

Safe Speed Enforcement

Reducing speed to save lives



AUTOMATED SPEED ENFORCEMENT

We all want safer streets. However, people are injured everyday and sometimes killed while walking, biking or driving. According to the Federal Highway Administration (FHWA) and the Insurance Institute of Highway Safety, speeding was a contributing factor in about 30% of traffic collision fatalities nationwide in 2013.

In order to make our streets hospitable for all road users, we must **discourage** drivers from traveling



EXCESSIVE SPEEDS

such as 50 mph on a 25 mph residential street.



Automated Speed Enforcement (ASE) is a safety technique that uses cameras and vehicle speed sensors to capture images of cars traveling excessive speeds. ASE is a proven tool to deter illegal speeding because the technology provides consistent and predictable enforcement of the speed limit.

141 communities in the United States have ASE programs. These communities experienced a decline in:

- ◇ Drivers that speed excessively (10 mph+ over the speed limit).
- ◇ Severe and fatal injury collisions.
- ◇ The number of violations given to drivers, demonstrating that speed cameras are changing driver behavior.



Currently, automated speed enforcement is not legal in California. **To make our streets safer, California state law must be changed.**

VISION ZERO

Vision Zero SF the City's commitment to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives.

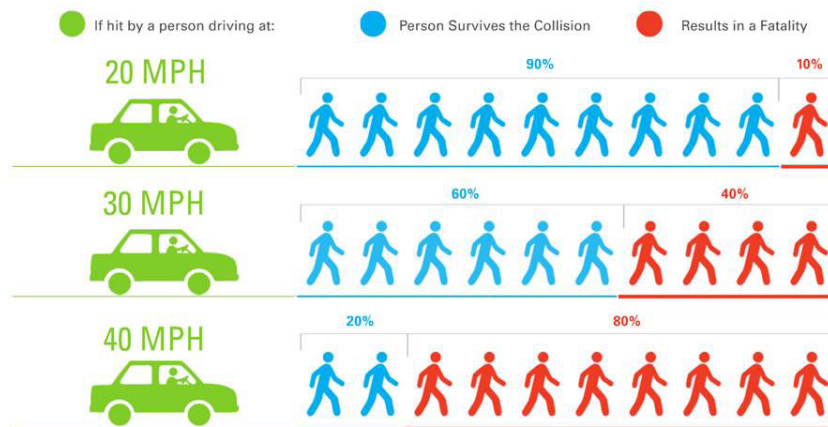
THE GOAL:

ZERO TRAFFIC DEATHS IN SAN FRANCISCO BY 2024

Driving **excessive speeds** is dangerous for everyone. Speed cameras would compliment traditional police enforcement and help achieve the City's Vision Zero goal.



Slower Speeds Saves Lives



If you are hit by a car traveling 20 mph, you will likely survive.

If you are hit by a car traveling 40 mph, you will most likely not.

Seniors only have an 8% chance of survival if hit by a car traveling 40 mph



Created by Milton Raposo, C. #869 Jr. from Noun Project

Effectiveness of Speed Cameras in the US

San Jose, CA
had a 15% decline in the proportion of drivers traveling 10 mph over the speed limit prior to the program's termination.

Portland, OR
reported a 54% reduction in fatalities.

Scottsdale, AZ
had a 88% decrease in vehicles traveling 11 mph or more above the 65 mph limit.

Washington, DC
found a 70% reduction in fatalities.

Montgomery, MD
experienced a 40% reduction in collisions.

Chicago, IL
realized a 31% decline in speeding vehicles.

Protecting Our Most Vulnerable Road Users

Pui Fong Yim Lee was 78 years old when she was hit and killed by a vehicle in a crosswalk.



Mi'yana (My-My) Gregory was 2 years old when she was hit and killed by a vehicle. The driver never stopped.



Automated Speed Enforcement

Frequently Asked Questions



Q: There is so much traffic in San Francisco, is speeding really a problem?

A: In San Francisco, approximately 30 people are killed and 200+ are severely injured each year in traffic collisions. **Unsafe speed is the leading collision factor in fatal and severe injury collisions.** The faster a car is traveling, the greater the risk of serious injury or death to those in and outside a car in a collision. If hit by a vehicle traveling at 20 mph, there is a 90% chance of survival and at 40 mph, 80% of people will die compared to only 10% at 20 mph; seniors and children are more vulnerable to serious injury than adults.

