STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROGRAM DIRECTIVE
TR-0011 (New 9/15/1999)

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TRAFFIC OPERATIONS PROGRAM DIRECTIVE	NUMBER 00-01	Page 1 of 2
KIM NYSTROM, PROGRAM MANAGER *(Signature)*	DATE ISSUED July 7, 2000	EFFECTIVE DATE July 7, 2000
SUBJECT Automated red-light enforcement systems	DISTRIBUTION ☐ All Distribution Directors ☒ All District Division Chiefs - Traffic Operations ☒ All District Division Chiefs - Maintenance ☐ All District Division Chiefs - Construction ☐ All District Division Chiefs - Project Development ☐ All District Division Chiefs - Planning ☐ Service Center Directors ☐ All Headquarters Program Managers	
DOES THIS DIRECTIVE SUPERSEDE ANOTHER DOCUMENT? ☐YES ☒NO	IF YES, DESCRIBE	
WILL THIS DIRECTIVE BE INCORPORATED IN THE TRAFFIC MANUAL? ☐YES ☒NO	IF YES, DESCRIBE	

DIRECTIVE

Automated red-light enforcement systems owned and operated by local agencies and private entities may be permitted at Caltrans owned and operated intersections if such systems meet the following criteria:

1. The compelling need for said systems is demonstrated.
2. Said systems are operated independently of Caltrans equipment and systems. Electrical connections with Caltrans equipment and systems are limited to intersection signal outputs as prescribed by Caltrans. These connections must be optically, or otherwise, isolated. Caltrans will not provide electrical power to these systems.
3. Caltrans is held harmless and indemnified from any and all liabilities or losses resulting from the use or presence of said systems.
4. Said systems meet all safety requirements pertaining to intersection operations and all applicable codes.

Caltrans reserves the right to remove said systems at owner's costs if and when above criteria are not met.

A rider to an existing signal maintenance agreement or new agreement must be executed between Caltrans and the owner which clearly defines the scope of said systems and certifies that the above criteria are met. The owner shall agree to submit a complete set of design drawings and installation plans for review by Caltrans and the applicable city or county engineer. The installation plans shall include all electrical, electronics, civil and mechanical work pertaining to said systems. The Caltrans review is intended to discover only obvious errors and defects and shall not relieve the owner of design liability. Furthermore, Caltrans reserves the right to inspect and approve the completed installation.

While it is recognized that revenues may be realized through said systems, Caltrans present policy is to forfeit revenue sharing.

IMPLEMENTATION

This policy shall be the guide to issuing encroachment permits for installation of automated red-light enforcement systems. Permit applications shall not be considered until all of the above criteria are met and a fully executed signal maintenance agreement is in place.

This policy does not apply to red-light enforcement aids such as extra signal lights mounted in the rear of typical signal lights.

BACKGROUND

Red-light violation enforcement systems have been popular in Europe and South America for over a decade. They have begun to be deployed in the U.S. in recent years, mostly on the East Coast. These systems, although well received by law enforcement agencies, have not been widely implemented due to legal and institutional barriers. In New York, for instance, initial deployment was halted as elected officials legislated against citing and fining violators identified through video recordings.

In California, a number of cities have been experimenting with video enforcement systems. Only a few of these systems exist on state right-of-ways within the City and County of San Francisco. These systems have only been connected to traffic signal control systems owned and operated by the City. These systems also exist in a few other cities on local streets.

It is anticipated that many other local agencies will now attempt to deploy red-light enforcement systems in one form or another. District 11 and District 2 have recently been approached with a proposal for the deployment of such systems and other districts have also received similar requests.

This policy and directive provides guidelines for agencies interested in deploying red-light enforcement systems in order to maintain project objectivity and statewide consistency.

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