City of Gainesville
Agenda Item Report

File Number: 2025-170

Agenda Date: May 1, 2025

Department: Office of the City Attorney

Title: 2025-170 Ordinance Amending Section 26-32 Relating to the Use of Traffic Infraction Detectors and Section 2-377 to Authorize the Special Magistrate to Hear Traffic Infraction Detector Contested Hearings (B)

Department: Office of the City Attorney

Description: Ordinance No. 2025-170
An ordinance of the City of Gainesville, Florida, amending Chapter 26, Section 26-32 of the Code of Ordinances relating to use of traffic infraction detectors; amending Chapter 2-377 authorizing the magistrate to hear contested hearings of violations of Chapter 26, Article II, Division 2, "The Gainesville Traffic Safety Enhancement Act"; providing for enforcement; providing directions to the codifier; providing a severability clause; providing a repealing clause; and providing an effective date.

Fiscal Note: The fiscal impact of this ordinance is expected to be revenue neutral. A violation consisting of running a red light that is detected by a traffic infraction detector will result in a fine of $158.00. The city will retain $75.00 of the $158.00 fine. The retained monies will be used to pay the city's vendor for installing and running the system, to cover additional work by GPD to review citations, and to cover costs of the city's special magistrate.

Explanation: The Gainesville Traffic Safety Enhancement Act was enacted in Ordinance number 100588 in 2011, which provides that the city "is authorized to implement a system utilizing traffic infraction detectors pursuant to the provisions and requirements of section 316.0083, Florida Statutes, as may be amended from time to time, and may take any action which is necessary for such purpose" and may enforce F.S. § 316.0083 relating to the use of automated cameras to detect individuals who run red lights at intersections. The amendments to section 26-32 are recommended in order to comply with amendments to F.S. § 316.0083, which require a showing of and finding by the city commission of "a heightened safety risk that warrant additional enforcement measures" at the specific intersections in which the cameras are installed and used.

Additionally, section 2-377 relating to code violation hearings is being amended to allow the city's special magistrate to hear cases involving traffic infraction detector contested hearings.

Business Impact Estimate:

☒ This ordinance is exempt under Florida Statute 166.041(4)(a). (See Attached)

Strategic Connection:

☐ Goal 1: Equitable Community
☐ Goal 2: More Sustainable Community
☐ Goal 3: A Great Place to Live and Experience
☐ Goal 4: Resilient Local Economy
☒ Goal 5: “Best in Class” Neighbor Services

Recommendation: The City Commission adopt the proposed ordinance.

City of Gainesville

VISION ZERO

REPORT

2024

AUTOMATED ENFORCEMENT

Red Light Traffic Infraction

TRANSPORTATION DEPARTMENT

Vision Zero Program

Table of Contents

City Commission, Authors, and Contributors

Mayor: Harvey Ward

City Manager: Cynthia W. Curry

City Commissioners:

Cynthia Chestnut - Mayor Pro-Tem, Commissioner At-large, Seat B
Reina Saco - Commissioner At-large, Seat A
Desmon Duncan-Walker - District I Commissioner
Ed Book - District II Commissioner
Casey Willits - Commissioner District III
Bryan Eastman - District IV Commissioner

Authors:

Karla Rodrigues Silva- Vision Zero Coordinator – Transportation Department
Deborah Leistner – Transportation Planning & Parking Manager - Transportation Department
Jesus Gomez – Transportation Director - Transportation Department

City Agency Contributors:

Brian M. Singleton - Public Works Director – Public Works Department
Nelson M. Moya - Chief of Police - Gainesville Police Department
Summer Hallett – Police Captain - Gainesville Police Department
Lynne Valdes - Traffic Unit Commander - Gainesville Police Department

City Advisors:

Andrew Persons - Chief Operating Officer
Philip R. Mann - Special Advisor to the City Manager for Infrastructure and Capital Projects

Commissioner's Motion

At the 8/8/2024 GPC Meeting, the Commission directed staff to explore the use of red light traffic infraction cameras within City Limits.

Red light traffic infraction cameras, often called red light cameras, are automated enforcement devices used at intersections to detect and penalize vehicles that run red lights. These cameras aim to improve road safety by reducing instances of red-light running, which can lead to crashes.

The initiative will be investigated as part of the Vision Zero Program. Gainesville has long emphasized the safety of the transportation system through collaborative actions and investments in traffic calming, multimodal network, transit, and traffic operations dating back to the 1990s. In 2018, the City Commission adopted a Vision Zero Resolution to strengthen the City's commitment to safety further, seeking to eliminate traffic-related deaths and reduce serious injuries by 2040.

This report documents information for aid decision-making.

Background

Between 2018 and 2022, intersection-related crashes accounted for 41.2% of all crashes in the City of Gainesville, representing the largest share of total crashes and resulting in the highest number of injury crashes. Running red lights is a leading cause of crashes at signalized intersections. To reduce red-light running (RLR) violations, red-light enforcement cameras (RLCs) have been widely implemented as an engineering countermeasure to enhance intersection safety. These RLC systems detect vehicles that cross the stop line and proceed through the intersection after the light has turned red. The system captures a series of photographs and video footage documenting the violation, along with detailed information such as the date, time, and duration since the signal turned red.

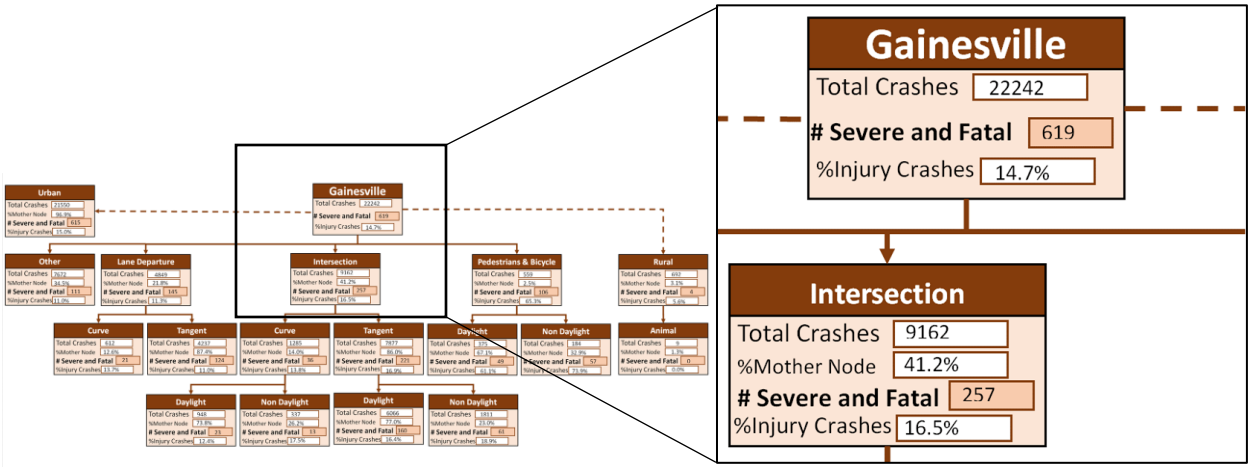

Figure 1: Crash Tree

Literature Review

The impact of red light traffic infraction cameras on road user safety has been extensively studied over the past decade. Table 1 provides a summary of various locations where these cameras have been implemented, detailing their effects on crash rates and types. Red light cameras are primarily deployed to reduce red light running (RLR)-related crashes, enforce traffic laws, and improve intersection safety. Across all studies, the use of RLR cameras has consistently shown reductions in various crash types and severity levels, with decreases in traffic crashes ranging from 6% to 62%, depending on the crash type and severity. These findings align well with the goals of Vision Zero initiatives, which aim to eliminate traffic fatalities and severe injuries.

The Federal Highway Administration (FHWA) endorses red light cameras as one of its priority, market-ready safety technologies, as highlighted in the 2012 National Cooperative Highway Research Program (NCHRP) Report 729 titled Automated Enforcement for Speeding and Red Light Running (NASEM, 2012) This report outlines the experiences of cities like Portland, Oregon, Virginia Beach, Virginia, San Diego, California, and Edmonton, Alberta, which have implemented various automated enforcement measures to enhance traffic safety.

Red light cameras activate when a vehicle enters an intersection after the light has turned red, capturing images of the offending vehicle's license plate, along with date, time, and speed data. Studies indicate that successful RLR camera programs require strong collaboration among traffic engineering,

operations, and police departments. Public awareness and transparent communication are also critical to gaining community support. The primary focus of these programs should remain on safety improvements rather than revenue generation. Effective vendor management is essential to maintain program integrity and ensure the systems are used responsibly.

In summary, red light cameras not only support the enforcement of traffic laws but also play a significant role in reducing crash rates at intersections. These results bolster support for their continued and expanded use, particularly as cities pursue Vision Zero and other safety-focused goals.

Table 1 – Studies on Red Light Camera Efficiency

Study	Location	Study Design	Key Findings	Notable Considerations
Ahmed and Mohamed Abdel-Aty (2015)	Orange County, Florida	Empirical Bayes (EB) method	Significant reduction in angle and left-turn crashes. Significant increase in rear-end crashes on target approaches.	Spill-over effect was found on non-RLC intersections in the proximity of the treated sites.
Goldenbeld, Daniels and Schermers (2019)	Several locations	Review of existing studies and data analysis	Reduction of total crashes by 12%. Decrease of right-angle crashes by 24%, right-angle injury crashes by 29%. Increase rear-end crashes by 32%, rear-end injury crashes by 14%	Over time, study safety estimates have improved.
Hallmark et al (2010)	Davenport, Iowa and Iowa (Statewide)	Bayesian before-and-after analysis with control intersections	Red light cameras were effective in reducing total crashes and RLR crashes. Rear-end (RE) crashes did not increase.	2 years of post-installation crash data analyzed; used statistical controls to ensure the robustness of findings.
Hallmark et al (2011)	Cedar Rapids, Iowa	RLR violation rates were compared from the before to after periods.	RLR violation rates decreased from 6% to 91% over the three after-analysis periods.	The cameras did not appear to have any impact on the amount of headway between vehicles.
Hu et al.(2011)	14 cities (RLC) and 48 cities (no RLC)	Poisson regression analysis, citywide evaluation	35% reduction in fatal RLR crashes in treated cities, 14% reduction in non-treated cities	Evaluated citywide effects
Ko et al. (2011)	Texas (32 jurisdictions, 254 intersections)	Empirical Bayesian (EB) method, before-after study	20% decrease in all RLR crashes, 24% decrease in right-angle (RA) crashes, 37% increase in rear-end RLR crashes	Suggested RLCs effective for intersections with higher RLR crash rates
Ng et al.(1997)	Singapore	Comparison of 42 treated and non-	7% reduction in all crashes, 8% reduction in RA crashes	Similar configurations at treated and non-treated intersections

