

**General Guidelines for the Installation, Operation, and Maintenance of
Law Enforcement Surveillance (LES) Systems within Broward County Rights-of-Way
and/or affixed to Broward County-Maintained Traffic Signal Infrastructure**

1. Cities and local, state, and federal law enforcement agencies that propose to install Law Enforcement Surveillance (LES) Systems within Broward County ("County") rights-of-way and/or affixed to County-maintained traffic signal infrastructure within municipal rights-of-way, shall do so through a revocable license agreement (RLA), the standard form of which, including conditions of use and special technical provisions, shall be approved by the Broward County Board of County Commissioners (the Board). The Board, at its discretion, may choose to authorize the County Administrator or his/her designee to execute LES Systems RLAs on behalf of County and modify the standard form of the RLA or any of its exhibits as necessary based on the specific requirements of each LES System application. All references to "City" in these guidelines also apply to local, state, and federal law enforcement agencies when any local, state, or federal law enforcement agency is requesting the approval to install LES Systems as outline herein.
2. The design and installation of LES Systems is deemed an engineering activity and shall require engineering plans to be approved by County's Highway Construction and Engineering Division and County's Traffic Engineering Division, as applicable. Engineering plans approval may also be subject to the approval and permitting by other agencies having regulatory authority over the installation.
3. LES Systems proposed within County right-of-way shall require a County right-of-way permit; LES Systems proposed within city right-of-way affixed to County-maintained traffic signal infrastructure shall require plans approval from the Traffic Engineering Division. All associated approved plans and permits shall be referenced within the appropriate exhibits contained within the RLA.
4. City shall be permitted to install the following general types of LES System equipment, which may either be installed as part of self-standing systems within County right-of-way or affixed to County-maintained traffic signal infrastructure within County or city right-of-way, subject to the conditions of use and special technical provisions contained in the RLA:
 - a. Fixed-position high-resolution video cameras with or without zoom capability
 - b. Dynamic (moveable: pan, tilt and zoom) high-resolution video cameras
 - c. Thermal imaging cameras (fixed-position or dynamic)
 - d. License tag readers
 - e. Audible sensing equipment (e.g., gunshot detection)
 - f. Weather sensing equipment
 - g. Radioactive and hazardous materials detection devices
 - h. LES System communications and transmission equipment

City shall restrict use of the LES System to law enforcement uses only and shall only allow its own law enforcement personnel or other federal, state, and local law enforcement agencies to have active access to the system.

5. City may be permitted to install LES System equipment in support of Homeland Security functions not included in the list above if such equipment is deemed to be in the best interest of the residents of Broward County and national security.

6. City shall not use or operate its LES System in a manner that violates any federal, state, or local laws, regulations, or ordinances. City shall report violations of any federal, state, or local laws, regulations, or ordinances associated with the operation of the LES System in writing to County within ten (10) days after City learns or, through the exercise of reasonable diligence, should have learned of such violation.
7. City shall not use or operate its LES System for red light traffic enforcement under Florida Statute Section 316.0083, or any other traffic infraction enforcement under Florida Statute Chapter 316.
8. City shall be permitted to install electric and solar-powered LES Systems subject to the conditions of use and special technical provisions incorporated as part of the RLA.
9. City shall be permitted to install LES Systems in a manner that ensures that the LES System is electrically segregated from traffic signalization circuits and other County-maintained electric circuits subject to the conditions of use and special technical provisions incorporated as part of the RLA. In general, city shall not be permitted to utilize any existing County operated and maintained conduits, conduit sweeps and pull boxes.
10. City shall be permitted to affix LES System equipment to County-maintained traffic signal infrastructure if such infrastructure can be demonstrated to support the additional equipment's weight and wind loadings through a qualified structural engineering analysis in accordance with FDOT standards, subject to the LES System also complying with the conditions of use and special technical provisions outlined in the RLA.
11. City shall install and operate the LES System in such a manner as to prevent unnecessarily intrusive surveillance or potential violation of personal privacy. City shall report violations of personal privacy associated with the operation of the LES System in writing to County within ten (10) days after City learns or, through the exercise of reasonable diligence, should have learned of such violation.
12. City shall adhere to the following parameters relative to the type and number of LES System devices installed at a location, subject to also meeting the requirements of the conditions of use and special technical provisions outlined in the RLA:
 - A. LES Systems affixed to existing traffic signal supports at signalized intersections:
 - 1) No more than two (2) camera devices shall be affixed to traffic signal supports within any one signalized intersection.
 - 2) No more than four (4) license tag readers shall be affixed to traffic signal supports within any one signalized intersection.
 - 3) No more than five (5) total detection devices (cameras, tag readers or other detection devices, in any combination), shall be affixed to traffic signal supports within any one signalized intersection.
 - 4) No more than two (2) detection devices shall be affixed to any individual traffic signal vertical pole or traffic signal horizontal arm.

