



COLORADO

Department of Transportation

Office of the Chief Engineer

Local Agency Automated Vehicle Identification System (AVIS - CRS 42-4-110.5) Corridor Procedure for State and US Highways

Also referred to as Speed Safety Camera Corridors by FHWA

Release Version: September 2024 (9/30/2024)

Colorado Revised Statute 42-4-110.5 identifies automated vehicle identification systems (AVIS) as a statewide concern and an area where uniform state standards are necessary. This document serves as the Colorado Department of Transportation's (CDOT's) procedure for implementing AVIS for increased law enforcement by local agency jurisdictions on state or US highways.

Definitions:

- AVIS is a Colorado legal term for automated speed photo enforcement that also is synonymous with Speed Safety Cameras as used by the Federal Highway Administration (FHWA).
(<https://highways.dot.gov/safety/proven-safety-countermeasures>)
- An AVIS is, as defined by C.R.S. 42-4-110.5, an automated vehicle identification (AVI) system; a machine used to automatically detect a violation of traffic regulations and simultaneously record a photograph of the vehicle and the license plate of the vehicle.
- An AVIS is a temporary, mobile, or permanent system used to detect speeding violations within a highway maintenance, repair, construction zone, school zone, next to a park, or within an AVI Corridor.
- An AVI Corridor is a designated street or portion of a street that a county or municipality, by ordinance or by a resolution of its governing body, defines as an AVI Corridor on which an AVI system may be located to detect violations of a county or municipal traffic regulation or a traffic violation under state law, specifically for speed violations.

Local agencies shall coordinate with CDOT to implement automated speed enforcement as designated by local agency ordinance per the current [Model Traffic Code](#) for all areas along state and US highways. Eligible areas for automated speed enforcement include:

- School zones;
- maintenance, repair or, work zones;
- by municipal parks; or
- within AVI corridors.

AVI Corridors must be approved by CDOT and Colorado State Patrol (CSP) per CRS 2-4-110.5.

Section 1: Overview of AVI Corridor Application (Appendix A):

Instructions and the application forms for a request for an AVI Corridor or multiple AVI Corridors on the state and US highways are available from your CDOT Region Traffic Office or on the CDOT Speed Management Website: <https://www.codot.gov/safety/traffic-safety/operations/speed-management-program>.



Local Agencies interested in implementing AVI Corridors on state or US highway facilities must complete the following steps:

1. Contact the CDOT Region Traffic Engineer, per Appendix B below, to coordinate with CDOT, CSP, and Local Agency Law Enforcement.
2. Review the AVIS application attached in Appendix A and gather the required data for a complete application.
3. Submit an AVIS application with complete checklists, required data, and the signatures of authorized city, town, or county officials, a CSP representative, a CDOT Region Traffic Engineer, and the CDOT State Traffic Engineer. CDOT will take care of the coordination with state agencies for approval.
4. Submit a CDOT special use permit request with the regional permit manager after approval of the AVIS application, if needed. A CDOT Special Use Permit is required unless another signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) specifically allows installation of new signs or cameras on state and US highways.

Once CDOT receives an AVI Corridor application, the Region, HQ, and CSP will review the application to confirm that an AVI Corridor is warranted. The review process will include review of the application for completeness, review of the special use permit application, and identifying other AVI Corridors that may overlap with other automated license plate reader systems including school zones, work zones, and radar speed feedback systems. This justification is crucial to ensure that AVI Corridors and AVIS units are implemented for safety and speeding reduction, not revenue generation.

Additional Guidelines:

- Local agency AVIS infrastructure cannot be installed on CDOT infrastructure or structures unless there is a signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) specifically allowing installation.
- A local agency cannot start the implementation of an AVI Corridor or deploy speed safety cameras on state and US highways until both the AVIS application and the special use permit are approved.
- Should operational, safety, or AVIS compliance issues arise from the AVI Corridor, the CDOT Region Traffic Engineer reserves the right to remove all equipment at the expense of the local agency within CDOT Right-Of-Way.
- Local Agencies are required to cover all ongoing costs of their AVIS implementations.

Please address any questions regarding these guidelines to the CDOT Region Traffic Engineer.

Appendix A: AVIS Corridor Implementation Application

Local Agency Contact Information:

(Please type or print all information except the signature of the representative authorized to sign for the town, city, or county)

Local Agency Name: _____

Local Agency Authorized Representative: _____

Local Agency Address: _____

Local Agency Website: _____

Representative Phone Number: _____

Representative Email: _____

Signature of the Local Agency Authorized Representative

AVI Corridor Location: CDOT Region: ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

AVI Corridor Request Checklist:

- Notify CDOT by contacting the Region Traffic Engineer.
- Pass an AVI Corridor Ordinance or Resolution.
- Fill out and sign the AVI Corridor Application (include the ordinance/resolution).
- Prepare AVI Corridor Data Package.
- Submit the AVI Corridor application and Data to the Region Traffic Engineer. CDOT will coordinate with the State Traffic Engineer and CSP for application approval.
- Submit a Special Use Permit to the Region Permit Office, if required.

If approved, the local agency is required to:

1. Continue coordination with all impacted law enforcement agencies and CDOT so implementations and changes to corridors can be made public.
2. Obtain any required electrical power service for permanent AVIS deployments. Local agencies are responsible for all ongoing costs associated with electrical power service.
3. Install CDOT standard traffic signs for AVI Corridors at appropriate locations and distances from AVIS (Speed Safety Cameras).
4. Track and post citation and revenue data on the local agency website by February 1st of the following year that the AVI Corridor has been in operation.

Roadway Information: *OTIS Link: <https://dtdapps.coloradodot.info/otis>

- | | | | |
|-------------------|--------------------------|------------------------|--------------------------|
| 1. Highway: _____ | Mile Marker Start: _____ | Mile Marker End: _____ | Roadway Direction: _____ |
| 2. Highway: _____ | Mile Marker Start: _____ | Mile Marker End: _____ | Roadway Direction: _____ |
| 3. Highway: _____ | Mile Marker Start: _____ | Mile Marker End: _____ | Roadway Direction: _____ |
| 4. Highway: _____ | Mile Marker Start: _____ | Mile Marker End: _____ | Roadway Direction: _____ |

Application Required Documents:

- ☐ A copy of the approved Ordinance or Resolution for the designation of speed enforcement or an AVI Corridor on state or US highway that adheres to all current C.R.S. § 42-4-110.5 requirements, and any CDOT AVI Corridor rules (unless an AVI Corridor exists or is planned by ordinance pre-January 1st, 2025). Local agencies should plan for future revisions to their ordinance or resolution if state laws change.
- Per C.R.S. § 42-4-110.5, a data package in an easy-to-review PDF or Microsoft Excel format includes **one or more** of the following datasets gathered in the past five years.
 - ☐ Minimum three (3) years of recent corridor-related crash data before the date of request (included in data package);
 - ☐ Minimum of three (3) years of Citation Data for reckless and/or speeding (included in data package);
 - ☐ Minimum of three (3) years of record of Citizen Complaints (dates, milepost location, etc.) (included in data package); and/or
 - ☐ Results of at least one week of Speed Compliance Data gathered within the six (6) months before the date of AVI Corridor application submission to CDOT (included in data package).
- A written operations and maintenance plan that includes compliance with relevant requirements in C.R.S. 42-4-110.5 that include but are not limited to:
 - ☐ A plan for warning and citation administration, including hearings, adjudications, appeals, etc., including the beginning and ending of the warning period and the date when citations will start to be issued. Please note the requirements for notification and payment deadlines for citations in 42-4-110.5 to ensure your ordinances comply.
 - ☐ A visual representation of the location of the speed enforcement locations or AVI Corridor that includes the mile markers, proposed speed enforcement system locations, sign locations (is not fewer than 200' and not more than 500' from each camera location and 300' or less before the start of AVI Corridor), and with lettering that is at least four (4) inches for uppercase letters and two and nine-tenths inches high for lower case letters. All AVIS systems that also detect disobedience to a traffic control signal, another violation of Article 4, or a local traffic ordinance shall not be used unless the state, county, city, and county, or municipality using such system conspicuously posts a sign notifying the public that an AVIS is in use immediately ahead. See *Appendix B* of this document for sign standards for use on state or US highways.
 - ☐ A plan for the public outreach campaign that includes a public announcement on the county or municipal website at least thirty (30) days before the implementation of the speed enforcement warning period.
 - ☐ A schedule showing the thirty (30) day website announcement, thirty (30) days warning notice period, and the start of the violation period.
 - ☐ Scheduled dates for publishing reporting on the local agency website disclosing the number of citations, crash data, and revenue generated by the AVI Corridor, and use of the revenue.
 - ☐ Evidence that submitted plan complies with all requirements of an approved Special Use Permit for any permanent sign or camera locations.
 - ☐ Commitment, by way of signed letter of support from the town, city, or county, to continue coordination with all impacted law enforcement agencies and CDOT.
 - ☐ Evidence that a Special Permit application was submitted to the Region Permit Office, if required. A CDOT Special Use Permit is required unless there is another signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) specifically allowing installation of new signs or cameras on state and US highways.