Study	Location	Study Design	Key Findings	Notable Considerations
		treated intersections		
National Academies of Sciences, Engineering, and Medicine (2012)	Various locations in the United States	Review of existing studies and data analysis	Automated enforcement reduces speeding and RLR incidents, leading to fewer crashes and improved road safety.	
Persaud et al. (2005)	7 jurisdictions (US)	EB method	25% decrease in RA crashes, 15% increase in RE crashes (RA decreased by 14%-40% in 6 jurisdictions)	RA reductions in most jurisdictions, but RE crashes increased
Retting & Kyrychenko (2002)	Oxnard, California	Before-after study at 125 intersections, spillover effect controlled	7% decrease in all crashes, 32% decrease in RA crashes, 3% increase in RE crashes	Controlled for spillover effects by comparing distant cities
Walden (2010)	Texas	Naïve before-after study at 56 intersections	30% decrease in all crashes, 43% decrease in RA crashes, 5% increase in RE crashes	Increase in rear-end crashes
Walden et al. (2011)	Texas (39 communities)	Comparison group method at 296 intersections	26% decrease in all crashes, 19% decrease in RA crashes, 44% increase in RE crashes	Larger dataset, multiple locations considered
Washington & Shin (2005)	Phoenix & Scottsdale, Arizona	EB method and comparison group method	In Phoenix: 42% decrease in angle crashes, 10% decrease in left-turn crashes, 51% increase in RE crashes	EB method used to control RTM bias; RE crashes increased.
Washington & Shin (2005)	Scottsdale, Arizona	EB method	20% decrease in angle crashes, 45% decrease in left-turn crashes, 41% increase in RE crashes	Scottsdale focused on different crash types
Winn (1995)	Glasgow, Scotland	6 treated and 6 non-treated sites, 3 years pre/post data	62% reduction in injury crashes	Focused on injury crashes

Key Observations

Based on the studies some remarks can be listed:

- **Reduction in Right-Angle (RA) and Red Light Running (RLR) Crashes**:

Most studies, including those by Hallmark et al. (2010), Hu et al. (2011), Ko et al. (2011), Persaud et al. (2005), Retting & Kyrychenko (2002), and Walden et al. (2011), found significant reductions in RA and

RLR crashes, with decreases ranging from 7% to 43%. Hu et al. (2011) reported a notable 35% reduction in fatal RLR crashes in cities with red light cameras, highlighting citywide safety improvements.

- **Decrease in Total Crashes**:

Many studies observed reductions in total crashes at intersections with RLR cameras. Hallmark et al. (2010), Ko et al. (2011), and Walden (2010) found reductions between 7% and 62%, underscoring the overall safety benefits of camera enforcement.

- **Increases in Rear-End (RE) Crashes**:

Multiple studies, such as those by Ko et al. (2011), Persaud et al., Walden et al. (2011), and Washington & Shin (2005), found that RE crashes increased after RLR camera installation, with increases ranging from 3% to 51%. The rise in RE crashes suggests that while RLR cameras effectively reduce certain types of crashes, they can lead to other unintended safety concerns. However, these crashes type RE tend to lead to less severe injuries, since car protections are more effective in RE crashes.

- **Citywide and Spillover Effects**:

Hu et al. (2011) and Retting & Kyrychenko (2002) highlighted the citywide safety effects of RLR cameras, with decreases observed in both treated and non-treated cities. Retting & Kyrychenko controlled for spillover effects, revealing that safety benefits could extend beyond camera-monitored intersections.

- **Criteria for Effectiveness**:

Ko et al. (2011) noted that RLR cameras are most effective at intersections with high initial rates of RLR crashes, suggesting that careful site selection is crucial for maximizing safety benefits.

- **General Support for Automated Enforcement**:

The National Academy of Sciences (2012) and other studies reinforced that automated enforcement measures, such as RLR cameras, are effective tools for improving road safety and reducing traffic violations.

- **Mixed Impact on Specific Crash Types**:

While most studies reported reductions in RA and RLR crashes, there was variability in impacts on other crash types, like left-turn (LT) crashes, as observed by Washington & Shin (2005).

These findings collectively suggest that RLR cameras contribute to reducing serious intersection crashes, particularly RA and fatal RLR crashes, although increases in RE crashes are a recurring issue. Site selection, enforcement, and a balanced approach are critical for maximizing safety benefits while addressing potential trade-offs.

State of Florida Traffic Infraction Detectors Legislation

In this section, the legal framework for Traffic Infraction detectors is described.

Florida Statute

The red light camera program in Florida is authorized and governed by Section 316.0083, Florida Statutes commonly known as the Mark Wandall Traffic Safety Act. Enacted in 2010, this statute outlines the legal framework for the implementation and operation of red light camera systems.

Based on Section 316.0083 of the Florida Statutes, the Mark Wandall Traffic Safety Program outlines several key requirements for implementation:

Authorization: The department, a county, or a municipality may authorize a traffic infraction enforcement officer to issue a traffic citation for violations of specific sections (s. 316.074 (1) or s. 316.075 (1) (c)1)2

Ordinance Requirement: A county or municipality must enact an ordinance to use a traffic infraction detector to identify vehicles failing to stop at a steady red light.

Exemptions: A notice of violation and a traffic citation may not be issued if the driver is making a right-hand turn carefully and prudently at an intersection where right-hand turns are permitted.

Compliance with State Regulations: The program must comply with state regulations and guidelines governing the use of traffic infraction detectors.

These requirements ensure that the implementation of red light camera systems is standardized and legally sound across the state.

In addition, Section 316.0776, Florida Statutes, was created and directs that placement and installation of Traffic Infraction Detectors must be in accordance with placement and installation specifications developed by the Florida Department of Transportation (FDOT). The specifications at Traffic Infraction Detectors (RLRC) (fdot.gov) establish such requirements for placement and installation of Traffic Infraction Detectors.

Responsibilities

Per Florida Statute the shared responsibility can be summarized as below.

City Responsibilities

Cities participating in the red light camera program are tasked with implementing and maintaining the red light camera systems in accordance with state law. They must ensure the accuracy and reliability of the camera equipment, process citations, and adhere to legal procedures.

Law enforcement

Police officers play a critical role in this enforcement process. They review and verify violations captured by the camera system and issue citations based on the evidence provided.

Traffic Operations Divisions and Department of Transportation

Traffic operations divisions and the Department of Transportation set the timing of traffic control signals, which directly impacts the operation of red light cameras. The traffic Operations division collaborates with local authorities to ensure compliance with state regulations and conducts annual inspections of traffic signals to ensure timing remains in compliance.

Operation of Red Light Cameras

Red light cameras operate by capturing images and video footage of vehicles that violate traffic signals. The system automatically detects violations, records relevant data, and generates citations for review by law enforcement.

Vendors

Private companies often facilitate the installation, maintenance, and operation of red light camera systems under contracts with local governments. Their responsibilities typically include conducting traffic engineering studies, analyzing intersections for high-risk areas, gathering relevant data on traffic patterns, evaluating cost-benefit analyses, ensuring compliance with state regulations, and documenting traffic surveys or studies.

Revenue Distribution

Revenue generated from red light camera citations is distributed to the state's general revenue fund and the city or municipality where the program is implemented. This funding supports various state initiatives, traffic safety initiatives, infrastructure improvements, law enforcement efforts, and other community projects aimed at enhancing road safety. Cities also have expenses related to monthly contracts with vendors for equipment installation, maintenance, monitoring, data processing, and administrative tasks.

Judicial Process

Individuals cited for running a red light have the right to contest the citation through the judicial process, which involves appealing the citation with a city magistrate, presenting evidence and arguments, and possibly appealing with a county judge.

Special Provisions For New Installations of Traffic Infraction Detectors

According to *Special Provisions to General Use Permit For New Installations of Traffic Infraction Detectors on the State Highway System* of February 7, 2013 (Appendix), the Installation of Traffic Infraction Detectors requires support from law enforcement or a traffic engineering study, considering crash data, citations, and officer observations, as follows:

> *Attach a letter from the Permittee or the Chief Law Enforcement Officer of the Permittee in support of a Traffic Infraction Detector at the location requested.*
>
> *In support of installing a Traffic Infraction Detector at an intersection, the following should be considered:*
>
> - *Traffic crash data*
> - *Traffic citation data*
> - *Law enforcement officer observations*
> - *Video surveys of violations*
>
> *In lieu of the above letter, a traffic engineering study (signed and sealed by a Florida licensed Professional Engineer) supporting the installation of a Traffic Infraction Detector at the intersection requested, may be submitted by the Permittee.*

In addition, detectors must not interfere with state roadways and must be removed or relocated if necessary, at the Permittee's expense. As such, installations must comply with Florida statutes and FDOT specifications, including non-intrusive detection technologies and separate electrical services.

FDOT also requires that the permittee notify FDOT of the activation or deactivation of detectors and is responsible for removal if directed by FDOT. Additional information is available at.

Traffic crash and associated citation data

Between 2019 and 2023 a total of 20,902 crashes occurred within City limits. 360 (1.7%) were flagged as "RAN RED LIGHT - VIOL OF TRAF CONTROL SIGNAL", of which 17 crashes resulted in severe injuries. In addition, some crashes tagged as "ACCIDENT INVOLVE DAMAGE TO VEHICLE/PROPERTY-LEAVE SCENE", "CARELESS DRIVING - OPERATING VEHICLE IN A CARELESS MANNER" and "VIOLATION OF TRAFFIC CONTROL DEVICE" could have a red light running component, as shown in Table 1. However, they were not considered for further analysis.

Table 2 – Examples of crashes not charged as RAN RED LIGHT that can benefit from Red Light Running camera countermeasure.

Location	Charge	Narrative
SW 40th Blvd at SR24/Archer Rd	Report 24089535 ACCIDENT INVOLVE DAMAGE TO VEHICLE / PROPERTY- LEAVE SCENE	VEH1 **RAN A RED LIGHT MAKING A RIGHT HAND TURN** ONTO SW ARCHER RD TO TRAVEL WESTBOUND. VEH2 HAD THE RIGHT AWAY AND WAS MAKING A LEFT HAND TURN ONTO SW 40TH BLVD FROM ARCHER RD. VEH1 HIT VEH2 AT AN ANGLE CAUSING DAMAGE TO THE FRONT BUMPER. THE DRIVER OF VEH1 FLED THE SCENE AND GOT ONTO I75 TRAVELING NORTHBOUND. VEH2 FOLLOWED VEH1 TILL VEH1 EXITED I75 ONTO W NEWBERRY RD. ONCE ON W NEWBERRY RD THE DEF TURNED INTO THE PETCO PARKING LOT WHERE HE PARKED HIS VEHICLE
SR26/W University Ave at US441/W 13th St	Report 24090402 VIOLATION OF TRAFFIC CONTROL DEVICE	V1 WAS HEADED EAST ON UNIVERSITY WHEN GOING THROUGH THE INTERSECTION V1 HIT V2 IN TH RIGHT PASSENGER DOOR. **V2 WAS HEADED SOUTH ON 13TH STREET HE HAD GREEN LIGHT**
SR121/SW 34th St at SR24/Archer Rd	Report 24088668 CARELESS DRIVING - OPERATING VEHICLE IN A CARELESS MANNER	V2 WAS TRAVELING WEST IN THE WESTBOUND CURB LANE OF SR 24 (SW ARCHER RD) THROUGH THE INTERSECTION OF SR 24 (SW ARCHER RD) AND SR 121 (SW 34TH ST) WHEN V1 BEGAN TURNING WEST ONTO SR 24 (SW ARCHER RD) FROM THE SOUTHBOUND CURB LANE OF SR 121 (SW 34TH ST), STRIKING THE REAR PASSENGER SIDE OF HER VEHICLE WITH THE FRONT DRIVERS SIDE OF HIS VEHICLE. D2 ADVISED THAT SHE HAD A GREEN LIGHT AND AS SHE WAS GOING THROUGH THE INTERSECTION, V1 TURNED WEST ONTO SR 24 (SW ARCHER RD), STRIKING THE REAR PASSENGER SIDE OF HER VEHICLE. D1 ADVISED THAT HE WAS STOPPED **AT A RED LIGHT** IN THE SOUTHBOUND CURB LANE OF SR 121 (SW 34TH ST), WAITING TO TURN WEST ONTO SR 24 (SW ARCHER RD). HE ADVISED THAT AS **HE BEGAN TURNING**, V2 SWERVED INTO HIS LANE, STRIKING THE FRONT OF HIS VEHICLE WITH THE REAR OF HER VEHICLE. P1, P2, AND P3 ALL STATED THAT THEY WERE ON THEIR PHONES AND DID NOT SEE WHAT HAPPENED. P2 ADVISED THAT SHE HEARD A LOUD BANG, THEN SAW V2 GOING THROUGH THE INTERSECTION

The distribution of crashes marked as "RAN RED LIGHT - VIOL OF TRAF CONTROL SIGNAL" by severity levels is shown in Figure 2. 48% percent of crashes led to some sort of injury to drivers/passengers. The most predominant crash type was angle crashes (171), followed by left-turn crashes (144).

