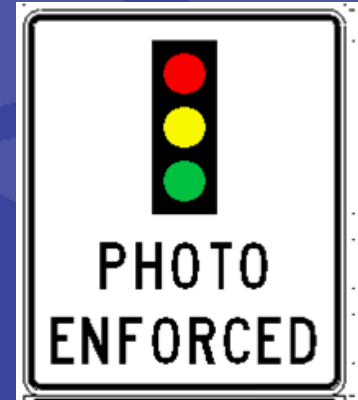
- Violation Study

- All approaches
- 24-hour duration
- Conducted by vendor/city

# Conditions for Installation

## Following items must be met

- All approaches with similar characteristics must be monitored
- Duly sworn, Peace Officer Standards and Training (POST) certified law enforcement officer review and determine violation
- Advance signing will be required
- Public awareness campaign
- Annual report submitted to MoDOT
- Execute a contract with MHTC



# Automated Traffic Enforcement Speed Enforcement

## Allowed only in following locations

- School Zones
- Work Zones
- Travel Safe Zones



# Automated Traffic Enforcement

## Speed Enforcement

### School Zones

- Reduced speed limit with flashers
- Flashers active only when children present
- Requested by school/city/county
- Permanent or mobile application



# Automated Traffic Enforcement Speed Enforcement

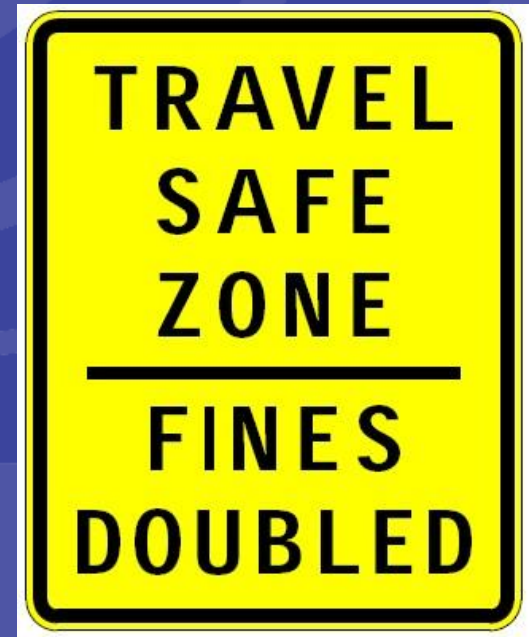
## Work Zones

- Duration of at least 4 hours
- Reduced speed limit
- Normal posted speed is 60 mph or greater
- Enforcement allowed only when workers are present
- Within municipal boundary
- Requested by MoDOT
- Mobile application

# Automated Traffic Enforcement Speed Enforcement

## Travel Safe Zones

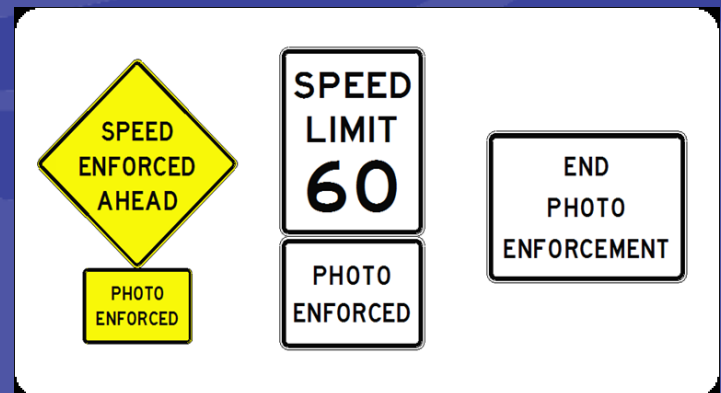
- Established according to RsMO
- Noted as strategy in TSZ work plan
- Used only for duration of TSZ
- Requested by TSZ team
- Permanent or mobile application



# Conditions for Installation

## Following items must be met

- Duly sworn, Peace Officer Standards and Training (POST) certified law enforcement officer review and determine violation
- Advance signing will be required
- Public awareness campaign
- Annual report submitted to MoDOT
- Execute a contract with MHTC



# Automated Traffic Enforcement

## Where are we now?

- Policy in DRAFT status
- Much more information about RLC than speed
- Continue to monitor the effectiveness of the installations
- Adjust Commission policy as needed
  - Lessons learned
  - Other applications
  - Legislated

# For More Information:

Julie Stotlemeyer, PE

[Julie.stotlemeyer@modot.mo.gov](mailto:Julie.stotlemeyer@modot.mo.gov)

573.751.0982