CSP AND CDOT Approval Section:

Per Colorado Revised Statutes 42-4-110.5, the designation and operation of automated vehicle identification systems (AVIS) Corridors require CDOT and CSP approval.

CDOT Region Review and Approval

Date:_____

CDOT Approving Region and Representative:

CDOT Region Traffic Engineer Signature:

Approved: ☐ Not-Approved: ☐

Justification Section:

CDOT HQ Review and Approval

Date:_____

CDOT State Traffic Representative:

CDOT State Traffic Engineering Signature:

Approved: ☐ Not-Approved: ☐

Justification Section:

CSP Review and Approval

Date:_____

CSP Representative:

CSP Signature:

Approved: ☐ Not-Approved: ☐

Justification Section:

Appendix B: Speed Safety Camera (AVIS) Resources

Part I: CDOT Region and Headquarters Resources

CDOT Traffic Engineer Office Contacts:

Region 1:

Alazar Tesfaye, P.E.
2829 W Howard Pl., Denver, CO 80204
Ph: 303-365-7318
Email: Alazar.Tesfaye@state.co.us

Region 2:

Jason Nelson, P.E.
5615 Wills Blvd., Pueblo, CO 81008
Ph: 719-546-5411
Email: Jason.Nelson@state.co.us

Region 3:

Zane Znamenacek, P.E.
222 South 6th St., Room 100, Grand Junction, CO 81501
Ph: 970-683-6275
Email: Zane.Znamenacek@state.co.us

Region 4:

Katrina Kloberdanz, P.E.
10601 W. 10th St., Greeley, CO 80634
Ph: 970-302-6724
Email: Katrina.Kloberdanz@state.co.us

Region 5:

Jennifer Allison, P.E.
3803 N. Main Ave., Suite 100, Durango, CO 81301
Ph: 970-385-1449
Email: Jennifer.Allison@state.co.us

CDOT Traffic Safety and Engineering Services

State Traffic Engineer

San Lee, P.E.
2829 W Howard Pl., Denver, CO 80204
Ph: 303-757-9345
Email: San.Lee@state.co.us

AVIS Program Manager

Benjamin Acimovic, P.E.
2829 W Howard Pl., Denver, CO 80204
Ph: 720-951-6151
Email: Benjamin.Acimovic@state.co.us

CDOT Utility Permit Program Office Contacts:

Region 1:

Jacquelyn Jobe
2829 W Howard Pl., Denver, CO 80204
Ph: 303-512-4272
Email: Jacquelyn.Jobes@state.co.us

Region 2:

Adam Lancaster
5615 Wills Blvd., Pueblo, CO 81008
Ph: 719-562-554
Email: adam.lancaster@state.co.us

Region 3:

Joel Berschauer
222 South 6th St., Room 100, Grand Junction, CO 81501
Ph: 970-683-6288
Email: joel.berschauer@state.co.us

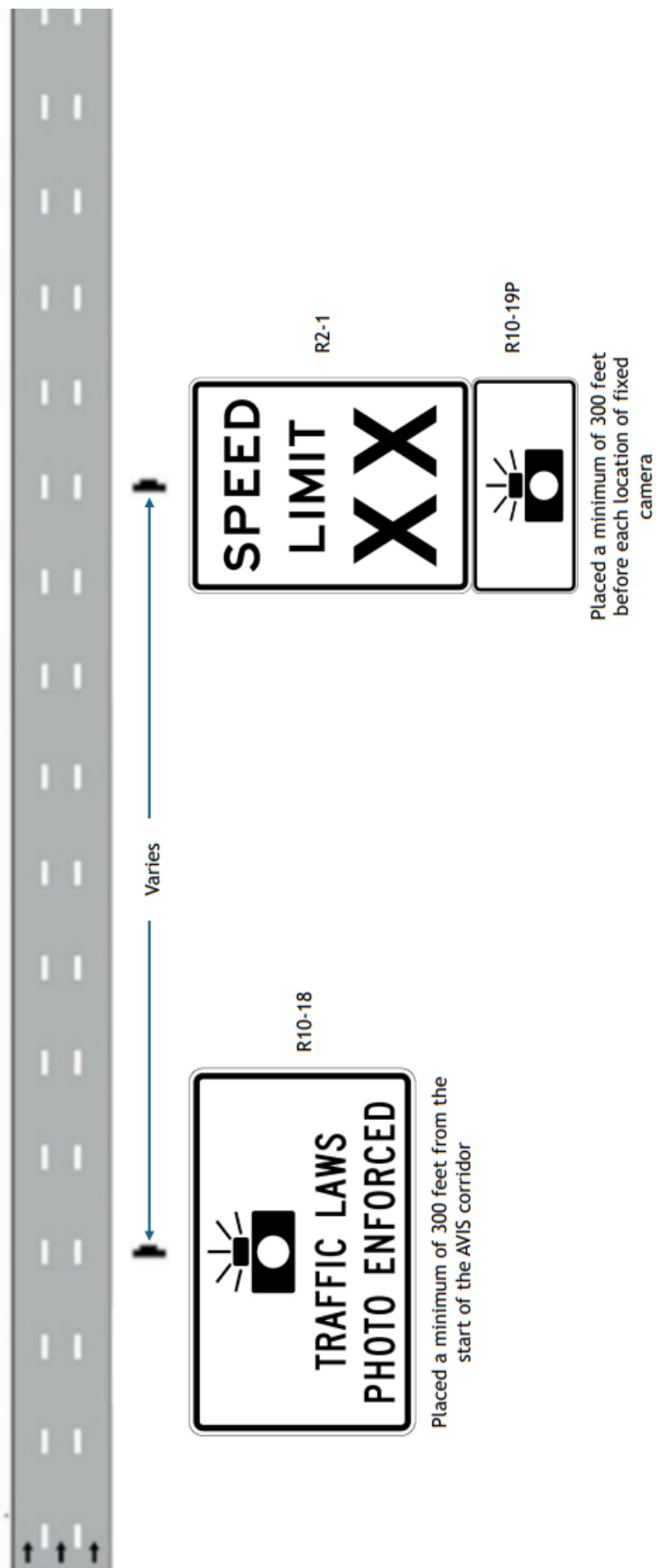
Region 4:

Dustin Steelman
10601 W. 10th St., Greeley, CO 80634
Ph: 970-373-7736
Email: dustin.steelman@state.co.us

Region 5:

