



**GOVERNMENT OF THE DISTRICT OF COLUMBIA  
METROPOLITAN POLICE DEPARTMENT**

SEP 14 2007

Mr. Joseph Fengler  
Chair, ANC 6A  
Box 75115  
Washington, D.C. 20013

Dear Mr. Joseph Fengler,

This letter is written in response to your request for information dated July 2, 2007, regarding the process for obtaining traffic enforcement cameras in your neighborhood.

The Photo Enforcement Program was introduced in 1999 and the Metropolitan Police Department (MPD) has had sole responsibility for determining where photo enforcement cameras are deployed based on traffic safety concerns. MPD has taken a proactive stance to reducing traffic fatalities and increasing traffic safety by consulting with the District Department of Transportation (DDOT). This collaboration has given MPD access to comprehensive data relative to high crash and high speed locations. DDOT manually inputs information, obtained from crash reports prepared by MPD, into a database that it maintains.

DDOT has also been proactive in enhancing traffic safety in the District. The Department's transportation engineers have conducted speed surveys on over 400 stretches of roadway and have identified routes where the average speed is typically greater than 10 mph over the posted speed limit. Results are based on an 85 percentile of traffic volume on specified routes. The information is shared with MPD and is taken into consideration when determining where and how best to deploy photo enforcement technology.

MPD also consults with the community (concerned residents, community leaders, and Advisory Neighborhood Commissioners) to identify specific traffic concerns in particular neighborhoods. These concerns are subsequently relayed to the appropriate District Commanders or Patrol Service Area (PSA) Lieutenants for follow-up.

Once a request for a photo enforcement camera is made and forwarded to the Traffic Safety and Specialized Enforcement Branch (TSSEB), the location is evaluated for feasibility. If it is determined that the location is not suitable for fixed camera photo enforcement, then other means of speed enforcement such as mobile photo enforcement or RADAR/LIDAR are recommended. If it is determined that a fixed pole photo enforcement camera is feasible, then the location is further evaluated and placed on a pre-existing list of locations already marked for future deployment.

Feasibility studies are conducted by the TSSEB to determine the need to deploy speed or red light cameras at new locations based on crash data, traffic volume, pedestrian traffic, traffic complaints, number of violations recorded etc. TSSEB assesses roadway terrain, obstructions, electrical connectivity and telecommunications capability before considering the installation of new camera sites. Also, MPD dispatches mobile photo enforcement vehicles to identified sites while DDOT conducts transportation audits of these areas to substantiate the need to deploy at a particular location.

Please note that the optimal roadway to deploy a photo enforcement camera is straight and level with an unobstructed view. Fixed speed enforcement sites require a minimum of 100 feet for secondary speed measurements to satisfy legal obligations, while red light enforcement sites require a minimum of 65 feet to capture the intersection in its entirety to include the traffic signal. Also, the minimum distance for setting the fixed pole adjacent to the sidewalk is four feet to ensure proper site alignment.

While DDOT transportation audits take approximately one month to complete, timelines for new construction of red light or fixed speed cameras will vary due to budget constraints and pre-existing contractual agreements between MPD and the photo enforcement vendor. MPD must also coordinate with DDOT road construction crews and private telecommunications companies in order to establish communication lines and a power source for the cameras and flash units.

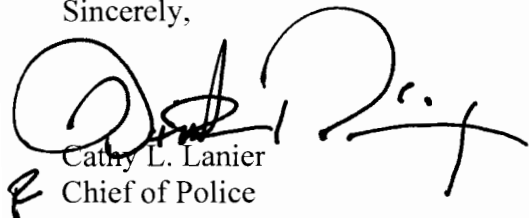
Typically, there are seven steps which precede the deployment of photo enforcement cameras, these are as follows:

1. Concerned resident collect signatures (via petition) from neighbors who support camera deployment on specified roadway
2. Resident contacts ANC Commissioner to present petition
3. ANC Commissioner forwards request to applicable PSA Lieutenant
4. PSA Lieutenant liaises with TSSEB for implementation and/or to identify alternative solutions
5. TSSEB liaises with DDOT to access crash data for the specified location, initiate speed survey, consider information such as traffic volume, average speed, school crossings, residential density etc.
6. TSSEB determines whether a photo enforcement camera is feasible for the location or if standard Radar/Lidar enforcement by a uniformed officer is more suitable
7. If the location is considered feasible for Photo Enforcement, the site will be placed on a list for deployment (based on safety assessment factors listed above)

It should be noted that the Chief of Police will ultimately make the final determination as to where photo enforcement cameras will be deployed in the District of Columbia after consultation with the staff of the Traffic Safety and Specialized Enforcement Branch.

If there are additional questions or concerns regarding the Photo Enforcement Program, please do not hesitate to contact me or Lt. Cusick, Traffic Safety and Specialized Enforcement Branch on (202) 576-9260.

Sincerely,



Cathy L. Lanier  
Chief of Police