

# Maryland State Highway Administration Red-Light Camera Survey

Sent to the AASHTO Standing Committee on Highway Traffic Safety (4/21/16)

## I. Summary of Findings

### a. Number of states that have active red-light camera programs – 10

- State & Local Roads – CO (current legislation to try to limit to local roads), DE, FL, IA, LA, OR, VA
- Local Roads Only – AL, AZ, NY, NC
- Had a program but it was repealed or pilot program expired – NJ (5-year pilot expired in 2014), OH (Senate Bill 342 led to most cameras being removed)
- Permitted but not in use – AK, LA

### b. Number of states that have guidelines – 8

- States that provided links to guidelines or the electronic files:
- Provided a link in the survey summary – AL, DE, IA, LA, OR, VA
- Attached the electronic file - CO,
- Criteria listed in response – FL,

### c. States that perform follow-up or validation studies – DE, IA, NY, OR, VA (all but DE completed by cities/locals – examples provided by NY)

### d. States that allow right turn movements to be monitored by red light cameras – CO, FL, IA, OR, VA

## II. Table of Responses from the States

State	Red-Light Cameras in the State?	1) Does your state DOT operate or have authority to authorize the use of red light cameras? If yes, what types of data are used when selecting and or approving intersections other than crash data? Do you have guidelines?	2) Do you perform or require any follow-up or validation studies to support your program? If so at what intervals?	3) Does your state law allow right turn movements to be monitored by red light cameras?	Contact Information for the person who responded
<b>Alabama</b>	In Alabama our state laws neither authorize nor prohibit red light running camera use. However, since we are a Dillon’s Rule state, a municipality must obtain approval through the state legislature to be authorized to install and operate such a system and about a half dozen have done so. In an effort to not let these things spiral out of control we developed a guideline spelling out the process for ALDOT to issue permits for	We do not operate any systems but have developed a guideline for issuing permits to municipalities for such systems. A link to the document is included below and addresses what information is to be obtained and considered before a permit may be issued.  <a href="http://www.dot.state.al.us/osoweb/doc/Red%20Light%20Running%20Camera%20Implementation%20Guide%2c%20January%202015.pdf">http://www.dot.state.al.us/osoweb/doc/Red%20Light%20Running%20Camera%20Implementation%20Guide%2c%20January%202015.pdf</a>	Our guidelines state that annual validation studies are to be performed but since this was adopted after all the existing systems were installed we have been reluctant to pursue that since we did not officially approve these systems under these guidelines.	Our guideline doesn’t appear to address this specifically but would be something to be spelled out within the permitting process. It is my understanding that the systems that have been deployed do NOT monitor nor enforce right turn violations as the primary concern is with high speed through	Kerry NeSmith, PE Deputy Bureau Chief, Maintenance Bureau 334-242-6777 <a href="mailto:nesmithk@dot.state.al.us">nesmithk@dot.state.al.us</a>

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	any additional systems on State maintained roadways (we have no authority/responsibility for local roads).			movement violations.	
<b>Alaska</b>		We had limited school speed zone enforcement in the mid-aughts in Anchorage, our biggest town. Speeders were successful in having the charges dropped by arguing (in court) that without an officer having observed the offense, the driver could not “face their accuser” as the law allows. As a result, city assemblies are not likely to permit automated enforcement even for red light running.	N/A	N/A	Jeff. C. Jeffers Statewide Traffic & Safety 907-465-8962 <a href="mailto:jeff.jeffers@alaska.gov">jeff.jeffers@alaska.gov</a>
<b>Arizona</b>	Local roads only	In the current legislative session, Arizona law was changed to prohibit all use of photo enforcement on State highways (still permitted on local roads).	N/A	N/A	Richard Moeur, PE Traffic Standards Engineer 602-712-6661 <a href="mailto:RMoeur@azdot.gov">RMoeur@azdot.gov</a>
<b>Arkansas</b>	No	State Law prohibits them in AR.	N/A	N/A	John Mathis Maintenance <a href="mailto:John.Mathis@ahtd.ar.gov">John.Mathis@ahtd.ar.gov</a>
<b>Colorado</b>	Yes	Colorado does allow automated enforcement systems in current statute 42-4-110.5  However, over the past three years, there have been moves in the Legislature to ban their use. Last year, the Governor vetoed two bills to ban them with the caveat that CDOT would study their effectiveness. We did that and found them to be effective in the right applications. During this current legislative session, there was a bill to allow them only on local intersections (definition TBD) with justified study. We are waiting to see if this bill will be passed and accepted by the Governor.		Enforcement and legal aspects were left to the local authority - and therefore the determination of whether to enforce right-turn red light running.	Charles Meyer <a href="mailto:charles.e.meyer@state.co.us">charles.e.meyer@state.co.us</a>