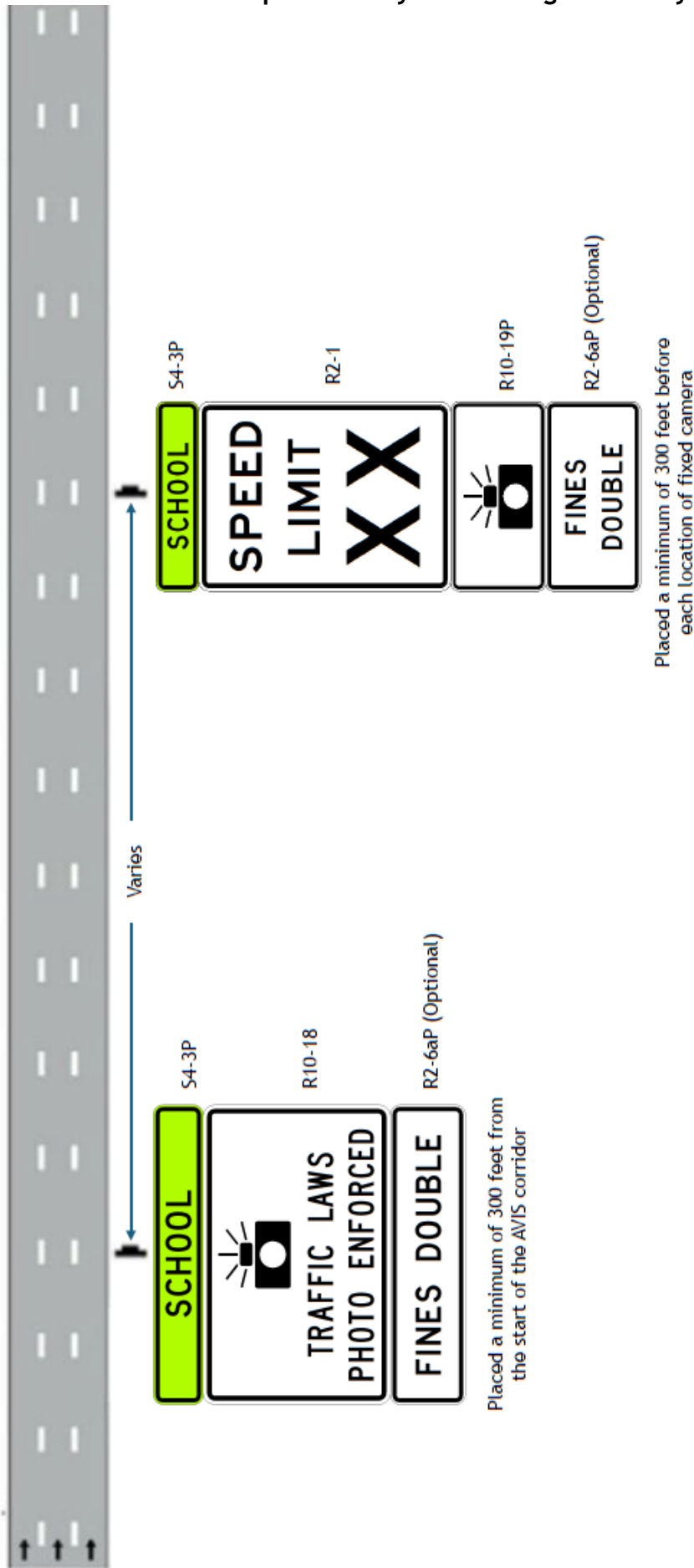
Randee Reider
3803 N. Main Ave., Suite 100, Durango, CO 81301
Ph: 970-385-8361
Email: randee.reider@state.co.us

Automatic Vehicle Identification (AVIS) Signage Typical Application



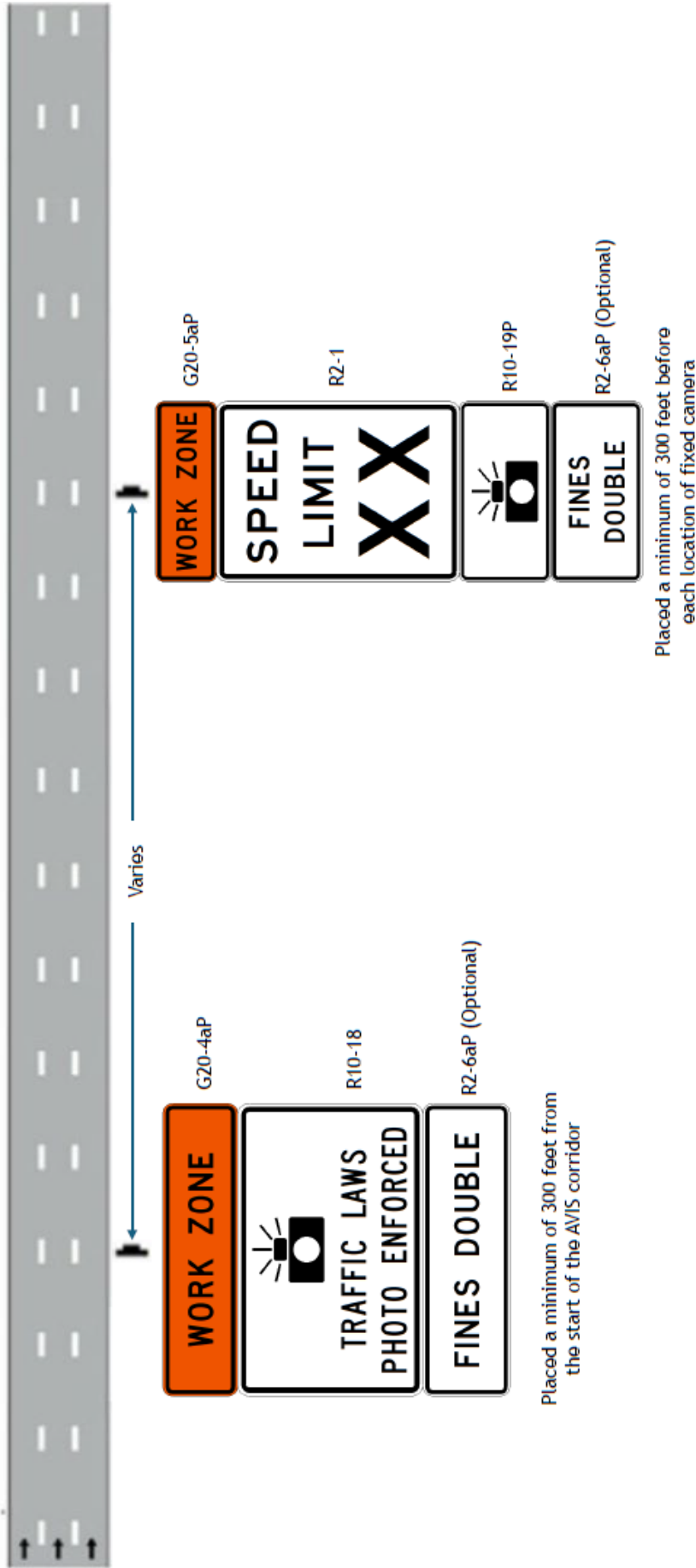
Note: CDOT recommends the placement of multiple R10-18 signs at strategic locations for longer AVI Corridors.

Automatic Vehicle Identification (AVIS) Signage School Zone Application



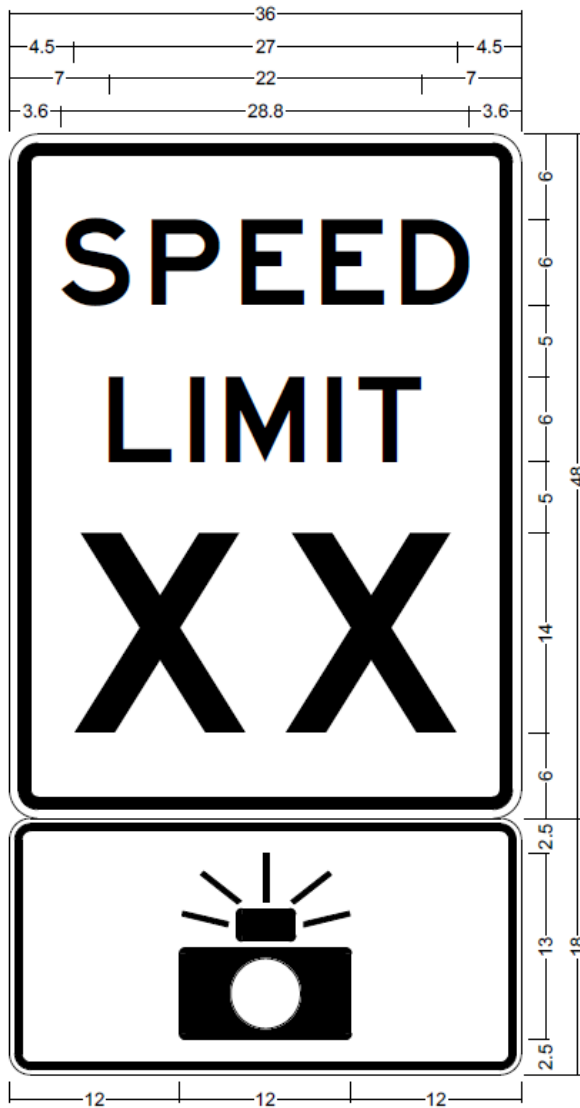
Note: CDOT recommends the placement of multiple R10-18 signs at strategic locations for longer AVI Corridors.