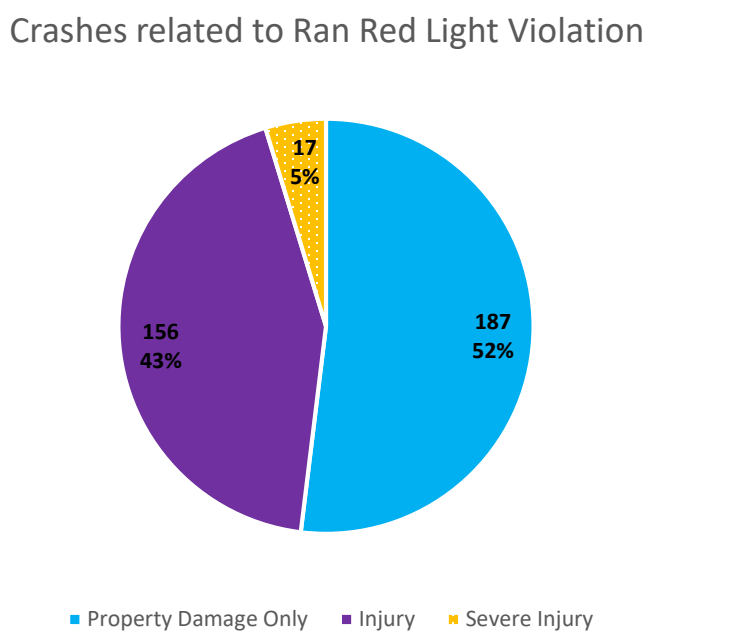

Figure 2 – Crashes related to Ran Red Light Violation

There are 189 signalized intersections within City Limits. Red light running violations were documented at 119 intersections, with up to 19 crashes due to "RAN RED LIGHT - VIOL OF TRAF CONTROL SIGNAL" at some locations[1]. The top 15 intersections affected by red light running are listed below:

- Windmeadows Blvd & SW 34th St/SW 34th St & Archer Road
- E University Ave & S Main St
- W Newberry Rd & NW 62nd St
- NW 23rd Ave & NW 6th St
- SW 16th Ave & SW 13th St
- Hull Rd & SW 34th St
- NW 13th St & NW 16th Ave
- SE 4th Ave & SE Williston Rd
- SW Archer Rd & SW 23rd Dr
- SW Archer Rd & SW 40th Blvd
- W University Ave & SW 13th St
- W University Ave & NW 34th St
- SW 20th Ave & SW 62nd Blvd
- NE 39th Ave & NE 15th St
- NE 39th Ave & NE Waldo Rd

Most of the top locations are located within the High-Risk Network identified as part of the Vision Zero Action Plan. Figure 3 shows the locations where a concentration of crashes due to "RAN RED

[1] A buffer of 200 ft was used to aggregate crashes to intersections.

LIGHT - VIOL OF TRAF CONTROL SIGNAL" happened between 2019-2023. The Top intersections are displayed in a darker color.

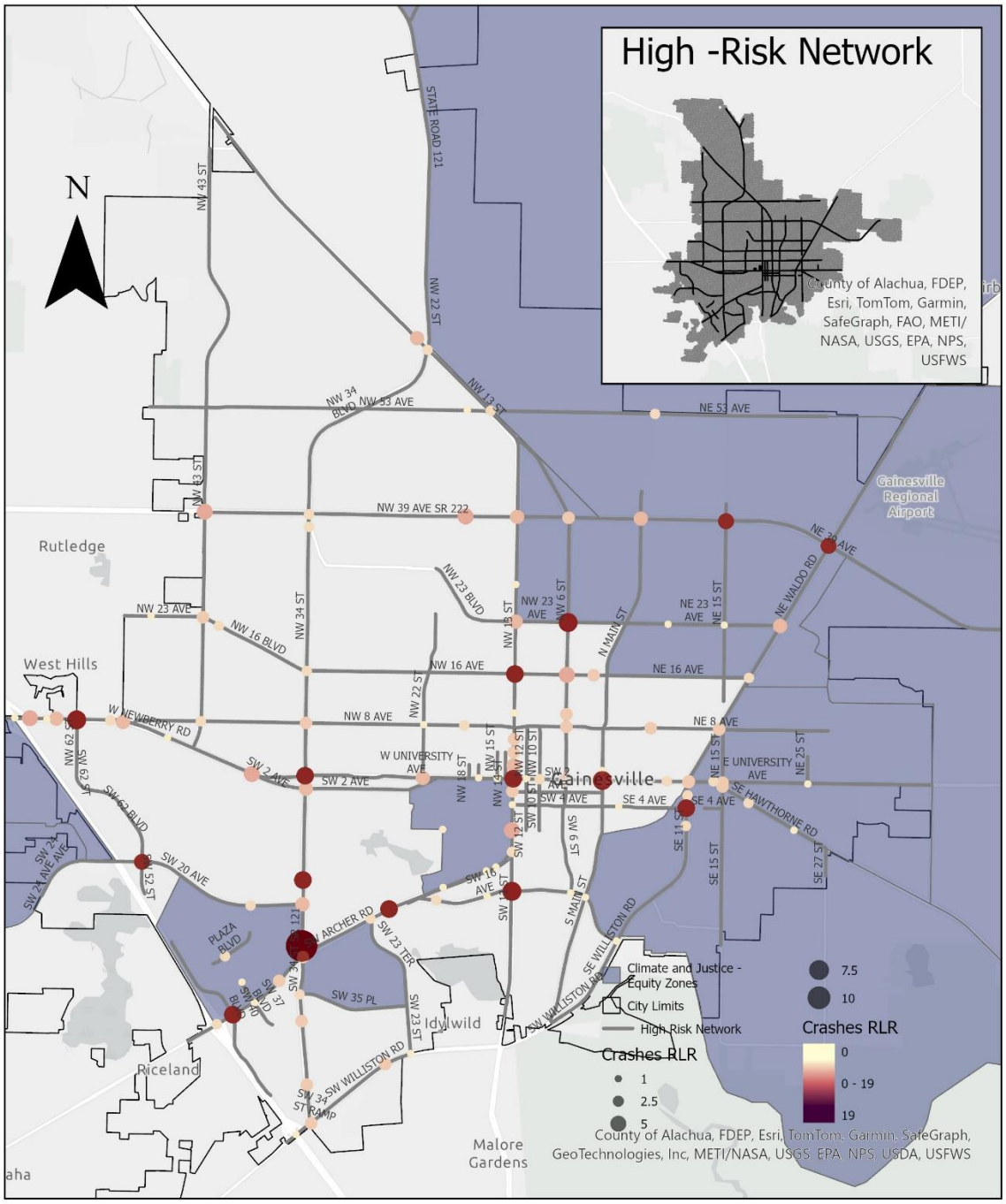

Figure 3 – Concentration of Red Light Running related crashes in the Signalized intersection

Suggested approach

Implementing a red light camera enforcement program involves several key phases to ensure effective planning, installation, and ongoing management. The process begins with planning and assessment to identify intersections with high rates of red light running crashes. Based on a literature review, most programs start with pilot locations—selected intersections or a corridor approach—as a proof of concept to train involved stakeholder groups and assess program efficiency.

Once program goals are set, feasibility evaluations from technical, financial, and legal perspectives are conducted with key stakeholders, including traffic engineers, police, local government, and community members, to garner support.

After initial installation, a pilot testing and system activation phase follows, allowing for system testing and adjustments before full activation. This phase often includes a grace period to give drivers time to adapt to the enforcement change before citations are issued.

A flowchart representing the key phases for implementing a red light camera enforcement program is shown below. Each phase flows into the next, starting with **Planning & Assessment**, where intersections with high crash rates are identified. This is followed by **Site Selection & Design**, where high-risk intersections are chosen for camera installation. Next is **Procurement & Vendor Selection**, involving RFPs for camera equipment and services. **Installation & System Setup** is the phase where cameras and sensors are installed at the selected locations. Finally, **Pilot Testing & Activation** ensures that the system is tested and adjusted before full enforcement begins.

Figure 4 – Key phases for implementing a red light camera enforcement program

Suggested locations

For Gainesville site selection and design, top locations and other intersections within the high-risk network are recommended based on crash history and traffic volume. The next step involves working with vendors through a request for proposals (RFP) process to provide camera equipment and maintenance services. Cameras and sensors will then be installed at the selected locations.

Vendors

FDOT maintains a Traffic Infraction Detector Vendor Status[2] list. Staff contacted all vendors to solicit information about their products and services; Altumint, RedSpeed, and Verra Mobility responded. The Altumint violation process is shown in Figure 5 as an example.