Q: Will drivers know where the cameras are located?

A: The purpose is to inform people that they must obey the speed limit. Many cities post signs notifying drivers when they are approaching an area enforced by automated speed enforcement. **The notification signs provide drivers with the knowledge and opportunity to obey the law.**

Q: How will the revenues be used?

A: This is not about money. The purpose of enhancing our traditional speed enforcement efforts is to reduce the occurrences of excessive speeding and save lives. The fine amount from ASE will likely be less than the amount of a speeding ticket issued by a police officer. Issuing small fines has demonstrated a change in driver behavior.

Q: What are the economic costs of Automated Speed Enforcement?

A: The annual medical cost in San Francisco for pedestrians injured in a traffic collision is **\$15 million**. **\$564 million** is the total annual economic costs of traffic injuries and fatalities. **55%** of patients that are administered to San Francisco General Hospital after suffering trauma from a traffic collision charge their medical bills to public funds. Lack of increased enforcement will increase the burden on tax payers.

Q: What about privacy? Will the cameras take pictures of the driver?

A: The cameras used as part of an ASE program are not general surveillance cameras. They are designed only to capture photographic evidence of traffic law violations. The cameras snap images when a vehicle is traveling an **excessive speed. ASE cameras can be programmed to only capture license plate data and not the driver.** Information captured by the cameras can only be used for the purposes in which they were authorized.

Q: Will citations issued by automated enforcement systems be the same as citations given by police officers?

A: Many cities have decriminalized speeding violations captured by a speed camera, changing the violation to an administrative offense, **similar to a parking ticket**, and reducing the fine amount.

Q: If a camera captures me speeding, will I receive a citation right away? Will I keep receiving citations?

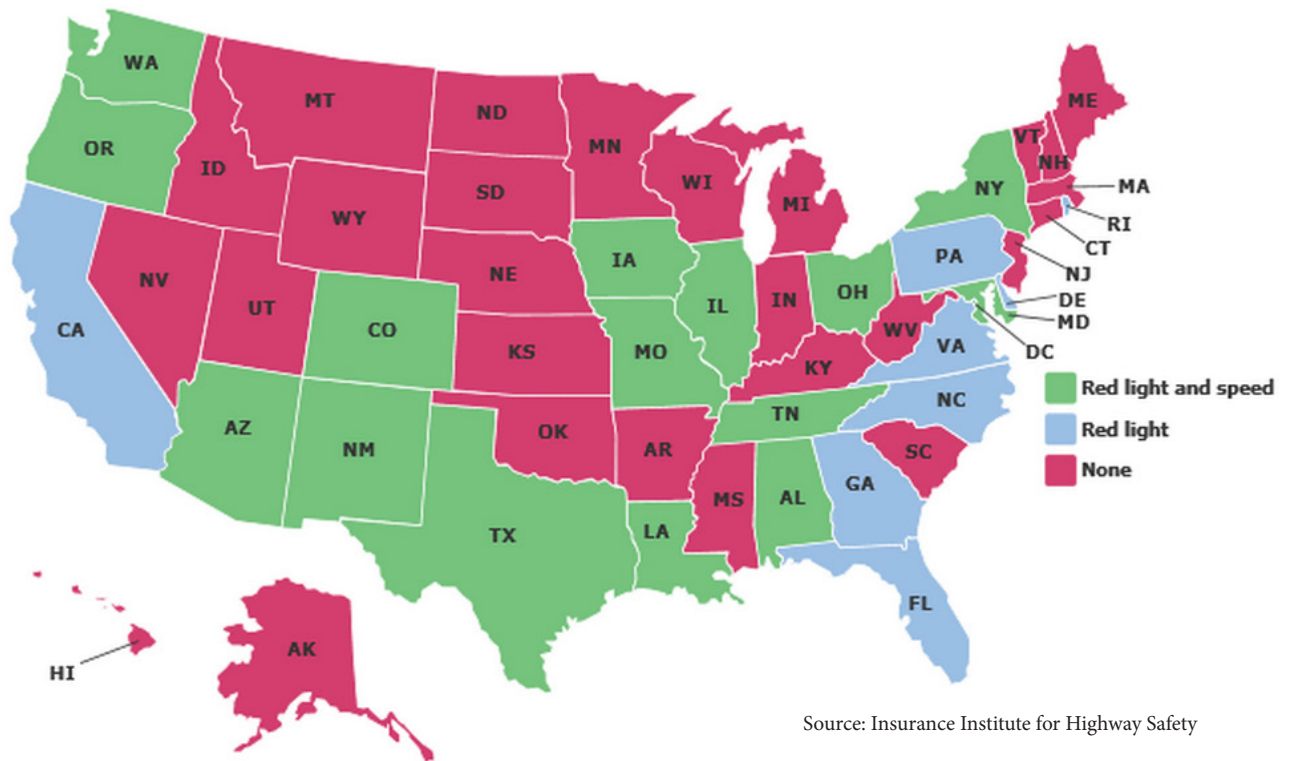
A: Many cities with ASE programs had a **warning period for several months** prior to issuing actual citations. Cities such as Chicago, Seattle, and Washington, DC have experienced a decline in repeat offenders and violations proving that the cameras change driver behavior.