Automatic Vehicle Identification (AVIS) Signage Work Zone Application




Note: CDOT recommends the placement of multiple R10-18 signs at strategic locations for longer AVI Corridors.

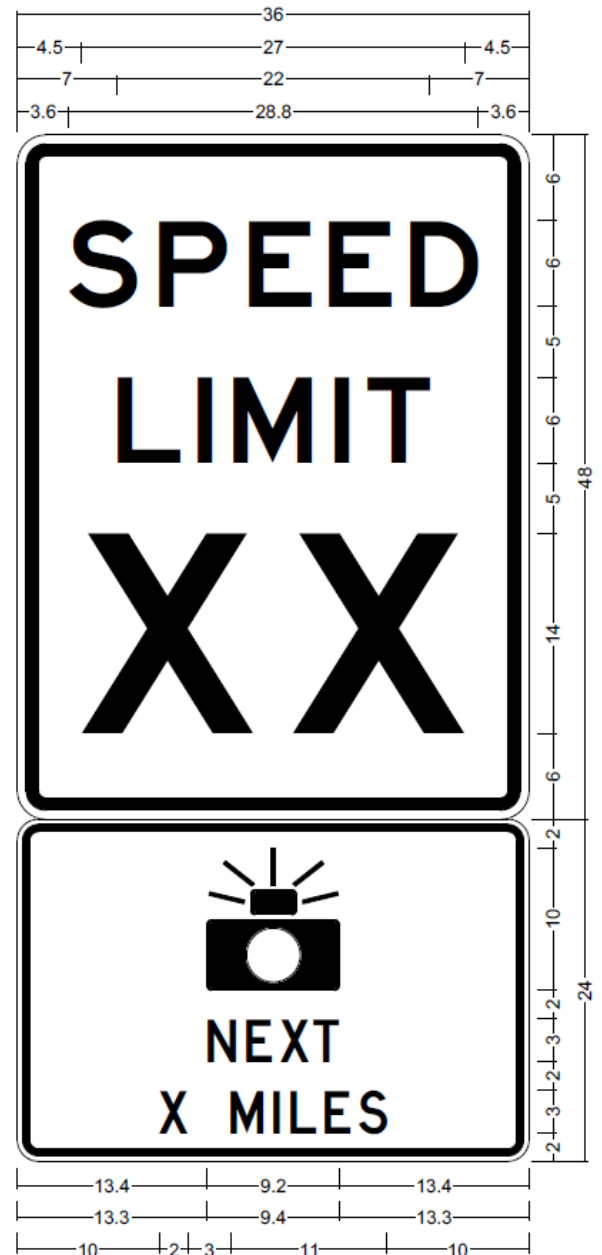
Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



R2-1;
2.0" Radius, 0.9" Border, 0.6" Indent, Black on White;
"SPEED", E; "LIMIT", E; "XX", E;

R10-19P;
1.5" Radius, 0.5" Border, 0.4" Indent, Black on White;
Table of distances between letter and object lefts

3.6	S	P	E	E	D	3.6
6.4	6.3	5.6	5.7	4.8		
7.0	L	I	M	I	T	7.0
5.7	2.5	7.1	2.3	4.4		
4.5	X	X				4.5
14.9	12.1					
12.0		12.0	12.0			



R2-1;
2.0" Radius, 0.9" Border, 0.6" Indent, Black on White;
"SPEED", E; "LIMIT", E; "XX", E;

R10-19qP;
1.5" Radius, 0.5" Border, 0.4" Indent, Black on White;
"NEXT", D; "X MILES", D;
Table of distances between letter and object lefts

3.6	S	P	E	E	D	3.6
6.4	6.3	5.6	5.7	4.8		
7.0	L	I	M	I	T	7.0
5.7	2.5	7.1	2.3	4.4		
4.5	X	X				4.5
14.9	12.1					
13.4	9.2	13.4				
13.3	N	E	X	T		13.3
2.8	2.3	2.4	1.9			
10.0	X	M	I	L	E	S
5.0	3.0	1.2	2.4	2.4	2.0	10.0

AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



G20-5aP_48x12;
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
 "WORK ZONE", D;
 Table of distances between letter and object lefts

	W	O	R	K	Z	O	N	E	
8.2	4.2	3.8	3.6	6.8	3.4	3.8	3.6	2.4	8.2



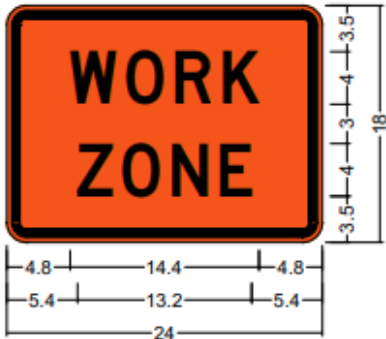
G20-5aP_36x12;
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
 "WORK ZONE", D;
 Table of distances between letter and object lefts

	W	O	R	K	Z	O	N	E	
2.2	4.2	3.8	3.6	6.8	3.4	3.8	3.6	2.4	2.2



G20-5aP_30x18;
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
 "WORK", D; "ZONE", D;
 Table of distances between letter and object lefts

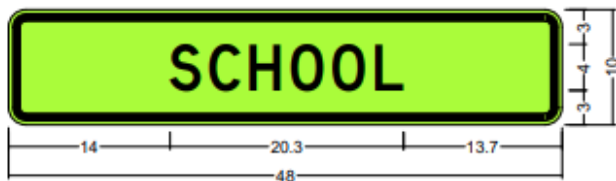
	W	O	R	K	
7.8	4.3	3.7	3.6	2.8	7.8
	Z	O	N	E	
8.4	3.4	3.8	3.6	2.4	8.4



G20-5aP_24x18;
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
 "WORK", D; "ZONE", D;
 Table of distances between letter and object lefts

	W	O	R	K	
4.8	4.3	3.7	3.6	2.8	4.8
	Z	O	N	E	
5.4	3.4	3.8	3.6	2.4	5.4

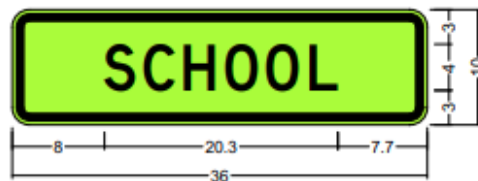
AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



S4-3P_48x12;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;
"SCHOOL", D;

Table of distances between letter and object lefts

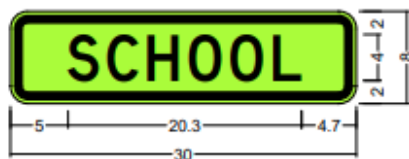
	S	C	H	O	O	L	
14.0	3.4	3.5	3.6	3.6	3.7	2.5	13.7



S4-3P_36x12;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;
"SCHOOL", D;

Table of distances between letter and object lefts

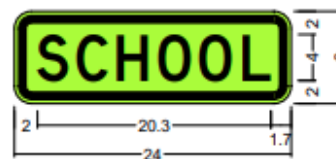
	S	C	H	O	O	L	
8.0	3.4	3.5	3.6	3.6	3.7	2.5	7.7



S4-3P_30x8;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;
"SCHOOL", D;

Table of distances between letter and object lefts

	S	C	H	O	O	L	
5.0	3.4	3.5	3.6	3.6	3.7	2.5	4.7

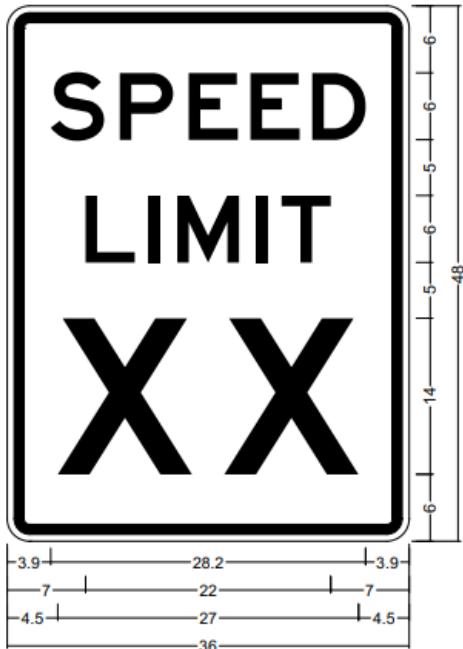


S4-3P_24x8;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;
"SCHOOL", D;