[2] More information at https://www.fdot.gov/traffic/trafficservices/rlrc.shtm

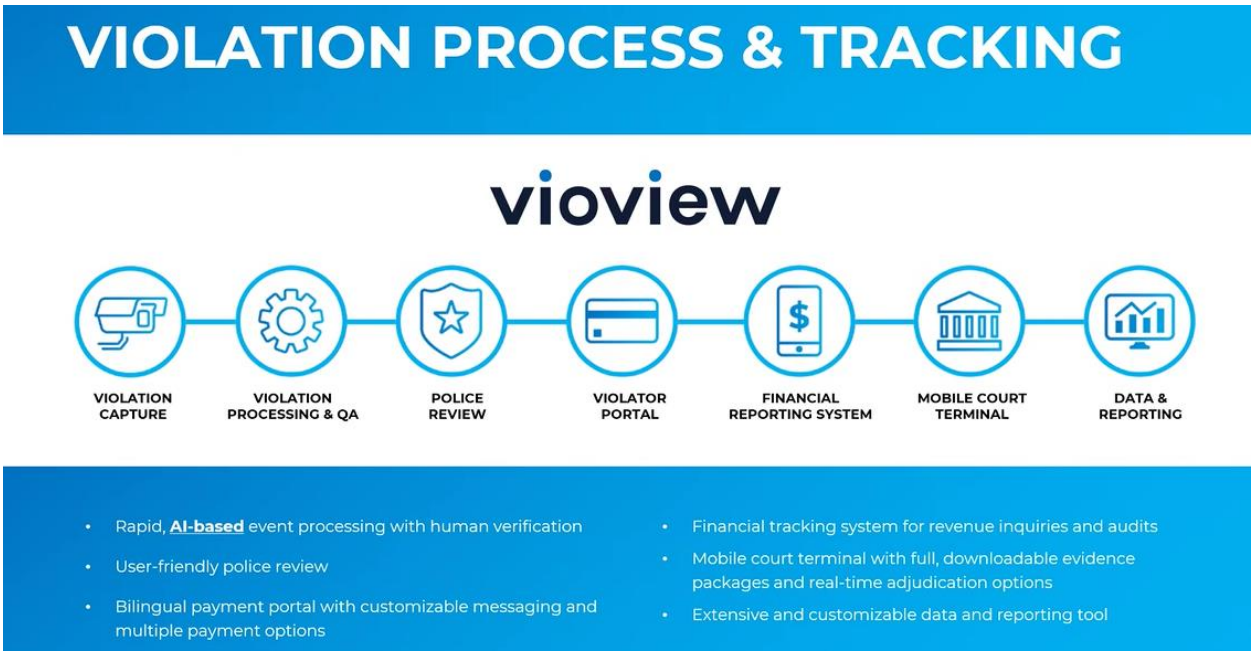

Figure 5 – Altumint violation and tracking process

Conclusions and next steps

The initial assessment for implementing Traffic Infraction Detectors in Gainesville for automated enforcement of red-light violations appears promising and aligns well with Vision Zero goals. Many cities have observed decreases in various crash types and severity levels after implementing these systems. In Gainesville, 119 signalized intersections had at least one red-light running-related crash, with 15 locations prioritized based on the number of citations issued for "Ran Red Light - Violation of Traffic Control Signal." The top 15 locations should be used as candidate locations as the starting point for a pilot program.

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Appendix – Special Provisions to General Use Permit For New Installations of Traffic Infraction Detectors on the State Highway System February 7, 2013

1. Attach a letter from the Permittee or from the Chief Law Enforcement Officer of the Permittee in support of a Traffic Infraction Detector at the location requested. In support of installing a Traffic Infraction Detector at an intersection, the following should be considered:

- Traffic crash data
- Traffic citation data
- Law enforcement officer observations
- Video surveys of violations

In lieu of the above letter, a traffic engineering study (signed and sealed by a Florida licensed Professional Engineer) supporting the installation of a Traffic Infraction Detector at the intersection requested, may be submitted by the Permittee.

2. Any Traffic Infraction Detector placed within, under, over, or along the state right-of-way that is found by the FDOT to be interfering in any way with the convenient, safe, or continuous use, or maintenance, improvement, extension, or expansion of the state roadway facility shall, within thirty (30) days of written notice to the Permittee by FDOT or its agent, be removed or relocated by the Permittee at the Permittee's own expense. If the Permittee does not remove the Traffic Infraction Detector, FDOT may remove same at the Permittee's expense.

3. The Permittee agrees that in the event the relocation of a Traffic Infraction Detector is to be done simultaneously with FDOT's construction work, the Permittee will coordinate with FDOT before proceeding and shall cooperate with the FDOT's contractor to arrange the sequence of work so as to not delay the work of the FDOT contractor, defend any legal claims of the FDOT's contractor due to delays caused by the Permittee's failure to comply with the approved schedule, and shall comply with all provisions of the issued permit. The Permittee shall not be responsible for delay beyond its control.

4. The Permittee shall comply with all applicable provisions of Chapter 556, Florida Statutes (Underground Facility Damage Prevention and Safety Act), including but not limited to, those pertaining to locate requests for locating their underground facilities.

5. The Permittee is responsible for the repair of any Traffic Infraction Detector installed by the Permittee under this permit. Prompt repair and restoration of the Right of Way to its original condition before such damage, is required. If the Permittee fails to perform such restoration, FDOT is authorized to do so and charge the Permittee the cost thereof or may remove the Traffic Infraction Detector at Permittee's expense.

6. The Permittee must notify FDOT when the Traffic Infraction Detector is activated. Notification shall be within 14 days of activation. Should the Permittee decide to place the Traffic Infraction Detector out of service, the Permittee shall notify FDOT of such action within 14 days and the obligations of the Permittee shall continue under this permit. Should the Permittee decide to remove its Traffic Infraction Detector, it shall be at its own expense. FDOT may direct the Permittee,

at the Permittee's sole expense, to remove out of service Traffic Infraction Detectors whenever the FDOT determines said removal is in the public interest.

7. The Traffic Infraction Detector shall not be attached to any traffic signal poles or other traffic control device.

8. All conduit, pull and junction boxes installed shall meet the current FDOT Standard Specifications for Road and Bridge Construction.

9. Non-intrusive vehicle detection technologies are preferred. The FDOT will allow wireless detection devices to be embedded in the roadway as long as they do not interfere with traffic signal operation equipment. Detection loop wires and the corresponding saw cutting of the roadway will not be allowed.

10. Use of existing FDOT traffic signal conduits or pull and junction boxes for the purpose of installing Traffic Infraction Detectors may be allowed if existing conduit space is available and such use has the concurrence of the traffic signal Maintaining Agency and verified it will not impact planned future needs or traffic signal maintenance and operation.

11. The Traffic Infraction Detector should have its own electrical service. The service shall not be supplied from the traffic signal controller cabinet. If service is obtained from the traffic signal service meter/disconnect, it shall be on its own separate circuit breaker. Service may be allowed from the roadway lighting system but shall be on its own separate circuit breaker. Any connection to the lighting circuit must have the concurrence of the lighting system maintainer. Payment of electrical service costs for the Traffic Infraction Detector will be the sole responsibility of the Permittee.

12. Any attachment to traffic signal cabinet wiring for the purpose of monitoring signal indications shall be electrically isolated from the traffic signal cabinet. FDOT may allow sensing devices, such as the "donut" current transformers or Hall-effect devices. Such attachments must have the concurrence of the traffic signal Maintaining Agency. All other physical or electrical connections to traffic signal control circuits are not allowed, including load switch driver control circuits, load switch signal circuits and detection circuits.

13. FDOT may direct the removal of Traffic Infraction Detectors if traffic safety has been found and documented to be negatively impacted due to the installation of the Traffic Infraction Detectors.

14. Communications to the Traffic Infraction Detector shall be on its own communications system. The traffic signal system communications interconnect shall not be used to transport or access Traffic Infraction Detector data.

15. The Traffic Infraction Detector permit approval is for the implementation of the Mark Wandall Traffic Safety Program, as set forth in Section 316.0083, F.S., which authorizes the issuance of citations by the use of automated cameras for disregard of a steady red signal indication when a vehicle fails to stop behind the stop bar or clearly marked stop line. Permit approval does not authorize the use of License Plate Recognition systems for law enforcement purposes. The Traffic Infraction Detectors shall record only plate numbers of violators of the steady red signal indication. Viewing, recording, or cataloging the movements of registered vehicles passing through the intersection is not authorized.

16. All Traffic Infraction Detector placement and installation shall be in accordance with the Placement and Installation Specifications developed by the FDOT pursuant to Section 316.0776, Florida Statutes. Placement and Installation Specifications are available at http://www.dot.state.fl.us/trafficoperations/

17. Roadway signs shall be installed in accordance with the FDOT Traffic Infraction Detector Placement and Installation Specifications. The Permittee shall provide, install, and maintain the required signs.

18. The construction plans must be signed and sealed by a Florida-licensed Professional Engineer.

19. This permit is valid for a period of five (5) years

City of Gainesville VISION ZERO

Vision Zero GPC Follow up - Red Light Running Cameras

Towards Zero Fatalities in Gainesville Roads

City Agency Contributors:

Karla Rodrigues Silva- Vision Zero Coordinator – Transportation Department
Deborah Leistner – Transportation Planning & Parking Manager - Transportation Department
Jesus Gomez – Transportation Director - Transportation Department
Brian M. Singleton - Public Works Director – Public Works Department
Nelson M. Moya - Chief of Police - Gainesville Police Department
Summer Hallett - Police Captain - Gainesville Police Department
Lynne Valdes - Traffic Unit Commander - Gainesville Police Department

City Advisors:

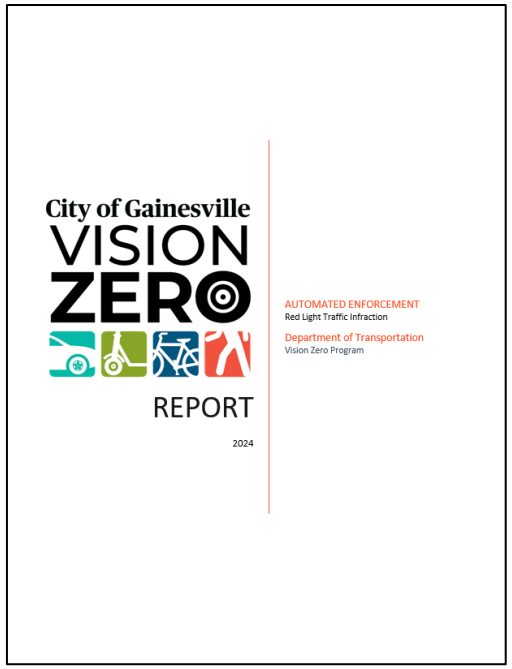
Andrew Persons - Chief Operating Officer
Philip R. Mann - Special Advisor to the City Manager for Infrastructure and Capital Projects

Meeting

At the GPC meeting held on 8/8/24, the City Commission directed staff to explore placing red light traffic infraction cameras in the City Limits.

Concept

Preliminary Analysis

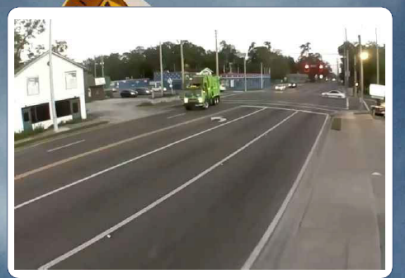


Data Collection

Northbound

Location	NW 23rd Ave @ NW 6th St
Approach	Northbound
Date Of Survey	11/01/2024
Performed By	G.A.S. Group Inc.