- 5) If more than one law enforcement agency desires to install devices at the same signalized intersection, the installation of any LES System devices that exceed the maximum number of devices outlined above shall be accommodated through the installation of a maximum of two (2) separate self-supporting LES System poles at the signalized intersection, as described in the next section.
- B. LES Systems affixed to self-supporting LES System poles (newly installed individual poles) within County right-of-way:
- 1) Self-supporting LES System poles and their associated concrete foundations (drilled shafts) shall be located a minimum of 25.0 feet from any existing traffic signal pole or streetlight pole foundation and located 4.0 feet from any County-maintained traffic signal or streetlight pull box, and 4.0 feet from any County-maintained underground conduit and cabling. These offset distances shall be measured from the closest edge of either the LES System pole or foundation to the closest edge of the adjacent above- or below-ground infrastructure. Offset requirements to other non-County utilities shall be determined by the utility owner. If circumstances arise for which these setbacks cannot be practically attained due to physically constrained field conditions, a variance request may be submitted in writing to County's Contract Administrator for evaluation and a final determination. The determination by County's Contract Administrator shall be final.
 - 2) A maximum of two (2) independent self-supporting LES System poles may be installed within proximity to any signalized intersection (i.e., within 200 feet of any traffic signal support pole), subject to the two (2) independent LES System poles being separated from each other by a minimum of 100 feet. All other adjacent self-supporting LES System poles located beyond the signalized intersection shall be placed a minimum distance of 660 feet (measured point-to-point) from the two (2) allowable self-supporting LES System poles located at the signalized intersection.
 - 3) All other self-supporting LES System poles beyond signalized intersections shall also be separated by a minimum distance of 660 feet (measured point-to-point).
 - 4) No more than seven (7) self-supporting LES System poles shall be installed within any centerline mile (5,280 linear feet) of County right-of-way, regardless of whether the 660 feet separation described above can be attained for all poles.
 - 5) Under no circumstances shall two (2) self-supporting LES System poles be placed closer than 100 feet to each other at any signalized intersection.
 - 6) LES System poles may be placed on either side of the roadway subject to any utility or other conflicts preventing installation on one side or the other.
 - 7) Self-supporting LES System poles shall be located outside of the horizontal clear zone relative to the adjacent travel and shall be installed in accordance with all other applicable FDOT and Broward County roadside safety criteria.
 - 8) Self-supporting LES System poles shall be located as close to the back of right-of-way as practical, unless other engineering factors require alternative placement.
 - 9) Self-supporting LES System poles shall not be installed in medians, traffic separators, or splitter islands.
 - 10) Individual self-supporting LES System poles shall not support more than three (3) detection devices.
 - 11) Solar panel assemblies, battery compartments, antennas, control cabinets, lightning protection and other peripheral equipment directly serving the detection devices shall

not count towards the three (3) devices described above, however, any other peripheral equipment that supports the operation or communication of other non-LES System systems or devices not affixed to the pole shall be prohibited.

13. City shall adhere to the following parameters relative to the installation height of LES System devices installed at a location, subject to also meeting the requirements of the conditions of use and special technical provision outlined in the RLA:

A. LES Systems affixed to existing traffic signal supports at signalized intersections:

- 1) LES System equipment shall not be installed at a height greater than 10.0 feet above the highest point of the existing traffic signal support (either top of vertical upright pole or highest point of horizontal arm) utilizing extension poles, rods, or brackets; and shall not be installed at a height greater than 5.0 feet above any pre-existing video detection cameras or other signal-related peripheral devices that may be already mounted above the highest point of the existing traffic signal support.
- 2) LES System video cameras shall be installed no less than 17.5 feet above adjacent grade elevation (i.e., adjacent roadway surface, curb, sidewalk, or swale elevation).

B. LES Systems affixed to self-supporting LES System poles (newly installed individual poles) within County right-of-way:

- 1) Self-supporting LES System poles shall have a maximum pole height of 55.0 feet on County arterial and collector roadway rights-of-way and 35.0 feet on County local roadways (local streets within the Broward Municipal Services District). Pole heights on local roadways may be increased to 45.0 feet if the pole location abuts non-residential property and the non-residential property extends at least 50.0 feet in each direction from the pole along the right-of-way line, or the 45.0-foot pole height is otherwise approved by the local neighborhood association and all homeowners having residential property boundaries located within 100 feet of the proposed pole location.
- 2) No portion of the LES System equipment, including antennas, shall be permitted to extend more than 5.0 feet above the maximum pole heights described above.
- 3) LES System video cameras shall be installed no less than 17.5 feet above adjacent grade elevation (i.e., immediately adjacent roadway surface, curb, sidewalk, or swale elevation).
- 4) In order to prevent unnecessarily tall pole heights, the maximum unoccupied portion at the top of any self-supporting LES System pole shall 5.0 feet or less.

14. When self-supporting LES System poles are proposed, City shall install poles that are substantially similar to the closest adjacent existing traffic signal or streetlight poles. Wood poles shall not be permitted, and concrete poles shall only be considered if adjacent traffic signal or streetlight poles are also concrete poles. Special, custom, or aesthetically improved pole designs may be permitted subject to the written approval of County's Contract Administrator.

15. City shall provide County with an annual report, due within thirty (30) days after the end of each yearly term of the RLA, with details on the usage, effectiveness, and statistical law enforcement outcomes of the LES System.

16. City and any third-party contracted by City are prohibited from sharing or selling any data or images obtained from the use of the LES System other than for specific law enforcement purposes associated with an ongoing criminal investigation, emergency or incident management, or the search for a lost or missing persons, which may involve other law enforcement or emergency response agencies, or otherwise ordered by a court having jurisdiction. Statistical summaries of acquired LES System data may be incorporated as part of the aforementioned annual report as long as personal privacy is preserved.
17. City shall provide County a list of any third-party contractors and their roles and responsibilities associated with the LES System within thirty (30) days after execution of the contract between the City and the third-party contractor or, if applicable, within thirty (30) days after contracting with such third-party(ies).
18. City shall be responsible for the installation, continued maintenance, and repair of the LES System at no cost to County, and should County staff services be required, County shall be reimbursed according to the conditions and hourly rates set forth in the RLA.

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