Table of distances between letter and object lefts

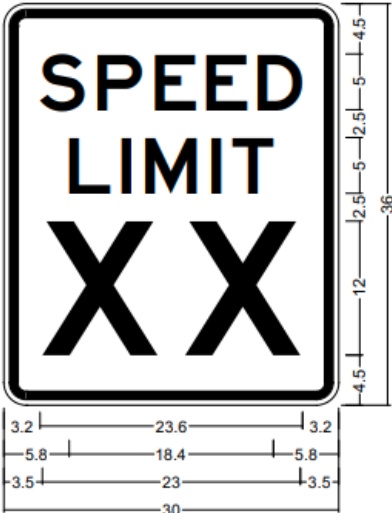
	S	C	H	O	O	L	
2.0	3.4	3.5	3.6	3.6	3.7	2.5	1.7

AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



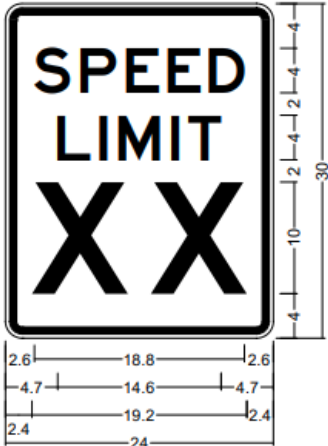
R2-1_36x48;
2.0" Radius, 0.9" Border, 0.6" Indent, Black on White;
"SPEED", E specified length;
"LIMIT", E specified length; "XX", E;
Table of distances between letter and object lefts

S	P	E	E	D
3.9	6.2	6.2	5.5	5.5
L	I	M	I	T
7.0	5.7	2.5	7.1	2.3
X	X			
4.5	14.9	12.1	4.5	



R2-1_30x36;
2.0" Radius, 0.8" Border, 0.5" Indent, Black on White;
"SPEED", E specified length;
"LIMIT", E specified length; "XX", E;
Table of distances between letter and object lefts

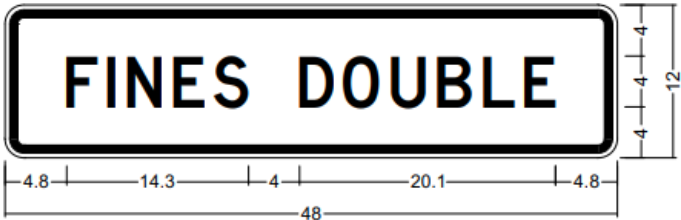
S	P	E	E	D
3.2	5.2	5.2	4.6	4.6
L	I	M	I	T
5.8	4.7	2.2	5.9	1.9
X	X			
3.5	12.7	10.3	3.5	



R2-1_24x30;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
"SPEED", E specified length;
"LIMIT", E specified length;
"XX", E;
Table of distances between letter and object lefts

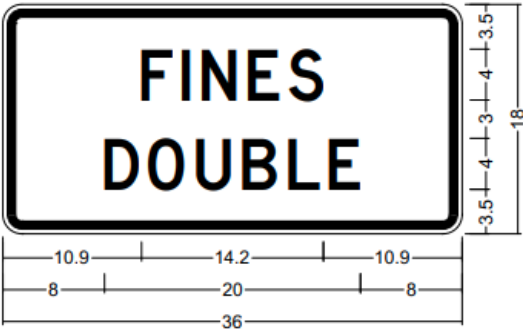
S	P	E	E	D
2.6	4.1	4.1	3.7	3.7
L	I	M	I	T
4.7	3.7	1.8	4.7	1.5
X	X			
2.4	10.6	8.6	2.4	

AVIS Resources Part II: Standard Speed Safety Camera Signs and Layouts (SignCAD Available by Request):



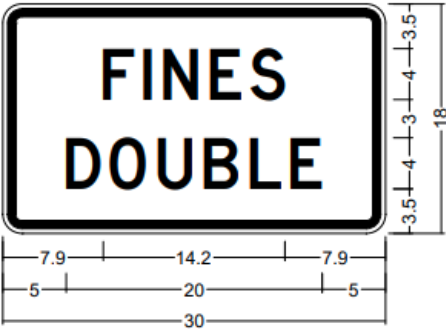
R2-6aP_48x12;
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
 "FINES DOUBLE", D;
 Table of distances between letter and object lefts

F	I	N	E	S	D	O	U	B	L	E	
4.8	3.2	1.6	3.6	3.2	6.7	3.4	3.8	3.6	3.6	3.2	2.5



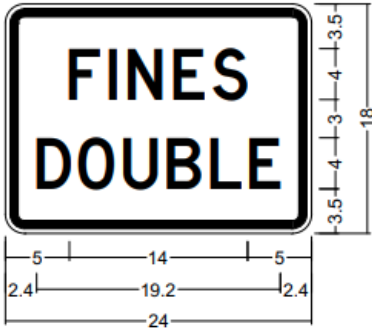
R2-6aP_36x18;
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
 "FINES", D; "DOUBLE", D;
 Table of distances between letter and object lefts

F	I	N	E	S	
10.9	3.2	1.5	3.7	3.1	2.7
					10.9
D	O	U	B	L	E
8.0	3.4	3.8	3.6	3.6	3.2
					2.4
					8.0



R2-6aP_30x18;
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
 "FINES", D; "DOUBLE", D;
 Table of distances between letter and object lefts

F	I	N	E	S	
7.9	3.2	1.5	3.7	3.1	2.7
					7.9
D	O	U	B	L	E
5.0	3.4	3.8	3.6	3.6	3.2
					2.4
					5.0



R2-6aP_24x18;
 1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
 "FINES", D specified length;
 "DOUBLE", D specified length;
 Table of distances between letter and object lefts

F	I	N	E	S	
5.0	3.1	1.5	3.6	3.1	2.7
					5.0
D	O	U	B	L	E
2.4	3.3	3.6	3.4	3.4	3.0
					2.5
					2.4

Resources Part III: Speed Safety Cameras Best Practices and Resources

Speed Safety Cameras: Federal Highway Administration: FHWA-SA-21-07:

- <https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>
- <https://www.towardzerodeaths.org/nhtsa-fhwa-speed-safety-camera/>

Speed Safety Cameras: Governor's Highway Safety Association

- <https://www.ghsa.org/state-laws/issues/speed%20and%20red%20light%20cameras>

Setting Speeds:

- N.A.C.T.O.: <https://nacto.org/program/setting-safer-speed-limits/>
- WHO: <https://www.who.int/publications/m/item/speed-management--a-road-safety-manual-for-decision-makers-and-practitioners.2nd-edition>
- F.H.W.A.: [Setting Speed Limits for Safety | F.H.W.A. \(dot.gov\)](#)

Resources Part IV: Frequently Asked Questions

Application Questions:

Q: Do we need to apply to use AVIS on local roadways?

A: No. The application is only for state and US highways.

Q: Can we deploy speed safety cameras on interstate highways?

A: No. CRS 42-4-110.5 only allows CDOT or CSP to deploy speed safety cameras on interstate highways.

Q: Can we use the application for multiple corridors?

A: Yes. You can use one application for multiple corridors or one application per corridor.

Q: Do we need to apply if we are deploying AVIS in work zones, school zones, or next to municipal parks?

A: No. However, if permanent cameras or signs are deployed, the local agency shall submit a special use permit application to the region permit office.

Q: Can we use new or existing red-light running cameras for speed enforcement on AVI corridors?

A: Yes. Existing red light running cameras are already pre-approved. New red-light running cameras must be approved through a separate application process. Red-light running applications are available at the CDOT Region Traffic Office.

Q: When do we need to submit a special use permit application?

A: An approved special use permit is required for any AVIS implementation that requires permanent signage or camera locations unless there is another signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) explicitly allowing the installation of new signs or cameras on state and US highways.

Q: How do we submit the application?

A: Please submit your application via email to your region traffic engineer from the list in Appendix B: Speed Safety Camera (AVIS) Resources.

Q: Who can sign the application?

A: Only an authorized local agency representative who can legally sign documents can sign the application.

Q: Can the plan for warning and citation administration, including hearings, adjudications, appeals, etc., including the beginning and end of the warning period and the date when citations will start to be issued, be a high-level plan?