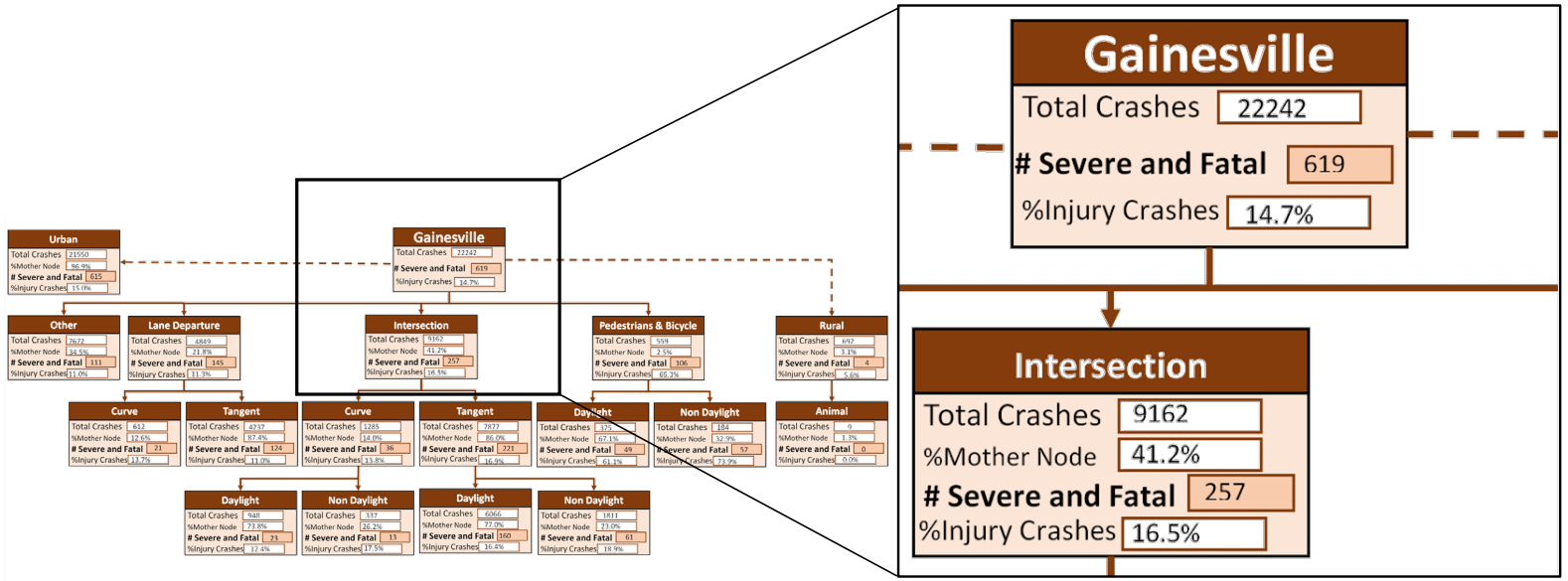
Average Traffic Vol.	17,000
Yellow Light Time	N/A
Approach Speed	35 mph
Road Condition	Average
Camera Obstructions	None
# of Lanes	3 Northbound lanes
Notes	1 Left Only Lane / 2 Straight Thru Lane



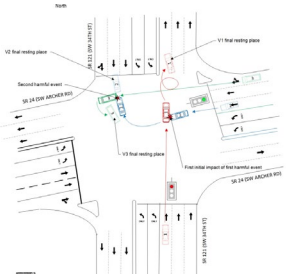
Times of Day	Left Turn Violations	Straight Thru Violations	Right Turn Violation	Total
7:00 AM to 8:00 AM	1	0	0	1
8:00 AM to 9:00 AM	2	0	1	3
9:00 AM to 10:00 AM	3	2	0	5
10:00 AM to 11:00 AM	1	1	1	3
11:00 AM to 12:00 PM	4	5	0	9
12:00 PM to 1:00 PM	0	1	0	1
1:00 PM to 2:00 PM	3	5	0	8
2:00 PM to 3:00 PM	0	4	0	4
3:00 PM to 4:00 PM	0	5	12	17
4:00 PM to 5:00 PM	0	1	8	9
5:00 PM to 6:00 PM	1	3	2	6
6:00 PM to 7:00 PM	1	Red 2	2	5
Daily Totals	16	29	26	71

Background

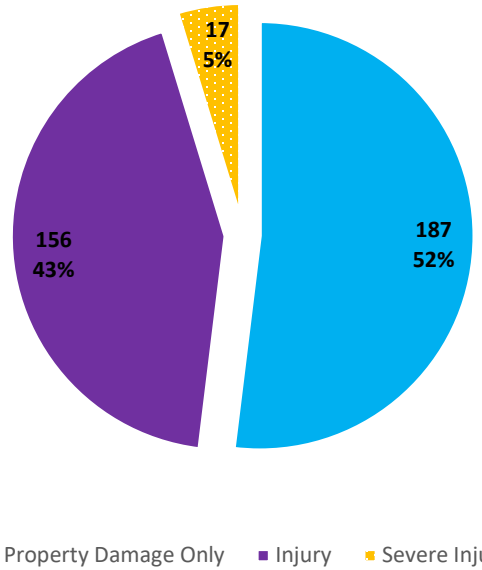
Between 2018 and 2022, intersection-related crashes accounted for 41.2% of all crashes in the City of Gainesville, representing the largest share of total crashes and resulting in the highest number of injury crashes.



The distribution of crashes marked as "RAN RED LIGHT - VIOL OF TRAF CONTROL SIGNAL" by severity levels shows that 48% of crashes associated with Red Light Running led to injuries.



Crashes related to Ran Red Light Violation



Literature Review Summary

- **Most studies found significant reductions in Right-Angle (RA) and Red Light Running (RLR) crashes**, with decreases ranging from 7% to 43%.
- **Many studies observed a decrease in Total Crashes, between 7% and 62%**
- **Multiple studies found increases in Rear-End (RE) crashes, ranging from 3% to 51%**. Rear-end crashes tend to be less severe.
- **Citywide and spillover effects**: Some studies reveal that safety benefits could extend beyond camera-monitored intersections.
- **General support for automated enforcement**: The National Academy of Sciences (2012) and other studies reinforced that automated enforcement measures, such as RLR cameras, are effective tools for improving road safety and reducing traffic violations.

Requirements

Requirements

State of Florida Traffic Infraction Detectors documents: [Traffic Infraction Detectors (RLRC) (fdot.gov)]

Attach a letter from the Permittee or the Chief Law Enforcement Officer of the Permittee in support of a Traffic Infraction Detector at the requested location.

In support of installing a Traffic Infraction Detector at an intersection, the following should be considered:

- *Traffic crash data*
- *Traffic citation data*
- *Law enforcement officer observations*
- *Video surveys of violations*

In lieu of the above letter, a traffic engineering study (signed and sealed by a Florida licensed Professional Engineer) supporting the installation of a Traffic Infraction Detector at the intersection requested, may be submitted by the Permittee.

Requirements

Authorization: The department, a county, or a municipality may authorize a traffic infraction enforcement officer to issue a traffic citation for violations of specific sections (s. 316.074 (1) or s. 316.075 (1) (c)1)2

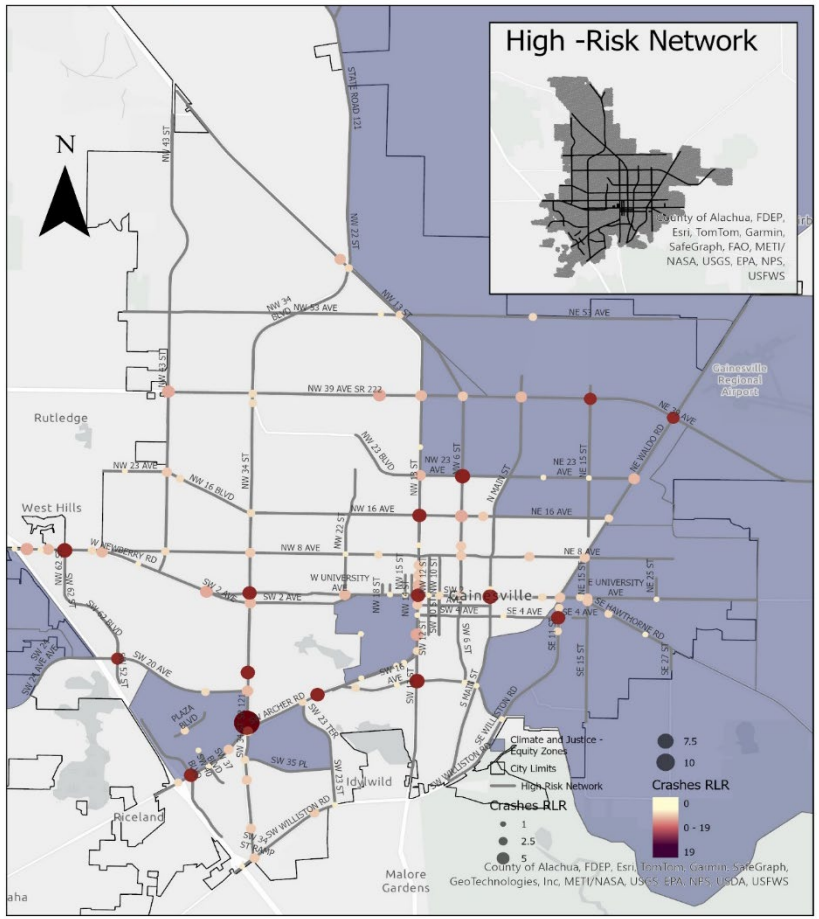
Ordinance Requirement: A county or municipality must enact an ordinance to use a traffic infraction detector to identify vehicles failing to stop at a steady red light.

Exemptions: A notice of violation and a traffic citation may not be issued if the driver is making a right-hand turn carefully and prudently at an intersection where right-hand turns are permitted.

Compliance with State Regulations: The program must comply with state regulations and guidelines governing the use of traffic infraction detectors.

City of Gainesville VISION ZERO

Data Collection



The top 15 intersections affected by red light running are listed below:

- Windmeadows Blvd & SW 34th St/SW 34th St & Archer Road
- W Newberry Rd & NW 62nd St
- NW 23rd Ave & NW 6th St
- SW 16th Ave & SW 13th St
- E University Ave & S Main St
- Hull Rd & SW 34th St
- NW 13th St & NW 16th Ave
- SE 4th Ave & SE Williston Rd
- SW Archer Rd & SW 23rd Dr
- SW Archer Rd & SW 40th Blvd
- W University Ave & SW 13th St
- W University Ave & SW 34th St
- SW 20th Ave & SW 62nd Blvd
- NE 39th Ave & NE 15th St
- NE 39th Ave & NE Waldo Rd

Data Collection - Example

Northbound

Location	W University Ave & SW 34th St
Approach	Northbound
Date Of Survey	11/14/2024
Performed By	Catalina Tenorio

Average Traffic Vol.	21,000
Yellow Light Time	N/A
Approach Speed	45 mph
Road Condition	Average
Camera Obstructions	None
# of Lanes	5 Northbound lanes
Notes	2 Left only lane / 1 Right only lane

Time of Day	Left Turn Violations	Straight Thru Violations	Right Turn Violation	Total
7:00 AM to 8:00 AM	2	2	0	4
8:00 AM to 9:00 AM	0	0	0	0
9:00 AM to 10:00 AM	1	1	0	2
10:00 AM to 11:00 AM	2	0	0	2
11:00 AM to 12:00 AM	3	1	0	4
12:00 PM to 1:00 PM	0	0	0	0
1:00 PM to 2:00 PM	0	1	0	1
2:00 PM to 3:00 PM	2	3	0	5
3:00 PM to 4:00 PM	1	0	0	1
4:00 PM to 5:00 PM	0	1	0	1
5:00 PM to 6:00 PM	0	0	0	0
6:00 PM to 7:00 PM	0	Red 1	0	1
Daily Totals	**11**	**10**	**0**	**21**