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		<p>When the initial (and current) statute was passed CDOT developed a guideline for installation (attached), but only as applicable on CDOT jurisdiction highways which would have included some city intersections. Our involvement was limited to allowing initial installation - not how the system was operated, how citations were issued, etc. The guideline was very much based on crash data and looked at other signal engineering features - signal head upgrades, timing updates, etc. But it did not go into other areas of analysis like enforcement, citations, etc. Enforcement and legal aspects were left to the local authority - and therefore the determination of whether to enforce right-turn red light running</p>			
Connecticut	No	Connecticut law does not allow Red Light Cameras, although it comes up every session.	N/A	N/A	Charles Harlow, PE Division Chief-Traffic Engineering 860-594-2788 <a href="mailto:Charles.Harlow@ct.gov">Charles.Harlow@ct.gov</a>
Delaware	Yes	<p>I am certainly not an expert on how red light cameras are deployed nationally, but just hearing the concerns and problems that other agencies have through the media and/or at AASHTO events, it appears to me that DelDOT has an outstanding program – my predecessors and our legislators appear to have really gotten this correct! For quick reference, attached is a statement from AAA lauding our program while heavily criticizing the program run by the City of Wilmington. I don't have it in writing, but I've</p>	<p>Our CY 2015 report is complete and will be published shortly. We have interesting data in our CY2015 report regarding red light violations before/after implementation of updated yellow times based on new DelDOT yellow guidelines (mostly but not completely in line with the recent</p>	N/A	Mark Luszcz <a href="mailto:Mark.Luszcz@state.de.us">Mark.Luszcz@state.de.us</a>

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		<p>also gotten verbal compliments on our program from staff members of the ACLU. Our full web site is here, and I pulled out specific links from that web site in the answers below. <a href="http://www.deldot.gov/information/red_light/">http://www.deldot.gov/information/red_light/</a></p>	<p>NCHRP recommendations). Big reduction in red light violations. DelDOT currently has cameras on 51 approaches at 30 intersections. We are presenting an expansion of this program to one of the key legislative committees on Monday to increase the program to cover 101 approaches at 46 intersections. We expect that this will be met with good support and minimal opposition.</p>		
Florida	Yes	<p>Yes, for red light running cameras (RLRCs) installed on the State Highway System, a letter from the Permittee or from the chief Law Enforcement Officer of the Permittee in support of a RLRC at the location requested must be attached to the permit application. In support of the RLRC installation, the following should be considered:</p> <ul style="list-style-type: none"> <li>• Traffic crash data</li> <li>• Traffic citation data</li> <li>• Law enforcement officer observations</li> <li>• Video surveys of violations</li> </ul> <p>In lieu of the above letter, a traffic engineering study (signed and sealed by a Florida licensed Professional Engineer) supporting the installation</p>	<p>No. However, summary reports are submitted to the Governor, the President of the Senate, and the Speaker of the House of Representatives annually along with recommendations and any necessary legislation submitted by the Department of Highway Safety and Motor vehicles. Summary reports include a review of the information submitted to the department by the counties and municipalities describing the enhancement</p>	Yes	<p>Alan El-Urfali, P.E.  State Traffic Services  Program Engineer  850-410-5416  <a href="mailto:alan.el-urfali@dot.state.fl.us">alan.el-urfali@dot.state.fl.us</a></p>