A: Yes, as long as it complies with 42-4-110.5.

Q: Does a local agency have to reapply yearly for an AVI corridor?

A: No. Unless an AVI corridor is decommissioned and removed, it is active indefinitely once a corridor is approved.

Q: What do we need to do if speed limits are changed?

A: At a minimum, CDOT recommends a new announcement on the local agency website and a new 30-day warning period.

Data Questions:

Q: What is the maximum age of data required by the application and statute?

A: Data collected for AVIS corridors must be under five (5) years old.

Q: Our segments vary in length. Does it matter where/how much we collect data?

A: No. CDOT recommends collecting data where the cameras or AVIS will most likely be deployed.

Q: Do we need all the listed data sets for an AVI corridor application?

A: No. Only one data set is required per 42-4-110.5.

Q: Is one week of speed data enough for the AVI corridor application?

A: Yes. CDOT recommends at least one week of data that includes weekends and weekdays. CDOT also recommends collecting data for 24-hour periods if possible.

Signage Questions

Q: How detailed does the visual representation need to be? Can it be created on GIS/PowerPoint to show aerial and high-level locations of the van/cameras, signs, and mile markers?

A: CDOT does not have any required formatting. An aerial view showing the locations of the van/cameras, signs, mile markers, and distances is adequate.

Q: Do we have to follow the CDOT sign standards for AVIS corridors on state and US highways?

A: Yes. CDOT sign standards were developed for statewide consistency on state and US highways.

Q: What exactly do we need for photo radar vans?

A: For typical implementations, one R2-1 with an R10-19P placed a minimum of 300' conspicuously before the photo radar van. The minimum dimensions of the lettering are at least four (4) inches for uppercase letters and two and nine-tenths inches high for lowercase letters. Please use the appropriate add-on sign placards for school and work zone corridors.

Q: Do we need to double the signs when a corridor changes from a state or US highway to a city, town or county roadway?

A: No. Please have one sign, a single R10-18, at the beginning of the corridor in either direction.

Q: How detailed does the maintenance plan for signs and equipment need to be?

A: The plan should detail how often permanent signs and cameras will be replaced. A simple statement that the local agency agrees to maintain AVIS and signage that follows its maintenance plan is enough.

Q: Do we need extra signage for streets joining into the enforced corridor?

A: 42-4-110.5 does not require extra signage for streets joining the enforced corridor. CDOT recommends adding signage to the corridor's major ingresses, but that is up to the local agency.

Public Outreach:

Q: Can we do a mass public outreach to capture all locations?

A: CRS 42-4-110.5 requires a public announcement on a local agency website before the agency implements any new AVIS on any roadway. CDOT recommends an announcement for all new corridors.

Q: Do we have to do it before every single deployment?

A: No. The statute website announcement before the first deployment or implementation in the corridor. CDOT recommends robust and frequent public outreach so the public is well informed.

Q: What must be posted on the website for AVIS corridor reporting?

A: 42-4-110.5 requires local agencies, CSP, or CDOT to report, at a minimum, the number of citations and revenue. Other agencies report the number of deployments, before and after safety statistics, where revenue goes, and the status of corridors. More outreach and transparency show better public acceptance and results.

Enforcement Location Questions:

Q: Does the warning period have to be for every van location in the same corridor? Vans are mobile and do not sit for 30 days straight, so it would take months to fulfill a 30-day warning.

A: 42-4-110.5 as follows: "(B) For the first thirty days after the system is installed or deployed, only warnings may be issued for violations of a county or municipal traffic regulation or traffic violation under state law detected by the system." The local agency needs to determine how best to meet the statute.

Q: If CDOT requires removing the AVIS infrastructure on any state or US highway, can the local agency turn off the equipment within sixty (60) days and cover the cameras if removal is impossible within the time limit.

A: The local agency can turn off the equipment and cover signs and/or cameras until removal is completed. Written notification for the decommissioning and removal of signs and/or cameras can be submitted to the region's CDOT traffic office.

Colo. Rev. Stat. § 42-4-110.5

Section 42-4-110.5 - Automated vehicle identification systems - exceptions to liability - penalty - limits on use of photographs and video - rules - legislative declaration - definitions

(1) The general assembly hereby finds and declares that the enforcement of traffic laws through the use of automated vehicle identification systems under this section is a matter of statewide concern and is an area in which uniform state standards are necessary.

(1.1) As used in this section, unless the context otherwise requires:

(a)

(I) "Automated vehicle identification system" means a system whereby:

(A) A machine is used to automatically detect a violation of a traffic regulation and simultaneously record a photograph of the vehicle and the license plate of the vehicle; and

(B) A notice of violation or civil penalty assessment notice may be issued to the registered owner of the motor vehicle.

(II) "Automated vehicle identification system" includes a system used to detect a violation of part 11 of this article 4 or a local speed ordinance, a system used to detect violations of traffic restrictions imposed by traffic signals or traffic signs, and a system used to detect violations of bus lane or bicycle lane restrictions.

(b) "State", notwithstanding section 42-1-102 (95), means the state of Colorado acting through the Colorado state patrol in the department of public safety or the department of transportation.

(c) "State highway" means any highway that is owned by or maintained by the state. "State highway" does not include a public highway operated by a public highway authority in accordance with the "Public Highway Authority Law", part 5 of article 4 of title 43.

(1.4) Nothing in this section applies to the use of automated vehicle identification systems for the purpose of collecting tolls, fees, or civil penalties in accordance with part 5 of article 4 of title 43 and section 43-4-808.

(1.5) Except for the authorization contained in subsection (1.7) of this section, nothing in this section applies to a violation detected by an automated vehicle identification system for driving twenty-five miles per hour or more in excess of the reasonable and prudent speed or twenty-five miles per hour or more in excess of the maximum speed limit of seventy-five miles per hour detected by the use of an automated vehicle identification system.

(1.7) [Repealed by 2024 amendment]

(2) A county, city and county, or municipality may adopt an ordinance authorizing the use of an automated vehicle identification system to detect violations of traffic regulations adopted by the county, city and county, or municipality, or the state, a county, a city and county, or a municipality may utilize an automated vehicle identification system to detect traffic

violations under state law, subject to the following conditions and limitations and, as applicable, the requirements for state highways set forth in and any rules adopted by the department of transportation pursuant to subsection (2.5) of this section

(a)

(I) (Deleted by amendment, l. 2002, p. 570, § 1, effective May 24, 2002.)

(II) If the state, a county, a city and county, or a municipality detects any alleged violation of a county or municipal traffic regulation or a traffic violation under state law through the use of an automated vehicle identification system, then the state, county, city and county, or municipality shall issue, or cause its vendor to issue, to the registered owner of the motor vehicle involved in the alleged violation, by first-class mail, personal service, or by any mail delivery service offered by an entity other than the United States postal service that is equivalent to or superior to first-class mail with respect to delivery speed, reliability, and price, a notice of violation:

(A) Within thirty days after the alleged violation occurred if the motor vehicle involved in the alleged violation is registered in the state; or

(B) Within sixty days after the alleged violation occurred if the motor vehicle involved in the alleged violation is registered outside of the state.

(III) The notice of violation must contain:

(A) The name and address of the registered owner of the motor vehicle involved in the alleged violation;

(B) The license plate number of the motor vehicle involved in the alleged violation;

(C) The date, time, and location of the alleged violation;

(D) The amount of the civil penalty prescribed for the alleged violation;

(E) The deadline for payment of the prescribed civil penalty and for disputing the alleged violation; and

(F) Information on how the registered owner may either dispute the alleged violation in a hearing or pay the prescribed civil penalty.

(IV) If the state, a county, a city and county, or a municipality does not receive the prescribed civil penalty or a written notice requesting a hearing to dispute the alleged violation by the deadline stated on the notice of violation, which deadline must not be less than forty-five days after the issuance date on the notice of violation, the state, county, city and county, or municipality shall issue, or cause its vendor to issue, by first-class mail, personal service, or by any mail delivery service offered by an entity other than the United States postal service that is equivalent to or superior to first-class mail with respect to delivery speed, reliability, and price, a civil penalty assessment notice for the alleged violation to the registered owner of the motor vehicle involved in the alleged violation no later than thirty days after the deadline on the notice of violation.

