



## Automated Speed Enforcement Implementation: Survey Findings and Lessons Learned Around the Country Report Fact Sheet

### REPORT PURPOSE:

- The Controller's Office surveyed six jurisdictions that implemented ASE programs to learn about the various implementation approaches and to obtain lessons learned for San Francisco's own advancement of an ASE program (See page 4 for program summary by City).

### GENERAL INFORMATION:

- As of October 7, 2015, **22 people have lost their lives** while traveling on San Francisco city streets.
- Traffic deaths and injuries are preventable and unacceptable.
- Between 2008 and 2012, **unsafe speeding was the top primary collision** factor.
- ASE is a safety technique that uses cameras with vehicle speed sensors to snap photos of motor vehicles traveling above a defined threshold.
  - Most jurisdictions surveyed define that threshold at 10 MPH over the speed limit

### SURVEY FINDINGS:

- Effectiveness measures and results vary by jurisdiction, but **all demonstrate that ASE is an effective tool to improve** road safety.
  - ***Portland*** reported a 53% reduction in fatalities since program inception.
  - ***Chicago*** reported a 31% decline in speeding vehicles.
  - ***New York City*** found a 13.4% decline in crashes with injuries that were within approximately 500 feet of installed speed cameras
- The two most prevalent issues in garnering support for speed cameras are (1) demonstrating to the public that **the purpose is improving safety rather than generating revenue** and (2) combating the public perception that speeding is an acceptable driver behavior.
- The majority of ASE programs are led by police departments; however, the jurisdictions that most recently implemented ASE programs, Chicago and New York, are led by their department of transportation.

- Programs are staffed with a combination of in-house and contractor support.
  - Based on survey results, **all jurisdictions perform a review prior to issuing a citation**; however, the jurisdictions' review process differs by the number of reviews and who reviews.
    - For jurisdictions where the police department leads the ASE program administration, trained police personnel review speed camera photos to determine if a violation occurred. For example, Denver, Seattle and Washington D.C. trained police department staff to review the violation photos for validity.
    - In Chicago, one of the two surveyed jurisdictions where the department of transportation is the lead agency, a police officer does not determine if a violation occurred. Instead, before a citation is issued, three reviewers must verify that it is a speeding violation. Department of Finance staff reviews and issues the speed camera citations.
- Most jurisdictions use both fixed and mobile cameras.
- All jurisdictions except New York City provide notice to the public about speed camera locations.
- Half of all jurisdictions fine speed camera violators a reduced amount compared to a traditional speeding ticket issued by a police officer.
- Most jurisdictions place citation responsibility on the registered vehicle owner and **configure the camera to only capture the violator's license** plate rather than the driver
- All jurisdictions that submitted this data reported that their revenues cover the cost of the program.
- Most surveyed jurisdictions direct at least a portion of the revenues to safety improvements.
- Every jurisdiction surveyed encrypts speed camera data and only uses the data for law enforcement purposes. All jurisdictions reported having a data use policy that also extends to their vendors.

#### **LESSONS LEARNED:**

- Engage the public early and share facts about the effectiveness of speed cameras and dispel myths about cameras being used for purposes other than to reduce speeding.
- Keep citation fee rates lower than moving violations and direct revenue to safety improvements.
- Include school zones in the designated enforcement area.

- Use mobile cameras because they can move to address new areas of concern and spread out enforcement to reach a greater number of locations.
- Encrypt data to ensure privacy of personal information like names and addresses.
- Place citation issuance to the registered vehicle owner for simpler administration and enhance privacy as the camera will only capture the car's license plate.
- Require reporting of program metrics to evaluate and monitor effectiveness.

### **Vision Zero**

- One of Vision Zero's policy goals is to support authorizing legislation for Automated Speed Enforcement at the state level.
- Vision Zero was adopted as a City policy in 2014 to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and prioritize resources to implement effective initiatives that save lives.
- To achieve Vision Zero, all modes must travel at a safe speed.
  - ASE is a tool to address excessive speeding.
  - Although it has been challenging in the past to authorize the use of ASE in California and it has failed in the legislature due to opposition, it is an effective tool to curb excessive speed and save lives.
  - WalkFirst surveyed members of the San Francisco public and found support for the use of ASE to deter excessive speeding.
- Vision Zero is a multipronged approach to safety that includes multiple city departments such as the SFMTA, SFDPH, SFPD, Public Works, SFEnvironment, SF Port, SFFD, SFPUC and Mayor's Office.
- Interagency collaboration is at the core of Vision Zero SF. Agencies, city departments, stakeholders, community advocacy groups and elected officials across the city are working together to develop, fund and implement effective strategies to save lives.

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# ASE Implementation: At a Glance

Jurisdiction	Camera Type	ASE Enforcement Area	Alert Drivers to Camera Locations	MPH Above Posted Speed Limit for Violation	Citation Fine Schedule	Revenue Use	Revenue Distribution	# of cameras	Annual Citations
Chicago	Fixed	School and park zones	Yes	10	\$35 for 10 mph \$100 for 11+ mph	General Fund, 5% for safety initiatives	City	144	528,032
Denver	Mobile	School and construction zones	Yes	10	\$40-\$80 based on type of violation area	Safety programs	City	4	196,956
New York City	Fixed and Mobile	School zones	No	10	\$50	General Fund	City	20	445,065
Portland	Mobile	State highway construction zones and any street or roadway with a history of speeding problems	Yes	10	\$110-\$1,150 based on enforcement area and mph	General Fund and traffic safety	70% State 30% City	4	33,486
Seattle	Fixed and Mobile	School and construction zones	Yes	6	\$234	Safety improvements in school zones	City	17	41,185
Washington D.C.	Fixed and Mobile	Recent incidents of speeding-related crashes and fatalities, proximity to school zones and other places where children or other vulnerable populations are present, and known sites of chronic speeding	Yes	11	\$100-\$300 based on mph	General Fund	District	87	359,795