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		of a RLRC at the intersection requested, may be submitted by the Permittee.	of the traffic safety and enforcement programs.		
Indiana	No	We do not have the authority to use red light cameras- the Indiana Code does not recognize this practice. The only automated practice recognized is the enforcement of toll road fees.	N/A	N/A	David Boruff Manager, Office of Traffic Administration 317-234-7975 <a href="mailto:DBORUFF@indot.IN.gov">DBORUFF@indot.IN.gov</a>
Iowa	Yes The automated traffic enforcement systems are installed on the basis of local city ordinances, based on “home rule”. The citations are a violation of a city ordinance and are issued to the owner of the vehicle, they do not go on the driver’s record. The Iowa DOT has issued permits allowing the cities to install the devices on the highways under the DOT’s jurisdiction. Then with the increased popularity of the systems and requests to install more systems, and a change in administration (both Governor and Department Director), the DOT has taken a more active role in the evaluation of requests for automated enforcement. The DOT initiated and received legislative approval of administrative rules governing the installation of automated enforcement systems on the highways under DOT jurisdiction. Since the rules have become effective, we have not had any new	The Iowa DOT has established administrative rules for the placement of automated traffic enforcement on the highways under DOT jurisdiction. Here is a link to the administrative rules - <a href="https://www.legis.iowa.gov/docs/aco/chapter/761.144.pdf">https://www.legis.iowa.gov/docs/aco/chapter/761.144.pdf</a>  The rules became effective in February 2014. Following the first annual review of the existing installations in May 2014, the Department required the removal of several automated enforcement systems. The cities have sued the Department over this action, and the Department’s authority to publish administrative rules on this matter. The lawsuits are currently working their way through the court system, with the first ones scheduled for a February 2017 court date. In the meantime, the Department agreed not to take action to enforce the removals, and the cities have continued to operate the systems that were supposed to be	The cities are required to submit annual evaluation reports. Details on the contents of the report is included in the administrative rule.	The administrative rules do not prohibit the enforcement of right turn on red movements. All cities have been issuing citations for right turn on red violations.	Timothy Crouch, PE, PTOE State Traffic Engineer 515-239-1513 <a href="mailto:Tim.Crouch@dot.iowa.gov">Tim.Crouch@dot.iowa.gov</a>

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	requests for the installation of automated enforcement systems, but we are now being sued by several cities concerning the authority of the DOT to implement the rules, and the DOT's actions to remove several systems, yet to play out in court.	removed.			
<b>Kentucky</b>	No	We have no red-light camera enforcement in Kentucky.	N/A	N/A	Jeff Wolfe <a href="mailto:Jeff.Wolfe@ky.gov">Jeff.Wolfe@ky.gov</a>
<b>Louisiana</b>	Yes but not actively used	<a href="http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Pages/Traffic_Control.aspx">http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Pages/Traffic_Control.aspx</a> The above link will get you to LADOTDs policy on photo enforcement. We haven't had any sites be able to meet these qualifications. We have some sites in Baton Rouge and Lafayette that were grandfathered in but no new ones.	N/A	N/A	Jody Colvin Traffic Engineering Division Administrator 225-242-4635 <a href="mailto:Jody.Colvin@LA.GOV">Jody.Colvin@LA.GOV</a>
<b>Maine</b>	The State of Maine does not allow the use of Red light running cameras.				Stephen Landry <a href="mailto:Stephen.Landry@maine.gov">Stephen.Landry@maine.gov</a>
<b>Massachusetts</b>	No	Massachusetts General Laws prohibit the use of any type of automated enforcement where a citation would be issued without being physically administered by a uniformed officer. The only exception is where we had special statutory authority to issue tickets for toll violators via an automated process. So we do not allow Red Light Running camera enforcement.	N/A	N/A	Neil Boudreau <a href="mailto:neil.boudreau@state.ma.us">neil.boudreau@state.ma.us</a>
<b>Michigan</b>	No	In Michigan state law prohibits the use of red light cameras.	N/A	N/A	Mark Bott. P.E. <a href="mailto:BOTTM@michigan.gov">BOTTM@michigan.gov</a> 517-335-2625
<b>Minnesota</b>	No	Minnesota does not have authority to use red light cameras. The City of Minneapolis tried this for 8 months in 2005, but a judge struck the	N/A	N/A	Jay Hietpas <a href="mailto:Jay.Hietpas@state.mn.us">Jay.Hietpas@state.mn.us</a>