Automated Speed Enforcement

Reducing Speed to Save Lives



There are 139 communities in the United States with Automated Speed Enforcement Programs



SELECTED FINDINGS OF ASE EFFECTIVENESS FROM WITHIN THE U.S.

Washington, DC found a 70% reduction in fatalities.

Chicago, IL reported a 31% decline in speeding vehicles.

New York City, NY reported that violations at locations with fixed cameras dropped 59% in a four-month period.

Portland, OR reported a 54% reduction in fatalities since program inception.

Seattle, WA reported a 64% decrease in average violations per camera per day.

Montgomery, MD experienced a 40% reduction in crashes.

Scottsdale, AZ reported a 88% decrease in the odds of vehicles traveling 11 mph or more above the 65 mph limit.

Denver, CO realized a 28% reduction in vehicle speeds.

Study: Speed cameras reduce traffic crashes

David Shepardson, Detroit News Washington Bureau 12:07 a.m. EDT September 1, 2015

A new study released Tuesday shows speed cameras have prompted long-term changes in driver behavior and led to substantial reductions in deaths and injuries.

The Insurance Institute for Highway Safety says a study of speed cameras first introduced in Montgomery County, Maryland — just outside Washington, D.C. — in 2007 shows a big decline in crashes and changes in driver behavior.

The program reduces fatal or incapacitating injuries by 39 percent on residential roads with speed limits of 25-35 mph, the researchers found.

As of 2014, the county had 56 fixed cameras, 30 portable cameras and six mobile speed vans. The cameras are used on residential streets with speed limits of 35 mph or less and in school zones.

IIHS originally looked at the Montgomery County program during its first year. Six months into the program, the proportion of drivers traveling at least 10 miles over the speed limit had fallen on streets with cameras.

Seven years later, the program is still working. Cameras have reduced by 59 percent the likelihood of a driver exceeding the speed limit by more than 10 mph, compared with similar roads in two nearby Virginia counties that don't have speed cameras, the latest study found.

"We hope this research will help energize the discussion around speed," said IIHS President Adrian Lund, who will unveil the findings Tuesday at the annual meeting of the Governors Highway Safety Association in Nashville. "We're all accustomed to seeing posted limits ignored, but it's a mistake to think nothing can be done about it. Automated enforcement is one of the tools we have at our disposal."

Automated speed enforcement is still rare but gradually becoming more common around the country. IIHS — the industry-funded group that works to reduce auto crashes — says just 138 jurisdictions operate such programs. If all U.S. communities had speed-camera programs like the one IIHS studied in Maryland's Montgomery County, the group estimates more than 21,000 fatal or incapacitating injuries would have been prevented in 2013.

The study compared crashes on camera-eligible roads in Montgomery County to comparable roads in Virginia. They found that the camera program resulted in a 19 percent reduction in the likelihood that a crash would involve a fatality or an incapacitating injury.

“Speed cameras get drivers to ease off the accelerator, and crashes are less likely to be deadly at lower speeds,” Lund said. “This study connects the dots to show that speed cameras save lives.”