(V) The civil penalty assessment notice must contain:

(A) The name and address of the registered owner of the motor vehicle involved in the alleged violation;

(B) The license plate of the motor vehicle involved in the alleged violation;

(C) The date, time, and location of the alleged violation;

(D) The amount of the civil penalty prescribed for the alleged violation;

(E) The deadline for payment of the prescribed civil penalty;

(F) Information on how to pay the prescribed civil penalty.

(VI) If the registered owner of the motor vehicle fails to request a hearing to dispute the alleged violation by the deadline stated in the notice of violation, the registered owner waives any right to contest the violation or the amount of the prescribed civil penalty.

(VII) If the registered owner of the motor vehicle fails to pay in full the prescribed civil penalty by the deadline stated in the civil penalty assessment notice, a final order of liability shall be entered against the registered owner of the vehicle.

(VIII) Final orders may be appealed as to matters of law and fact to the county court in the county where the alleged violation or the municipal court in the municipality where the alleged violation occurred. The registered owner of the motor vehicle may assert in an appeal that a notice of violation served by first-class mail or other mail delivery service was not actually delivered. The appeal shall be a de novo hearing.

(IX) the state, a county, a city and county, or a municipality shall not initiate or pursue a collection action against a registered owner of a motor vehicle for a debt resulting from an unpaid penalty assessed pursuant to this section unless the registered owner is personally served the notice of violation or the final order of liability.

(X) If the registered owner of a motor vehicle involved in a traffic violation under state law or under traffic regulations adopted by a county, city and county, or municipality is engaged in the business of leasing or renting motor vehicles, the registered owner remains liable for payment of the civil penalty even if the registered owner was not driving the motor vehicle but may obtain payment from the lessor or renter of the motor vehicle and forward the payment to the state or the county, city and county, or municipality imposing the civil penalty.

(b) Notwithstanding any other provision of the statutes to the contrary, the state, a county, a city and county, or a municipality shall not report to the department any conviction or entry of judgment against a defendant for violation of a county or municipal traffic regulation or a traffic violation under state law if the violation was detected through the use of an automated vehicle identification system.

(c) Repealed.

(d)

(I) The state, a county, a city and county, or a municipality shall not use an automated vehicle identification system to detect a violation of part 11 of this article 4 or a local speed ordinance unless there is posted an appropriate temporary or permanent sign in a conspicuous place not fewer than three hundred feet before the area in which the automated vehicle identification system is to be used notifying the public that an automated vehicle identification system is in use immediately ahead. The requirement of this subsection (2)(d)(I) shall not be deemed satisfied by the posting of a permanent sign or signs at the borders of a county, city and county, or municipality, nor by the posting of a permanent sign in an area in which an automated vehicle identification system is to be used, but this subsection (2)(d)(I) shall not be deemed a prohibition against the posting of such permanent signs.

(II) Except as provided in subsection (2)(d)(I) of this section, an automated vehicle identification system designed to detect disobedience to a traffic control signal or another violation of this article 4 or a local traffic ordinance shall not be used unless the state, county, city and county, or municipality using such system conspicuously posts a sign notifying the public that an automated vehicle identification system is in use immediately ahead. The sign shall:

(A) Be placed in a conspicuous location not fewer than two hundred feet nor more than five hundred feet before the automated vehicle identification system; and

(B) Use lettering that is at least four inches high for upper case letters and two and nine-tenths inches high for lower case letters.

(e)

(I) If the state, county, city and county, or municipality implements a new automated vehicle identification system after July 1, 2023, that is not a replacement of an automated vehicle identification system:

(A) The agency responsible for the automated vehicle identification system shall publicly announce the implementation of the system through its website for at least thirty days prior to the use of the system; and

(B) For the first thirty days after the system is installed or deployed, only warnings may be issued for violations of a county or municipal traffic regulation or traffic violation under state law detected by the system.

(II) A state, county, city and county, or municipality may conduct an extended public information campaign or warning period for systems installed or deployed either before or after July 1, 2023.

(f) [Deleted by 2023 amendment.]

(g)

(I) The state, a county, a city and county, or a municipality shall not issue a notice of violation or civil penalty assessment notice for a violation detected using an automated vehicle identification system unless the violation occurred within a school zone, as defined in section 42-4-615; within a residential neighborhood; within a maintenance,

construction, or repair zone designated pursuant to section 42-4-614; along a street that borders a municipal park; or along a street or portion of a street that a county, city and county, or municipality, by ordinance or by a resolution of its governing body, designates as an automated vehicle identification corridor, on which designated corridor the county, city and county, or municipality may locate an automated vehicle identification system to detect violations of a county, city and county, or municipal traffic regulation or a traffic violation under state law.

(A)

(B)

(C)

(I.3) Before a county, a city and county, or a municipality designates an automated vehicle identification corridor on a state highway, the county, city and county, or municipality shall notify the department of transportation. If a county, city and county, or municipality designates an automated vehicle identification corridor on a state highway by ordinance or resolution before January 1, 2025, it may proceed without having provided this notification to the department of transportation.

(I.4) After a county, city and county, or a municipality designates an automated vehicle identification corridor on a state highway, the county, city and county, or municipality shall coordinate with the department of transportation. Coordination must include demonstrating that the requirements set forth in subsection (2)(g)(I.7)(B) of this section have been met and, if needed, applying for a special use permit to install any devices or signage on department of transportation right-of-way if the segment of highway in question is maintained by the state. A county, city and county, or municipality shall alert the department of transportation when the automated vehicle identification corridor begins operations or permanently ceases operations on a state highway. The department of transportation shall notify the Colorado state patrol when a county, city and county, or municipality coordinates with the department of transportation to establish an automated vehicle identification corridor on a state highway.

(I.5) Before a county, city and county, or municipality begins the operation of an automated vehicle identification system in an automated vehicle identification corridor on a county road, the county, city and county, or municipality shall notify the Colorado state patrol.

(I.6) Before the state designates an automated vehicle identification corridor on a state highway located within the boundaries of a county, a city and county, or a municipality, and before the state begins operation of an automated vehicle identification corridor on a state highway, the state shall coordinate with the respective county, city and county, or municipality.

(I.7) Before the state, a county, city and county, or municipality begins operation of an automated vehicle identification system in an automated vehicle identification corridor, the state, county, city and county, or municipality must:

(A) Post a permanent sign in a conspicuous place not fewer than three hundred feet before the beginning of the corridor; and

(B) Post a permanent sign not fewer than three hundred feet before each static camera within the corridor thereafter or a temporary sign not fewer than three hundred feet before any mobile camera; except that, for an automated vehicle identification corridor on which an automated vehicle identification system is used on transit vehicles for the purpose of detecting unauthorized use of a transit-only lane, post permanent signs at one-half mile or more frequent intervals; and

(C) Illustrate, through data collected within the past five years, incidents of crashes, speeding, reckless driving, or community complaints on a street designated as an automated vehicle identification corridor unless the automated vehicle identification system will be used exclusively to detect unauthorized usage of one or more transit-only lanes.

(II) As used in this subsection (2)(g), unless the context otherwise requires, "residential neighborhood" means any block on which a majority of the improvements along both sides of the street are residential dwellings and the speed limit is thirty-five miles per hour or less.

(III) This subsection (2)(g) does not apply to an automated vehicle identification system designed to detect disobedience to a traffic control signal.

(IV) The state, a county, a city and county, or a municipality implementing an automated vehicle identification corridor pursuant to subsection (2)(g)(I) of this section shall publish a report on its website disclosing the number of citations and revenue generated by the automated vehicle identification corridor.

(V)

(A) Notwithstanding the provisions of subsection (2)(g)(I) of this section, the state may locate an automated vehicle identification system on a highway that is a part of the federal interstate highway system and may issue a notice of violation or a civil penalty assessment notice for a traffic violation under state law detected using the automated vehicle identification system.

(B) A county, a city and county, or a municipality shall not locate an automated vehicle identification system or create an automated vehicle identification corridor on any highway that is a part of the federal interstate highway system.

(h) the state, A county, a city and county, or a municipality shall not require a registered owner of a vehicle to disclose the identity of a driver of the vehicle who is detected through the use of an automated vehicle identification system. However, the registered owner may be required to submit evidence that the owner was not the driver at the time of the alleged violation.