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		ordinance down. In 2007, the Minnesota state Supreme Court upheld the decision, citing it was impossible to prove who was driving.			
<b>Mississippi</b>	No	Red light running cameras are not allowed by law in Mississippi.	N/A	N/A	James Sullivan, P.E. State Traffic Engineer <a href="mailto:jssullivan@mdot.ms.gov">jssullivan@mdot.ms.gov</a>
<b>Nebraska</b>	No	Nebraska state law does not allow camera enforcement.	N/A	N/A	Daniel Waddle, P.E. <a href="mailto:Dan.Waddle@nebraska.gov">Dan.Waddle@nebraska.gov</a> (402) 479-4594
<b>New Hampshire</b>	No	The only automated enforcement allowed in New Hampshire is toll evasion, and that had to be amended from what was a misdemeanor before the cameras to a violation now, mostly out of concern that the cameras would identify the driver. The violation is charged to the owner of the registered vehicle.	N/A	N/A	William Lambert <a href="mailto:WLambert@dot.state.nh.us">WLambert@dot.state.nh.us</a>
<b>New Jersey</b>	Not anymore	<p>NJ's 5-year RLR pilot program expired 12/17/2014 and the authority to issue video citations expired with it. It's now in the hands of our Legislature to determine if NJ will consider advancing RLR in any other program form.</p> <p>If yes, what types of data are used when selecting and or approving intersections other than crash data? NJ also used actual RLR citation (as issued by police officers) data compiled at the signals in question as well as vehicular volume. We developed a formula that took crash and citation data and equated them using the volume as a factor of million vehicle miles.</p> <p>Do you have guidelines? While the formula worked for our original purposes, towns figured</p>	The controlling legislation required annual reporting of the crash and citation data.	The controlling legislation only allowed for video-based citations involving RLR, not illegal right turns on red. If the officer reviewing the video determined that a vehicle didn't stop when making any movement through a signal, a citation was issued.	Dave Martin Supervising Engineer, Traffic 609-530-2603 <a href="mailto:David.Martin@dot.nj.gov">David.Martin@dot.nj.gov</a>

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		out that they could spot enforce RLR to boost citation data values and give them a better chance at qualifying for the program (even with little or no crash data). Considering that rather big lesson learned on my part, and considering that NJ's program was successfully sued and had to shut down for almost two months to comply with the litigation, I'd recommend staying far away from any of our guidelines.			
New Mexico	No	We banned red light cameras at all state facilities in New Mexico.	N/A	N/A	Afshin Jian <a href="mailto:Afshin.Jian@state.nm.us">Afshin.Jian@state.nm.us</a>
New York	Local jurisdictions only (see list in #1)	<p>NYS DOT does not have the authority to operate red light cameras. However, jurisdictions have been granted approval by the State Legislature on a case by case basis and so far red light camera programs have been approved in NYC, Buffalo, Rochester, Syracuse, Albany, Yonkers, New Rochelle, White Plains, Nassau County and Suffolk County. Buffalo and Syracuse have the authority, but have not implemented a program yet.</p> <p>If yes, what types of data are used when selecting and or approving intersections other than crash data? Do you have guidelines? I believe that it has been a mix. Some have selected high volume corridors while others have focused on high crash sites. Reports from both Suffolk and Nassau County were provided.</p>	Annual reports are required by the jurisdictions with programs. Reporting requirements were provided in a separate document.	I find nothing specific in any of the individual laws. Most of them used the same template and simply changed the name of the jurisdiction. However, I remember seeing complaints in the newspapers about motorists who were getting ticketed for rolling stops on RTOR.	David Woodin, PE, PTOE Director, Traffic Operations Bureau 518-457-1793 <a href="mailto:David.Woodin@dot.ny.gov">David.Woodin@dot.ny.gov</a>
North Carolina	Local municipalities only	North Carolina DOT does not operate the red light cameras. The local municipalities manage these and they choose which intersections to	We do not require validation. Due to the high level of sensitivity, the few	Our state law does not have any prohibition on which movements can be	Kevin Lacy <a href="mailto:ijklacy1@ncdot.gov">ijklacy1@ncdot.gov</a>