Southbound

Location	W University Ave & SW 34th St
Approach	Southbound
Date Of Survey	11/14/2024
Performed By	Catalina Tenorio

Average Traffic Vol.	29,000
Yellow Light Time	N/A
Approach Speed	45 mph
Road Condition	Average
Camera Obstructions	None
# of Lanes	3 Southbound lanes
Notes	1 Left only lane

Time of Day	Left Turn Violations	Straight Thru Violations	Right Turn Violation	Total
7:00 AM to 8:00 AM	3	2	0	5
8:00 AM to 9:00 AM	2	5	0	7
9:00 AM to 10:00 AM	3	6	0	9
10:00 AM to 11:00 AM	4	4	0	8
11:00 AM to 12:00 AM	2	6	0	8
12:00 PM to 1:00 PM	2	7	0	9
1:00 PM to 2:00 PM	3	7	0	10
2:00 PM to 3:00 PM	3	3	0	6
3:00 PM to 4:00 PM	0	4	0	4
4:00 PM to 5:00 PM	1	4	0	5
5:00 PM to 6:00 PM	0	6	0	6
6:00 PM to 7:00 PM	1	Red 2	0	6
Daily Totals	**24**	**59**	**0**	**83**

Source: RedSpeed

Data Collection - Summary

Intersections	Red Light Running Crashes within intersection influence area 2019-2023									Violations*								
	Severity Level				Type					WB		EB		SB		NB		Total
	All	Fatal	Severe	Injury	Angle	Left Turn	Other	Right Turn	Sideswipe	Left	Straight	Left	Straight	Left	Straight	Left	Straight	
• Windmeadows Blvd & SW 34th St/SW 34th St & Archer Road**	22	0	0	4	4	15	2	1	0	0	0	38		1	29	47	10	125
• E University Ave & S Main St	9	0	0	6	7	1	1	0	0	1	4	4	1	29	13	12	7	71
• W Newberry Rd & NW 62nd St	8	0	0	2	0	8	0	0	0	2	13	0	2	0	0	0	0	17
• NW 23rd Ave & NW 6th St	7	0	1	6	6	1	0	0	0	13	15	12	20	32	9	16	29	146
• SW 16th Ave & SW 13th St	7	0	1	6	5	2	0	0	0	11	4	1	7	1	5	1	6	36
• Hull Rd & SW 34th St	6	0	0	5	3	3	0	0	0	1	1	2	0	4	10	0	2	20
• NW 13th St & NW 16th Ave	6	0	0	3	1	4	0	0	1	1	0	1	0	9	1	1	0	13
• SE 4th Ave & SE Williston Rd	6	0	1	4	6	0	0	0	0	60	35	50	48			68	40	301
• SW Archer Rd & SW 23rd Dr	6	0	0	3	2	4	0	0	0	30	42	48	29	25	17	9	21	221
• SW Archer Rd & SW 40th Blvd	6	0	0	4	1	5	0	0	0	5	12	0	0	0	0	0	0	17
• W University Ave & SW 13th St**	6	0	0	4	5	0	1	0	0	0	0	0	0	0	0	0	2	2
• W University Ave & NW 34th St	6	0	0	6	4	2	0	0	0	22	23	31	27	24	59	11	10	207
• SW 20th Ave & SW 62nd Blvd	6	0	1	4	4	2	0	0	0	3	1	0	8	1	2	0	0	15
• NE 39th Ave & NE 15th St	5	0	2	1	2	3	0	0	0	0	1	0	0	0	0	2	0	3
• NE 39th Ave & NE Waldo Rd	5	0	0	2	3	2	0	0	0	16	26	87	82	44	34	79	48	416

*Right-turn violations were excluded from the analysis

**Intersections with overlapping influence

Source: City of Gainesville and RedSpeed

City of Gainesville VISION ZERO

Data Collection - Summary

Pilot Selected Intersections

Intersections	Red Light Running Crashes within intersection influence area 2019-2023									Violations*								
	Severity Level				Type					WB		EB		SB		NB		Total
	All	Fatal	Severe	Injury	Angle	Left Turn	Other	Right Turn	Sideswipe	Left	Straight	Left	Straight	Left	Straight	Left	Straight	
• Windmeadows Blvd & SW 34th St/SW 34th St & Archer Road**	22	0	0	4	4	15	2	1	0	0	0	38		1	29	47	10	125
• E University Ave & S Main St	9	0	0	6	7	1	1	0	0	1	4	4	1	29	13	12	7	71
• W Newberry Rd & NW 62nd St	8	0	0	2	0	8	0	0	0	2	13	0	2	0	0	0	0	17
• NW 23rd Ave & NW 6th St	7	0	1	6	6	1	0	0	0	13	15	12	20	32	9	16	29	146
• SW 16th Ave & SW 13th St	7	0	1	6	5	2	0	0	0	11	4	1	7	1	5	1	6	36
• Hull Rd & SW 34th St	6	0	0	5	3	3	0	0	0	1	1	2	0	4	10	0	2	20
• NW 13th St & NW 16th Ave	6	0	0	3	1	4	0	0	1	1	0	1	0	9	1	1	0	13
• SE 4th Ave & SE Williston Rd	6	0	1	4	6	0	0	0	0	60	35	50	48			68	40	301
• SW Archer Rd & SW 23rd Dr	6	0	0	3	2	4	0	0	0	30	42	48	29	25	17	9	21	221
• SW Archer Rd & SW 40th Blvd	6	0	0	4	1	5	0	0	0	5	12	0	0	0	0	0	0	17
• W University Ave & SW 13th St**	6	0	0	4	5	0	1	0	0	0	0	0	0	0	0	0	2	2
• W University Ave & NW 34th St	6	0	0	6	4	2	0	0	0	22	23	31	27	24	59	11	10	207
• SW 20th Ave & SW 62nd Blvd	6	0	1	4	4	2	0	0	0	3	1	0	8	1	2	0	0	15
• NE 39th Ave & NE 15th St	5	0	2	1	2	3	0	0	0	0	1	0	0	0	0	2	0	3
• NE 39th Ave & NE Waldo Rd	5	0	0	2	3	2	0	0	0	16	26	87	82	44	34	79	48	416

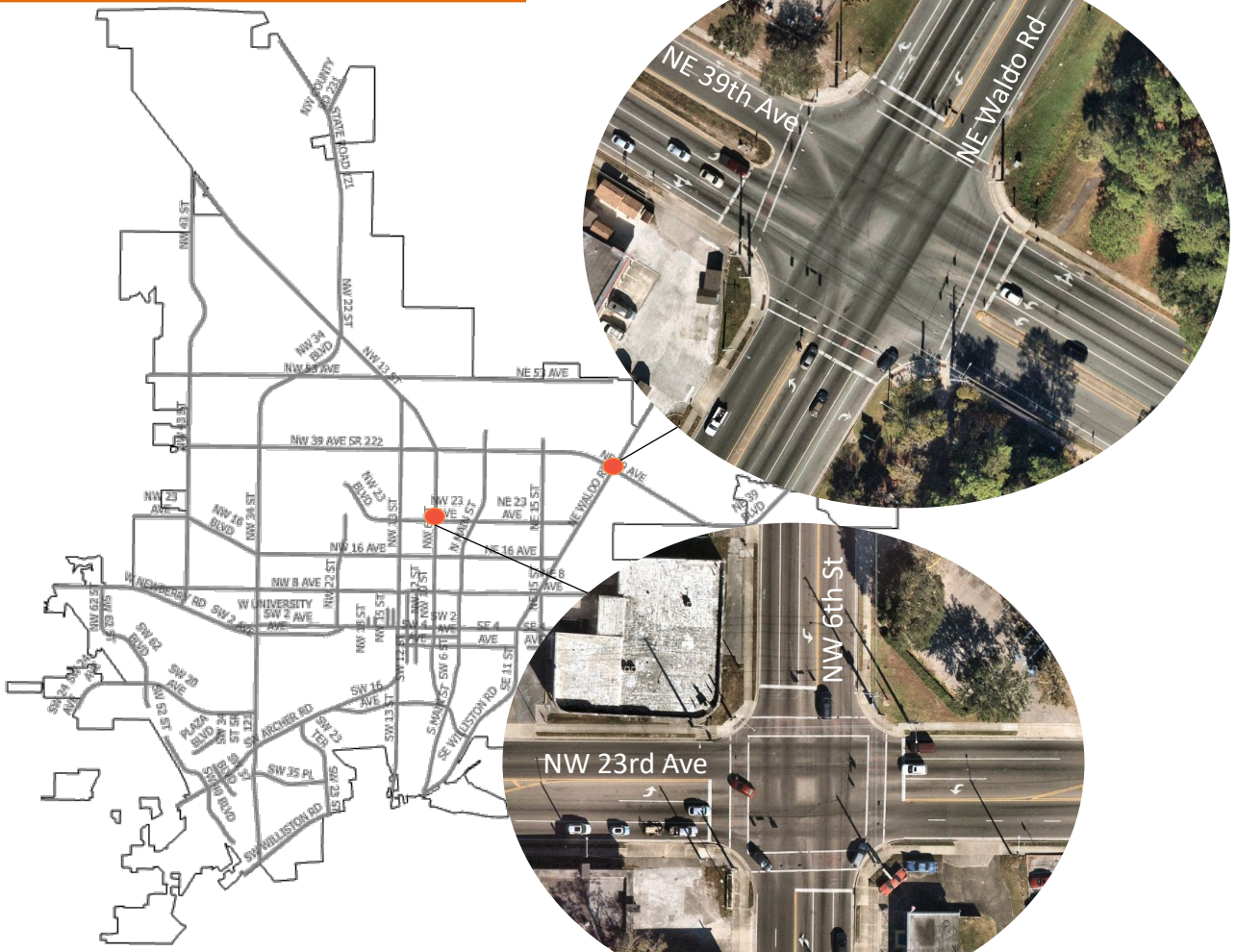
*Right-turn violations were excluded from the analysis

