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NEWS RELEASE

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FOR IMMEDIATE RELEASE

Image Sensing System's Autoscope® Selected for Expansion in Atlanta, Georgia

Saint Paul, Minnesota- May 16, 2000 – Image Sensing Systems, Inc. (ISS) (Nasdaq SmallCap: ISNS) announced today that its Autoscope® 2004 V8 system was selected for expanded implementation within NAVIGATOR, Georgia's intelligent transportation system, along Interstate 285 and 85 highways serving the Greater Atlanta area.

ISS' Autoscope systems have been used in Atlanta since 1996, when they were first deployed for the Summer Olympic Games. Image Sensing Systems' North American distributor and strategic partner, Econolite Control Products, Inc., of Anaheim (CA), was selected for the expansion project by M.E. Hunter and Associates of Atlanta (GA), through a cooperative effort with Econolite's distributor, Traffic Products, Inc.

The areas included in the project will require an additional 18 Autoscope 2004 V8 Incident Detection systems, processing traffic images from nearly 150 traffic cameras to collect real-time traffic data and transmit the information to NAVIGATOR applications for display and analysis.

NAVIGATOR is designed to gather information from a variety of sources, a video monitoring and detection system, Highway Emergency Response Operators (HEROs), and the public via mobile telephone. NAVIGATOR processes the information using Geographic Information Systems (GIS) software, and then formulates an appropriate response plan. The response plan is reviewed prior to implementation by NAVIGATOR and being communicated to the motoring public. This permits the motorist to make informed decisions about a variety of transportation options and routes.

The high level of interagency integration sets Georgia's system apart from other transportation management networks around the country. NAVIGATOR links the Transportation Management Center (TMC) to the Transportation Control Centers (TCCs) of five surrounding counties (Clayton, Cobb, Dekalb, Fulton and Gwinnett), the City of Atlanta, and the Metropolitan Atlanta Rapid Transit Authority (MARTA), creating an intelligent transportation network spanning more than 220 freeway miles. These satellite facilities manage surface street traffic within their respective jurisdictions. This broad system allows local, regional, state and federal officials to communicate more effectively, as well as manage Georgia's transportation system more efficiently.

The Autoscope Video Detection Systems (VDS), provides real-time images of road conditions and serves as an incident verification tool. Operators at the TMC are able to verify incidents quickly and efficiently, reducing response time, speeding up the removal of incidents and minimizing congestion.

Dr. Bill Sowell, Vice President-Business Development of ISS said today, "Autoscope is proud to play an ongoing role in the Georgia DOT NAVIGATOR program, which is among the finest Intelligent Transportation Systems in the nation. The addition of these Autoscope 2004 V8 systems to NAVIGATOR, will provide real-time information on average vehicle speed, traffic volume, vehicle classification and incident response and clearance times."

Based in Saint Paul, Minnesota, Image Sensing Systems, Inc., the developer and marketer of Autoscope, is the world leader in products applying video imaging technology for implementation in advanced traffic management systems (ATMS). Autoscope functionality includes intersection detection, automated freeway incident detection and traffic data collection to help reduce traffic congestion, fuel consumption, air pollution, travel time, enhance motorist safety and improve roadway planning. ISS has more than 3,000 Autoscope systems, processing images from more than 10,000 traffic detection cameras installed in more than 30 countries around the world, including a large number of U.S. cities. The Company is particularly suited to provide technical solutions to the emerging ITS market worldwide.

Safe Harbor Statement under the Private Securities Litigation Reform Act of 1995: This report contains "forward-looking statements" made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. There are certain factors that could cause results to differ materially from those anticipated by some of the statements made, as listed in the Company's 1999 Annual Form 10-KSB.

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