(2.5)

(a) The state may use an automated vehicle identification system on any portion of a state highway. The department of transportation may promulgate rules to implement the provisions of this section relating to the use of automated vehicle identification systems by the department of transportation on state highways and prioritization for the use of automated vehicle identification systems by other entities on state highways, including but not limited to rules that:

(I) Specify prioritization criteria that the department of transportation will use to determine which entity is authorized to use an automated vehicle identification system if multiple entities seek authorization to use an automated vehicle identification system on the same portion of a state highway. The criteria must specify that the department of transportation must give preference to an entity that has the primary responsibility for regulation and enforcement of traffic restrictions on the portion of a state highway on which an automated vehicle identification system is to be used.

(II) Specify, consistent with the requirements of subsection (2)(a) of this section, the process that the state will use to notify a county, city and county, or municipality that the state will be using an automated vehicle identification system within its jurisdiction and the administrative and enforcement process that the department of transportation will use to administer, hear, and resolve a traffic violation detected through the use by the department of transportation of an automated vehicle identification system;

(III) Establish, subject to the caps set forth in subsections (4)(b) and (4.5) of this section and any other provision of law, the amount of civil penalties imposed for traffic violations detected through the use by the department of transportation of an automated vehicle identification system;

(IV) Establish an administrative hearing process that complies with subsections (2)(a) (IV) through (2)(a)(VIII) of this section, including the ability to retain and contract with impartial hearing officers and the ability for impartial hearing officers to issue final orders required by subsection (2)(a)(VII) of this section; and

(V) Provide, consistent with this section, any additional requirements, guidance, or clarification that the department of transportation deems necessary or appropriate to implement this section.

(b) It is the intent of the general assembly that the department of transportation consult with the Colorado state patrol when promulgating rules relating to the use of automated vehicle identification systems and before authorizing the use of an automated vehicle identification system by the state or a county, a city and county, or a municipality on any portion of a state highway. It is also the intent of the general assembly that the department of transportation consult with counties, city and counties, and municipalities when promulgating rules relating to the use of automated vehicle identification systems.

(c) The provisions of this subsection (2.5) do not apply to an automated vehicle identification system on a state highway that a county, city and county, or municipality has implemented or designated by ordinance or resolution before January 1, 2025, or before the department of transportation adopts rules pursuant to subsection (2.5)(a) of this

section, whichever occurs later. This subsection (2.5) does not require a county, city and county, or municipality to remove or stop the implementation of an automated vehicle identification system that was placed on any portion of a state highway or designated by ordinance or resolution before January 1, 2025, or before the department of transportation adopts rules pursuant to subsection (2.5)(a) of this section, whichever occurs later.

(3) The department has no authority to assess any points against a license under section 42-2-127 upon entry of a conviction or judgment for a violation of a county or municipal traffic regulation or a traffic violation under state law if the violation was detected through the use of an automated vehicle identification system. The department shall not keep any record of such violation in the official records maintained by the department under section 42-2-121.

(4)

(a) If the state, a county, a city and county, or a municipality detects a speeding violation of less than ten miles per hour over the reasonable and prudent speed under a county or municipal traffic regulation or under state law through the use of an automated vehicle identification system and the violation is the first violation by the registered owner that the state, county, city and county, or municipality has detected using an automated vehicle identification system, then the state, county, city and county, or municipality may mail the registered owner a warning regarding the violation, but the state, county, city and county, or municipality shall not impose any penalty or surcharge for such first violation.

(b)

(I) If the state, a county, a city and county, or a municipality detects a second or subsequent speeding violation under a county or municipal traffic regulation or under state law by the registered owner, or a first such violation by the registered owner, if the provisions of subsection (4)(a) of this section do not apply, through the use of an automated vehicle identification system, then, except as may be permitted in subsection (4)(b)(II) of this section, the maximum penalty that the state, county, city and county, or municipality may impose for such violation, including any surcharge, is forty dollars.

(II) If any violation described in subsection (4)(b)(I) of this section occurs within a school zone, as defined in section 42-4-615, the maximum penalty that may be imposed shall be doubled.

(III) Subsection (4)(b)(I) of this section does not apply within a maintenance, construction, or repair zone designated pursuant to section 42-4-614 or a school zone, as defined in section 42-4-615 (2).

(4.5)

(a) If the state, a county, a city and county, or a municipality detects a violation of a county, city and county, or municipal traffic regulation or traffic violation under state law for disobedience to a traffic control signal through the use of an automated vehicle identification system, the maximum civil penalty that the state, a county, a city and county, or a municipality may impose for such violation, including any surcharge, is seventy-five dollars.

(b) Subsection (4.5)(a) of this section does not apply within a maintenance, construction, or repair zone designated pursuant to section 42-4-614 or a school zone, as defined in section 42-4-615 (2).

(4.7) If a registered owner fails to pay a penalty imposed for a violation of a county or municipal traffic regulation or a traffic violation under state law detected using an automated vehicle identification system, the state, a county, a city and county, or a municipality shall not attempt to enforce such a penalty by immobilizing the registered owner's vehicle.

(5) If the state, a county, a city and county, or a municipality has established an automated vehicle identification system for the enforcement of county or municipal traffic regulations or state traffic laws, then no portion of any fine collected through the use of such system may be paid to the manufacturer or vendor of the automated vehicle identification system equipment. The compensation paid by the state, county, city and county, or municipality for such equipment shall be based upon the value of such equipment and the value of any services provided to the state, county, city and county, or municipality and may not be based upon the number of traffic citations issued or the revenue generated by such equipment or services.

(6) [Repealed by 2024 amendment]

(7) the state, county, city and county, or municipality and any vendor operating an automated vehicle identification system shall, unless otherwise provided in this section:

(a) Program the automated vehicle identification system to retain data only when a violation of a county or municipal traffic regulation or traffic violation under state law occurs;

(b) Treat all photographs and video collected by the automated motor vehicle identification system as confidential and exempt from disclosure and inspection pursuant to the "Colorado Open Records Act", part 2 of article 72 of title 24;

(c) Not use, disclose, sell, or permit access to photographs, video, or personal identifiable data collected by the automated motor vehicle identification system except to the extent necessary to operate the program, including for purposes of processing violations, for other law enforcement purposes, for transferring data to a new vendor or operating system, or, pursuant to a court order, for use in unrelated legal proceedings; and

(d) Destroy any photographs and video of a violation collected by the automated vehicle identification system within three years after the final disposition of the violation unless the photographs or video are maintained in a separate system for other purposes allowed by law.

(8) Notwithstanding any other provision of law, the aggregate amount of revenue, exclusive of court and operations costs, collected by the state as civil penalties for violations detected by automated vehicle identification systems must be credited to the state highway fund and used by the department only to fund road safety projects, as defined in section 43-4-803 (21), of the type described in section 43-4-803 (21)(b). The department shall prioritize

funding to those road safety projects with the highest potential to reduce vulnerable road user injuries and fatalities while taking into account the planning capacity of each region.

C.R.S. § 42-4-110.5

Amended by 2024 Ch. 432, § 1, eff. 6/5/2024.

Amended by 2023 Ch. 354, § 1, eff. 6/5/2023 except that subsection (3) takes effect 1/1/2024.

Amended by 2021 Ch. 460, § 16, eff. 1/1/2022.

L. 97: Entire section added, p. 1667, § 1, effective June 5. L. 99: (1.5) and (4.5) added and (2), (4), and (5) amended, p. 612, § 1, effective May 17. L. 2002: (2)(a), (2)(d), and (4.5) amended and (2)(f), (2)(g), and (4.7) added, pp. 570, 572, §§ 1, 2, effective May 24. L. 2004: (2)(d) amended, p. 351, § 1, effective August 4. L. 2008: (1.5) and (2)(g)(I) amended and (1.7) and (4)(b)(III) added, pp. 2080, 2081, §§ 4, 5, effective June 3. L. 2009: (2)(d) amended, (SB 09-222), ch. 629, p. 629, § 1, effective August 5. L. 2021: (2)(c) repealed, (HB 21-1314), ch. 3101, p. 3101, § 16, effective 1/1/2022.

Section 22 of chapter 460 (HB 21-1314), Session Laws of Colorado 2021, provides that the act changing this section applies to offenses committed and applications submitted on or after January 1, 2022.

Section 1 of chapter 412, Session Laws of Colorado 2008, provides that the act amending subsections (1.5) and (2)(g)(I) and enacting subsections (1.7) and (4)(b)(III) shall be known and may be cited as the "Charles Mather Highway Safety Act".