**Intersections with overlapping influence

Source: City of Gainesville and RedSpeed

Data Collection - Summary

Pilot Selected Intersections



Within High-Risk Network

NE 39th Ave & NE Waldo Rd

NW 23rd Ave & NW 6th St

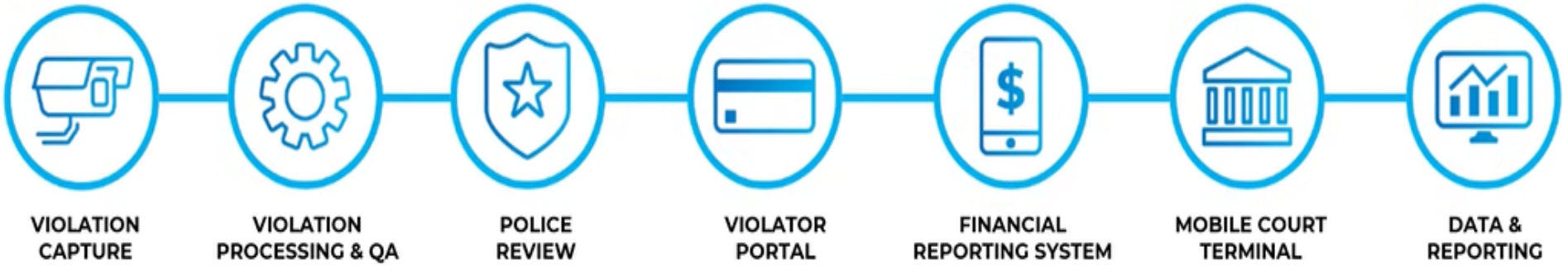
Pilot Intersections			NW 23rd Ave & NW 6th St	NE 39th Ave & NE Waldo Rd
Crashes 2019-2023	Severity Level	Total	72	132
		Fatal	1	3
		Severe	1	2
		Injury	28	39
	Type	Pedestrian/ Bike Involved	2	6
		With RLR Violation	7	5
		Rear-end	16	53
		Angle	16	10
		Left Turn	14	18
		Other	13	15
		Right Turn	1	2
		Sideswipe	9	21
Violations		All Left/Straight	146	416

City of Gainesville VISION ZERO

System basics

- No points or insurance reporting
- Treated as a civil infraction (like toll or parking violations)
- There are no pictures of the driver, only the rear of the vehicle
- Police verify and authorize violations
- Violators have access to court
- Violators pay the system, intending to decrease violations
- Allows more effective use of existing police resources

System basics



Source: Altumint violation and tracking process

City of Gainesville VISION ZERO

System basics

System Operations

- Company and City work together to Select Intersections
- Outreach to Inform the Public
- Installation of Cameras and Equipment at Pilot Intersections
- Including Signs Placed Near Intersections Where Cameras will be Installed
- Warning Citations Issued for a Determined Time

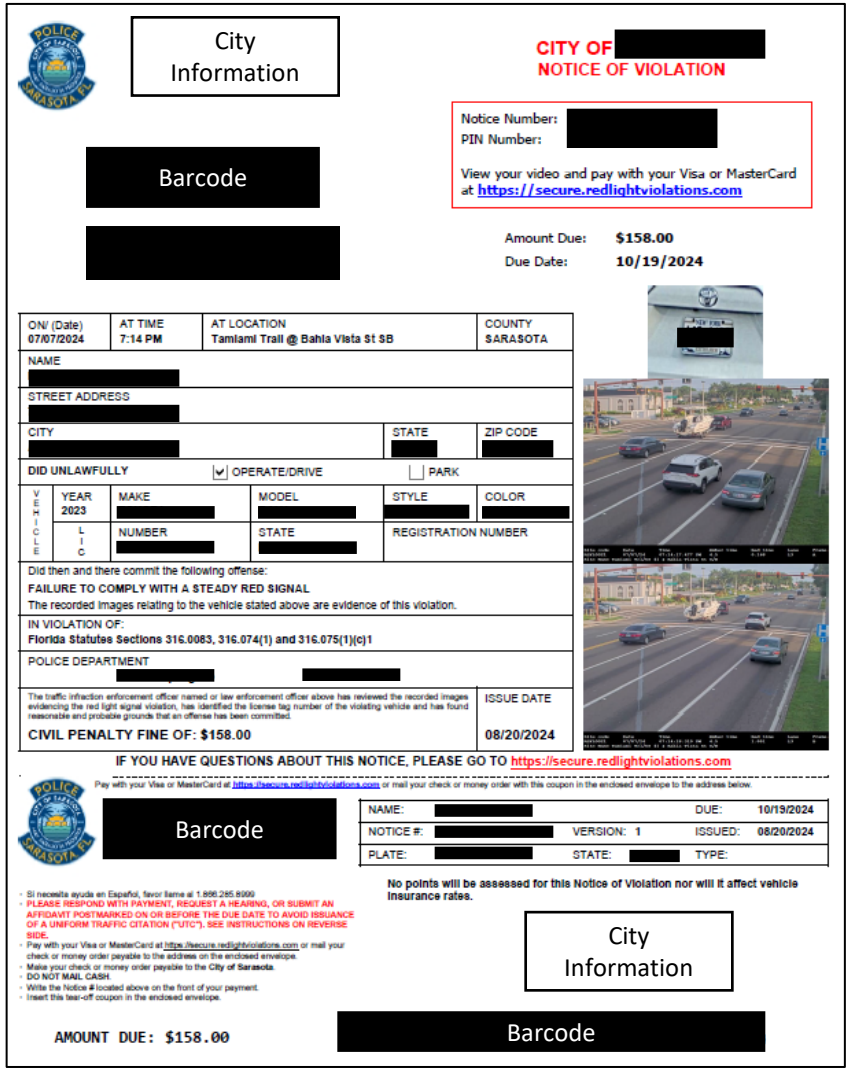
System basics

Citation Fines

Red light tickets cost $158

$158 for a violation of s. 316.074(1) or s. 316.075(1)(c)(1). when enforced by a county's or municipality's traffic infraction enforcement officer:

- $75 to the county or municipality issuing the citation
- $70 to the General Revenue Fund -State
- $10 to the Department of Health Emergency Medical Services Trust Fund
- $3 to the Brain and Spinal Cord Injury Trust Fund


City Information

CITY OF [redacted]
NOTICE OF VIOLATION

Notice Number: [redacted]
PIN Number:

View your video and pay with your Visa or MasterCard at https://secure.redlightviolations.com

Barcode

[redacted]

Amount Due: $158.00
Due Date: 10/19/2024

ON/ (Date)	AT TIME	AT LOCATION	COUNTY
07/07/2024	7:14 PM	Tamiami Trail @ Bahia Vista St SB	SARASOTA

NAME [redacted]
STREET ADDRESS [redacted]
CITY [redacted] STATE [redacted] ZIP CODE [redacted]
DID UNLAWFULLY ☑ OPERATE/DRIVE ☐ PARK

VEHICLE	YEAR	MAKE	MODEL	STYLE	COLOR
	2023	[redacted]	[redacted]	[redacted]	[redacted]
LIC	NUMBER	STATE	REGISTRATION NUMBER		
	[redacted]	[redacted]			

Did then and there commit the following offense:
FAILURE TO COMPLY WITH A STEADY RED SIGNAL
The recorded images relating to the vehicle stated above are evidence of this violation.

IN VIOLATION OF:
Florida Statutes Sections 316.0083, 316.074(1) and 316.075(1)(c)1

POLICE DEPARTMENT [redacted]

The traffic infraction enforcement officer named or law enforcement officer above has reviewed the recorded images evidencing the red light signal violation, has identified the license tag number of the violating vehicle and has found reasonable and probable grounds that an offense has been committed.

CIVIL PENALTY FINE OF: $158.00 — ISSUE DATE 08/20/2024

IF YOU HAVE QUESTIONS ABOUT THIS NOTICE, PLEASE GO TO https://secure.redlightviolations.com

Pay with your Visa or MasterCard at https://secure.redlightviolations.com or mail your check or money order with this coupon in the enclosed envelope to the address below.

Barcode

NAME: [redacted] DUE: 10/19/2024
NOTICE #: [redacted] VERSION: 1 ISSUED: 08/20/2024
PLATE: [redacted] STATE: [redacted] TYPE:

- Si necesita ayuda en Español, favor llame al 1.866.265.8999
- PLEASE RESPOND WITH PAYMENT, REQUEST A HEARING, OR SUBMIT AN AFFIDAVIT POSTMARKED ON OR BEFORE THE DUE DATE TO AVOID ISSUANCE OF A UNIFORM TRAFFIC CITATION ("UTC"). SEE INSTRUCTIONS ON REVERSE SIDE.
- Pay with your Visa or MasterCard at https://secure.redlightviolations.com or mail your check or money order payable to the address on the enclosed envelope.
- Make your check or money order payable to the City of Sarasota.
- DO NOT MAIL CASH.
- Write the Notice # located above on the front of your payment.
- Insert this tear-off coupon in the enclosed envelope.

No points will be assessed for this Notice of Violation nor will it affect vehicle insurance rates.

City Information

AMOUNT DUE: $158.00

Barcode

City Ordinance

City has ordinance No. 070268 in effect since 2009.

Ordinance No. 070268
0-08-71

An Ordinance of the City of Gainesville, Florida; amending Chapter 26, Article II of the Gainesville Code of Ordinances by establishing "Divisions" for Article II; titling existing provisions as "Division 1. Generally" and creating a new Division 2 to be titled "The Gainesville Traffic Safety Enhancement Act" by establishing a red light traffic safety program; providing purpose and findings; authorizing the use and implementation of image control technologies/recorded images to enforce red light infractions; providing definitions; providing for adherence to red light traffic control signals; requiring signage; providing procedures for disposition and enforcement of infractions; providing that the registered owner of the motor vehicle involved in the violation is responsible and liable for payment of the fine; providing penalties; providing for collection of penalties and costs; providing for appeals; amending Appendix A, Schedule of Fees, Rates and Charges, providing for a public awareness campaign and grace period; providing for severability; providing a repealing clause; and providing an immediate effective date.

WHEREAS, the City Commission finds that implementation of the enforcement program as set forth herein will promote and protect the health, safety and welfare of its citizens, consistent with the authority of and limitations on the city pursuant to the Florida Constitution, Florida Statutes and the City Charter; and

Section 1. A new Division 1 and new title "Generally" is added under Article II of Chapter 26 of the Gainesville Code of Ordinances, consisting of sections 26-27 through 26-30; and a new Division 2 of Article II, to be entitled "The Gainesville Traffic Safety Enhancement Act," consisting of Sections 26-31 through 26-42, is created and added to the Code of Ordinances of the City of Gainesville, Florida to read as follows:

ARTICLE II. OPERATION OF VEHICLES

Division 2. The Gainesville Traffic Safety Enhancement Act.

Sec. 26-31. Title, purpose and findings.

(a) *Title.* This ordinance shall be known as the "The Gainesville Traffic Safety Enhancement Act" (The Act).

(b) *Purpose.* The purpose of this Act is to authorize the use of electronic camera/monitoring systems to promote compliance with red light directives as prescribed by this Act, and to adopt a municipal ordinance enforcement system for red light violations. This Act will also supplement law enforcement personnel in the enforcement of red light violations and shall not prohibit law enforcement officers from issuing a uniform traffic citation for a red light violation in accordance with statutory enforcement techniques.

(c) *Findings.* The City Commission finds that failing to stop at a red light constitutes serious threats to the public health, safety, or welfare of the community and such violations are irreparable or irreversible, and are itinerant and transient in nature.

City of Gainesville VISION ZERO

Summary

- 48% of Red Light Running Crashes led to injuries
- Most studies found significant reductions in total crashes and spillover effects citywide to improve safety
- State of Florida has specific guidance for Traffic Infraction Detectors use
- Many vendors have systems ready for implementation. Installed in other Florida Cities
- Citation is treated as a civil infraction with warning citations issued for a determined time
- City Ordinance No. 070268 allows the use of the system in effect from 2009

Staff Recommendation

The General Policy Committee:

1) Receive a staff presentation on Red Light Infraction Camera Enforcement
2) Authorize the City Attorney's Office to review the current ordinance to authorize red light running enforcement; and
3) Advertise the ordinance for first reading and return to the City Commission for consideration.