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		<p>install. Due to various changes in state law, many have removed the red light cameras. There are a couple remaining. They have used both crash data and observing red light violations. We do require that the yellow and all red intervals be recalculated to the current state standards on all traffic signals on the state system that they wish to install red light cameras. We also require complete physical separation of the circuitry, there is not any hard connections between the camera system and the signal. We also let the vendors know that if they happen to tweak any of the timing parameters, they will be asked to remove all their equipment from all intersections on the state system. We have not had any problems with this issue.</p>	<p>systems that are still operating do provide high level of evaluations usually to their city councils.</p> <p>We have reviewed a large amount of data including video concerning red light running that we collected for our dynamic all red timing. When you look at the crashes, near misses, etc. the time beyond the red is pretty significant greater than the all red clearance. Those running 0.2 seconds into the red are annoying, but they are not creating crashes. If the program is focused on safety, then those running later are the true target. However, in most cases, the cost to operate the red light systems is paid for by the large number of annoying drivers who run the red less than a second into the red. Personally, I have no sympathy for them because it is just too easy to follow the law and stop.</p>	<p>electronically enforced. We have had one court case on a left turn issue. We do not recommend placing cameras on turning movements.</p>	
Ohio	Not anymore (see response to Q1)	Ohio is a home rule state (cities, counties, municipalities can pass laws to govern	N/A	N/A	Jason Yeray, P.E., Office of Traffic

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		<p>themselves as they see fit). At ODOT maintained intersections, Red Light Cameras were never permitted.</p> <p>Local Jurisdictions were able to install them, however Senate Bill 342 was recently passed that basically lead to most of their removals and discontinued use.</p> <p>Primarily because of this reason:  “Requires a law enforcement officer to be present at the location of a traffic law photo-monitoring device at all times during the operation of the device. “</p> <p>Additional procedural requirements for new traffic law photo-monitoring devices were also defined in the Senate Bill.</p> <p><a href="http://www.lsc.ohio.gov/analyses130/14-sb342-130.pdf">http://www.lsc.ohio.gov/analyses130/14-sb342-130.pdf</a></p> <p>Recent news article on increased crashes at former RLC locations:  <a href="http://www.dispatch.com/content/stories/local/2016/04/27/crashes-rise-where-red-light-cameras-were-but-more-data-needed-to-establish-link.html">http://www.dispatch.com/content/stories/local/2016/04/27/crashes-rise-where-red-light-cameras-were-but-more-data-needed-to-establish-link.html</a></p>			<p>Operations  614-466-2168  <a href="mailto:Jason.Yeray@dot.ohio.gov">Jason.Yeray@dot.ohio.gov</a></p>
<b>Oregon</b>	Yes	<p>Yes. Oregon allows the use of Red Light Running cameras by the local jurisdictions on the state highways as well as their local roads. Other types of data besides crash data to be used in the engineering investigation include other safety concerns such as traffic citation data, complaints,</p>	<p>After the initial engineering investigation by the local agency and approval by Oregon DOT, Oregon law requires local agencies that operate a Red Light Running</p>	<p>Yes but only when there is sufficient evidence to indicate that the right turns should be monitored.</p>	<p>Craig Black, P.E.  Traffic Operations Engineer  503-986-3576  <a href="mailto:craig.b.black@odot.state.or.us">craig.b.black@odot.state.or.us</a></p>