In 2012, Montgomery County introduced speed-camera corridors. With corridors, enforcement is focused on long segments of roads instead of specific locations. The cameras are regularly moved to different locations on those roads so drivers don’t become familiar with their exact locations.

The study said corridor approach led to further gains, reducing the likelihood of a crash involving fatal or incapacitating injury an additional 30 percent beyond the use of cameras alone.

“Speed-camera corridors force drivers to watch their speed for the length of the road, instead of slamming on the brakes at a specific location and then speeding up again,” said Anne McCartt, the Institute’s senior vice president for research and a co-author of the study.

The total benefit would likely be even greater because that number doesn’t include any spillover effect. Drivers in Montgomery County seem to have slowed down even on roads that aren’t eligible for automated enforcement. The researchers found that fatal or incapacitating injuries fell 27 percent on 40 mph roads as a result of the camera program on roads with limits of 35 mph or less.

IIHS notes that cameras succeed in changing behavior only if drivers know about them. In Montgomery County, 95 percent of drivers surveyed were aware of them. More than three-quarters said they had reduced their speed because of the program, and 59 percent had received a speed-camera ticket personally.

The group noted that automated enforcement has been criticized, and some communities have eliminated programs because of a backlash.

AAA said Washington, D.C., raised \$85 million in ticket revenue in 2011, including \$72 million from speed cameras and \$13 million in red-light tickets. AAA says it “strongly supports traffic safety measures designed to reduce red light running, including increased enforcement and traffic-engineering improvements. The installation of red light cameras

is acceptable when these counter-measures are not successful. However, the sole purpose of red light cameras must be increased safety, not increased revenue.”

Jonathan Adkins, Executive Director, Governors Highway Safety Association, said, “This study demonstrates that automated enforcement can be an effective deterrent to an speeding, which continues to contribute to about one-third of all traffic fatalities nationally. The Maryland program is a model for other communities looking to address this often overlooked, yet pervasive dangerous driving behavior.”

Since 2013, the Michigan legislature has considered several proposals to allow counties and cities to use speed and red-light cameras. Michigan does not currently use them because then-state Attorney General Mike Cox issued an opinion in February 2007 declaring that red-light cameras are illegal under state law. That scuttled a plan by Southgate to install the cameras.

Monday, September 26, 2016

9 Comments

More Evidence That Speed Cameras Work

by [Angie Schmitt](#)

The evidence is clear: [Speed cameras save lives.](#)

Here's the latest success story — an update from Jonathan Maus at [Bike Portland](#) on the city's first speed camera, which was installed on Beaverton-Hillsdale Highway last month:

Here are some facts about the BHH camera released by PBOT today:

- ▶ Before the cameras were installed, an average 1,417 vehicles a day traveled 51 mph or faster, according to readings by a pneumatic tube laid across the roadway.
- ▶ During the warning period from Aug. 24 to Sept. 18, an average 93 vehicles a day were found traveling 51 mph or faster — a **93.4 percent reduction** from the tube count.
- ▶ In the first week of the warning period, cameras recorded **an average 115 violations a day**. **Violations dropped to an average 72 a day** by the week of Sept. 12 to 18.



Photo: PBOT via [Bike Portland](#)

PBOT Director Leah Treat, who had to spearhead a change in Oregon law just to be able to install cameras like these, said, "For us to reach our Vision Zero goal of ending traffic fatalities and serious injuries, we need tools like these cameras."

Thanks to the [passage of HB 2621](#) last year the City of Portland can install speed cameras (PBOT calls them "safety cameras") only on designated High Crash Corridors within Portland city limits. When someone is caught speeding by one of these cameras, the typical fine is \$160. By law, that revenue must be spent to pay for the camera program or to make safety improvements along High Crash Corridors.

Think of all the collisions and injuries that could be prevented with more automated speed enforcement in Portland alone. It will be interesting to see further results as the program expands.

Elsewhere on the Network today: [Cyclelicious](#) responds to a Tennessee law professor's outrageous assertion that drivers should have a right to run over protestors who stand in their way. [Transport Providence](#) writes that reducing local car taxes in Rhode Island may not be the best way to help low-income people. And [The Political Environment](#) reports that highway fatalities in Wisconsin are up after the state raised speed limits — and no one should be surprised.

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