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City's website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference:
Ordinance No. 2025-170
An ordinance of the City of Gainesville, Florida, amending Chapter 26, Section 26-32 of the Code of Ordinances relating to use of traffic infraction detectors; amending Chapter 2-377 authorizing the magistrate to hear contested hearings of violations of Chapter 26, Article II, Division 2, "The Gainesville Traffic Safety Enhancement Act"; providing for enforcement; providing directions to the codifier; providing a severability clause; providing a repealing clause; and providing an effective date.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City is of the view that a business impact estimate is not required by state law[1] for the proposed ordinance, but the City is, nevertheless, providing this Business Impact Estimate as a courtesy and to avoid any procedural issues that could impact the enactment of the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

- ☒ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:
    a. Development orders and development permits, as those terms are defined in section 163.3164, Florida Statutes, and development agreements, as authorized under sections 163.3220-163.3243, Florida Statutes;
    b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the City;
    c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
    d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
    e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

[1] See Section 166.041(4)(c), Florida Statutes.

In accordance with the provisions of controlling law, even notwithstanding the fact that an exemption noted above may apply, the City hereby publishes the following information:

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

A red light running camera ordinance enhances public safety by deterring dangerous driving behavior, reducing the likelihood of crashes at intersections. By holding drivers accountable, it encourages greater compliance with traffic signals, which in turn leads to fewer collisions and injuries. This proactive approach supports the goals of Vision Zero by prioritizing the elimination of traffic fatalities and serious injuries through smarter enforcement and safer streets for all road users.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:
(a) An estimate of direct compliance costs that businesses may reasonably incur;
(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and
(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs.

The only potential cost to businesses would apply to those that use vehicles as part of their regular operations, particularly if their drivers commit a red light violation. In such cases, the citation is issued to the vehicle's registered owner. These violations—and the associated costs—are entirely preventable by ensuring drivers obey traffic signals.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

None

4. Additional information the governing body deems useful (if any):

[*You may wish to include in this section the methodology or data used to prepare the Business Impact Estimate. For example: City staff solicited comments from businesses in the City as to the potential impact of the proposed ordinance by contacting the chamber of commerce, social media posting, direct mail or direct email, posting on City website, public workshop, etc. You may also wish to include efforts made to reduce the potential fiscal impact on businesses. You may also wish to state here that the proposed ordinance is a generally applicable ordinance that applies to all persons similarly situated (individuals as well as businesses) and, therefore, the proposed ordinance does not affect only businesses*.]

ORDINANCE NO. 2025-170

An ordinance of the City of Gainesville, Florida, amending Chapter 26, Section 26-32 of the Code of Ordinances relating to use of traffic infraction detectors; amending Chapter 2-377 authorizing the magistrate to hear contested hearings of violations of Chapter 26, Article II, Division 2, "The Gainesville Traffic Safety Enhancement Act"; providing for enforcement; providing directions to the codifier; providing a severability clause; providing a repealing clause; and providing an effective date.

WHEREAS, the City enacted The Gainesville Traffic Safety Enhancement Act, Ordinance Number 100588 in 2011, which provides that the city "is authorized to implement a system utilizing traffic infraction detectors pursuant to the provisions and requirements of section 316.0083, Florida Statutes, as may be amended from time to time, and may take any action which is necessary for such purpose" and may enforce section 316.0083, Florida Statutes relating to the use of automated cameras to detect individuals who run red lights at intersections; and

WHEREAS, since the date of the enactment, section 316.0083, Florida Statutes has been amended and now limits the use of automated cameras to intersections that the municipality shows "constitute a heightened safety risk that warrant additional enforcement measures" for municipalities that did not have any cameras at the intersections on or before July 1, 2025; and

WHEREAS, a traffic infraction detector is defined at section 316.003(101), Florida Statutes, as "[a] vehicle sensor installed to work in conjunction with a traffic control signal and a camera or cameras synchronized to automatically record two or more sequenced photographic or electronic images or streaming video of only the rear of a motor vehicle at the time the vehicle fails to stop behind the stop bar or clearly marked stop line when facing a traffic control signal steady red light. Any notification under s. 316.0083(1)(b) or traffic citation issued by the use of a

traffic infraction detector must include a photograph or other recorded image showing both the license tag of the offending vehicle and the traffic control device being violated."; and

WHEREAS, section 316.0083, Florida Statutes authorizes cities to use traffic infraction detectors for the detection of red light violations by capturing photographs or videos of vehicles to detect red light violations; and

WHEREAS, section 316.0083, Florida Statutes authorize cities to place or install, or contract with a vendor to place or install, traffic infraction detectors to detect red light violations; and

WHEREAS, the Laws of Florida provide that such traffic infraction detectors must be installed in accordance with placement and installation specifications established by the Florida Department of Transportation; and

WHEREAS, a city that operates traffic infraction must annually report the results of all systems within the city's jurisdiction by placing the required report on an agenda of a regular or special meeting of the city's governing body; and

WHEREAS, the Laws of Florida provide that a city may authorize a traffic infraction enforcement officer under section 316.640, Florida Statutes, to issue uniform traffic citations for violations of sections 316.074(1) and 316.075(1)(c)1 as authorized by section 316.0083(1), and further regulates how such notices of violation shall be sent and what information such notices must include; and

WHEREAS, the Laws of Florida further provide for penalties to be assessed and remitted to various entities, as well as for a process whereby individuals who receive notices of violation may request a hearing to challenge the alleged violation; and

WHEREAS, the Laws of Florida prescribe that a city electing to authorize traffic infraction enforcement officers to issue uniform traffic citations "shall designate by resolution existing staff to serve as the clerk to the local hearing officer"; and

WHEREAS, the Laws of Florida provide that a city desiring to implement traffic infraction detectors must "authorize the placement or installation of, or to authorize contracting with a vendor for the placement or installation of, one or more traffic infraction detectors to enforce s. 316.074(1) or s. 316.075(1)(c)1" and that, "as part of the public hearing on such proposed ordinance, the county or municipality must consider traffic data or other evidence supporting the installation and operation of each traffic infraction detector, and the county or municipality must determine that the intersection at which a traffic infraction detector is to be placed or installed constitutes a heightened safety risk that warrants additional enforcement measures"; and

WHEREAS, this City Commission finds that red light violations present a real hazard to the general public's health and safety; and

WHEREAS, red light violations in the city are rampant. In 2023 the Gainesville Police Department issued 388 citations for red light violations and violation of traffic control signals, and there were 67 crashes involving red light and traffic control signal violations. In 2024 the Gainesville Police Department wrote 450 citations for red light and traffic control signal

violations, and there were 70 traffic crashes involving red light and traffic control signal violations investigated by multiple agencies; and

WHEREAS, enforcement of red light violations with law enforcement officers alone can be difficult, because while a law enforcement officer has stopped and cited a violator, other motorists can commit violations and remain undetected; and

WHEREAS, section 316.0083, Florida Statutes authorizes hearings conducted pursuant to that section can be held by a local hearing officer; and

WHEREAS, the City has a special magistrate who is authorized by the Laws of Florida and sections 2-377 and 2-391 of the Code of Ordinances, City of Gainesville, Florida to conduct contested hearings for violations of city codes; and is authorized to hear traffic infraction detector cases pursuant to section 316.0083, Florida Statutes; and

WHEREAS, in accordance with and pursuant to the Laws of Florida, the City has considered traffic data or other evidence supporting the installation and operation of each proposed traffic infraction detector, and has determined that each intersection where a traffic infraction detector is to be placed or installed constitutes a heightened safety risk that warrants additional enforcement measures; and this City Commission wishes to implement the use of traffic infraction detectors to enforce red light violations; and to appoint the City's special magistrate to hear contested alleged violations; and

WHEREAS, at least ten days' notice has been given once by publication in a newspaper of general circulation notifying the public of this proposed ordinance and of public hearings to be held by the City Commission; and

WHEREAS, the public hearings were held pursuant to the published notice described at which hearings the parties in interest and all others had an opportunity to be and were, in fact, heard.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF GAINESVILLE, FLORIDA:

SECTION 1. Section 26-32 of the Code of Ordinances of Gainesville, Florida, is hereby amended to read as follows. Except as amended herein, the remainder of Chapter 26 remains in full force and effect.

CHAPTER 26 – TRAFFIC AND MOTOR VEHICLES

DIVISION 2 – THE GAINESVILLE TRAFFIC SAFETY ENHANCEMENT ACT

ARTICLE II – OPERATION OF VEHICLES

Section 26-32. Use of traffic infraction detectors.

The city is authorized to contract for and to utilize traffic infraction detectors within its jurisdiction pursuant to F.S. § 316.0083 at the following intersections which constitute a heightened safety risk that warrant additional enforcement measures:

1. NE 39th Avenue & NE Waldo Road
2. NW 23rd Avenue & NW 6th Street
3. Windmeadows Boulevard & SW 34th Street
4. SW 34th Street & Archer Road
5. W Newberry Road & NW 62nd Street
6. SW 16th Avenue & SW 13th Street
7. SW Archer Road & SW 23rd Drive
8. University Avenue & Main Street
9. Hull Road & SW 34th Street
10. NW 13th Street & NW 16th Avenue
11. SE 4th Avenue & SE Williston Road

12. SW Archer Road & SW 40th Boulevard

13. W University Avenue & W 13th Street

14. W University Avenue & W 34th Street

15. SW 20th Avenue & SW 62nd Boulevard

16. NE 39th Avenue & NE 15th Street

SECTION 2. Section 2-377 of the Code of Ordinances is hereby amended to read as follows. Except as amended herein, the remainder of Section 2-377 remains in full force and effect.

Sec. 2-377. Applicability; jurisdiction.

(a) The Gainesville Code Enforcement Board shall have jurisdiction to hear and decide cases in which violations are alleged of any provisions of the following provisions of this Code of Ordinances as they may exist or may hereafter be amended by ordinance:

…

(22) Chapter 26, Article II, Division 2, "The Gainesville Traffic Safety Enhancement Act."

SECTION 3. It is the intent of the City Commission that the provisions of Sections 1 and 2 of this ordinance become and be made a part of the Code of Ordinances of the City of Gainesville, Florida, and that the sections and paragraphs of the Code of Ordinances may be renumbered or relettered in order to accomplish such intent.

SECTION 4. If any word, phrase, clause, paragraph, section, or provision of this ordinance or the application hereof to any person or circumstance is held invalid or unconstitutional, such finding will not affect the other provisions or applications of this ordinance that can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 5. All ordinances or parts of ordinances in conflict herewith are to the extent of such conflict hereby repealed.

SECTION 6. This ordinance will become effective immediately upon adoption.

PASSED AND ADOPTED this _____ day of _____ 2025.

_____
HARVEY L. WARD, JR.
MAYOR

Attest:

_____
KRISTEN J. BRYANT
CITY CLERK

Approved as to form and legality:

_____
DANIEL M. NEE
CITY ATTORNEY

This ordinance passed on first reading this _____ day of _____, 2025.

This ordinance passed on second reading this _____ day of _____, 2025.

Words ~~stricken~~ are deletions; words underlined are additions.