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		enforcement observations, speeds and traffic volume. See <a href="#">Oregon's Red Light Running Camera Guidelines for State Highways, 2015</a> document.	camera system to present a report to the Legislative assembly by March 1st of each odd-numbered year.		
South Dakota	No	South Dakota DOT does not operate or have authority to authorize the use of red light cameras.	N/A	N/A	Christina Bennett, PE Operations Traffic Engineer 605-773-4759 <a href="mailto:Christina.Bennett@state.sd.us">Christina.Bennett@state.sd.us</a>
Vermont	No	Vermont does not have any red-light running cameras. Our laws are not set up to ticket the registered vehicle owner but only the operator of the vehicle.	N/A	N/A	Bruce Nyquist <a href="mailto:Bruce.Nyquist@vermont.gov">Bruce.Nyquist@vermont.gov</a>
Virginia	Yes	Yes, the code of Virginia provides for VDOT to approve requests for any red light running camera located within its right of way and allows localities to approve locations within their right of way. The code requires consideration of the following factors: the accident rate for the intersection; the rate of red light violations occurring at the intersection; the difficulty experienced by law-enforcement officers to apprehend violators; and the ability of law enforcement officers to apprehend violators safely within a reasonable distance from the violation.  The code also mandates a public awareness program prior to implementation and/or expansion of any red light running camera	Localities are required to evaluate the photo enforcement system on a monthly basis to ensure all cameras and traffic signals are operating properly. The results of the evaluation are to be made available to the public. Localities shall annually certify compliance with the legislation and make all records available for inspection and audit by the Commonwealth Transportation Commissioner or the Commission of the	Yes, right turn movements are also enforceable under the Red Light Running Camera Program. Typically, the majority of these violations are dismissed by the reviewing officer if they feel the movement was conducted in a safe manner. Also, most systems only record a violation if the vehicle speed is over 12 or 15 mph (i.e. a rolling stop is not ticketed).  Virginia does have opponents of RLC and the right turn enforcement is often targeted	Raymond Khoury, P.E. State Traffic Engineer 804-786-2965 <a href="mailto:Raymond.Khoury@VDOT.Virginia.gov">Raymond.Khoury@VDOT.Virginia.gov</a>

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		installations along with a minimum .5 second grace period between the time the signal turns red and the time the first violation is recorded by the camera. Additional information is detailed in our Red Light Running Camera (Photo Enforcement) Engineering Safety Analysis Guidelines, Frequently asked Questions and the Engineering Safety Analysis Template which can all be accessed from <a href="http://www.virginiadot.org/info/photored.asp">http://www.virginiadot.org/info/photored.asp</a>	Department of Motor Vehicles.	as an improper use of the systems since the crash frequency of this movement is very low.	
<b>West Virginia</b>	No	West Virginia does not have enabling legislation for automated enforcement with the exception of toll collection enforcement.	N/A	N/A	Cindy Cramer <a href="mailto:Cindy.L.Cramer@wv.gov">Cindy.L.Cramer@wv.gov</a>
<b>Wisconsin</b>	No	Wisconsin doesn't allow photo enforcement.	N/A	N/A	William McNary <a href="mailto:William.McNary@dot.wisconsin.gov">William.McNary@dot.wisconsin.gov</a>
<b>Wyoming</b>	No	Not allowed in Wyoming. No automated enforcement.	N/A	N/A	Joel Meena <a href="mailto:joel.meena@wyo.gov">joel.meena@wyo.gov</a>