



# Automated Speed Enforcement: A critical tool to achieve Vision Zero

## What is automated speed enforcement?

- Automated speed enforcement (ASE) uses radar to measure speed and a camera to photograph and ticket speeding vehicles, similar to red light cameras.<sup>1</sup>
- ASE can be used with both fixed and mobile cameras (police vans).<sup>1</sup>
- ASE has been adopted in 75+ countries for 30+ years.<sup>2</sup>



## Benefits of automated speed enforcement

- **Simply put, ASE saves lives.** Numerous case studies clearly demonstrate the human benefits from ASE.
- **Expands enforcement capacity.** Police cannot patrol all dangerous streets, at all times. ASE can double or triple traffic citations when compared with manual radar enforcement.<sup>3</sup>
- **Program revenues offset cost of implementation.** ASE revenues, generated from ticketing speeding offenders, make program adoption cost-free, and fees generated can be reinvested in projects to engineer safer streets.<sup>3</sup>
- **The public supports ASE.** According to a national survey of drivers, more than 70% were in favor of using cameras to reduce speeding and the running of red lights and stop signs.<sup>4</sup>

## Why San Francisco needs automated speed

- **The dangers of speed are exponential.** A person hit by a vehicle traveling at 17 MPH has a 10% chance of severe or fatal injury; at 33 MPH, risk for severe and fatal injury increases 5 times.<sup>5</sup>
- **Speed is a hidden killer.** Speed is responsible for ten times the number of pedestrian injuries in San Francisco as driving under the influence of drugs or alcohol.<sup>6</sup>
- **Traffic deaths are rising.** San Francisco experienced a near-record high of people killed while walking or biking in 2013: 21 pedestrians and 4 bicyclists lost their lives to traffic.
- **Traffic deaths are a social justice issue.** You are more likely to be hit and killed by a car if you are a person of color, low-income, non-English speaking, senior, or person with a disability. San Francisco's most dangerous streets concentrate in areas that have historically lacked investment.<sup>6</sup>
- **San Franciscans support ASE.** A 2013 survey of over 3700 people asked the city to prioritize ASE.<sup>7</sup>

1. San Francisco Department of Public Health. (2011). Automated Speed Enforcement – September 2011. Retrieved August 28 2014 from: <http://www.sfhealthequity.org/component/downloads/finish/8-transportation/97-fact-sheet-on-automated-speed-enforcement/0?Itemid=62>

2. Washington DC Metropolitan Police Department. (2014). DC StreetsSafe: Automated Speed Enforcement. Retrieved August 28 2014 from: <http://mpdc.dc.gov/page/dc-streetsafe-automated-speed-enforcement>

3. Transportation Alternatives. (2013). Slowing Speeds, Saving Lives. The Case for Automated Speed Cameras in NYC. Retrieved August 28 2014 from: <http://www.transalt.org/files/news/reports/slowingspeeds.pdf>

4. Washington DC Metropolitan Police Department. (2014). DC StreetSafe: Automated Speed Enforcement. Retrieved August 28 2014 from: <http://mpdc.dc.gov/page/automated-speed-enforcement-faq>

5. AAA Foundation (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death. Retrieved September 25 2014 from: [www.aaafoundation.org](http://www.aaafoundation.org)

6. San Francisco Mayor's Pedestrian Safety Task Force (2013). San Francisco Pedestrian Strategy. Retrieved August 28 2014 from: <http://archives.sfmta.com/cms/rpedmast/documents/1-29-13PedestrianStrategy.pdf>

7. City of San Francisco (2014). WalkFirst: San Francisco Pedestrian Safety Capital Improvement Program: A Step Towards Vision Zero. Available at: [walkfirst.sfplanning.org](http://walkfirst.sfplanning.org)

# How to implement automated speed enforcement

- Change state policy to allow ASE on city streets where speeding is a known cause of preventable deaths.
- Station cameras along high injury corridors where speeding is a common cause of severe and fatal injuries, and in school and seniors zones with a history of traffic injuries.
- Issue a fine of \$35 to \$200 - depending on severity of speeding - for any vehicle driving 6 MPH or more over the posted speed limit. Conduct a warning period prior to the citation period.
- Process violations in a similar way as with current San Francisco parking violations. Registered vehicle owners are required to pay the fine, and no points are assessed against a drivers' license.

## Frequently Asked Questions:

- **Isn't ASE just another way for the city to make money?** The purpose of ASE is to reduce speeding and save lives. Cities across the U.S. have found that ASE generates much less revenue than predicted, by reducing the incidence of speeding.
- **Where does ASE revenue go?** Revenue generated from fines would be used to pay for program costs; any additional revenues will be allocated for use only on Vision Zero safety improvements.
- **Isn't Automated Safety Enforcement a civil injustice?** San Francisco already successfully uses automated enforcement through red light cameras; the real civil injustice is the inequities in deaths and injuries among our city's low-income communities, communities of color, and seniors.

## Automated Speed Enforcement Success Stories

### Chicago

- One ASE camera placed in front of a public park and high school resulted in a **73% reduction** in the number of dangerous driving behaviors.<sup>8</sup>

### London

- Two years after the implementation of ASE on a test corridor, the number of **traffic related deaths fell from 68 to 20**, and the number of serious injuries fell from 813 to 596.<sup>9</sup>

### Norway

- ASE resulted in a **20% reduction in all traffic injuries and fatalities nationwide.**<sup>9</sup>

### Victoria, Australia

- Victoria experienced a **22% reduction in traffic collisions** and a **34% reduction in fatalities** over eight years of citywide ASE.<sup>9</sup>

### British Columbia

- BC experienced a **20% reduction in fatalities**, and a **26% reduction in speeding** vehicles associated with the

### Washington DC<sup>10</sup>

- Following the implementation of 25 ASE cameras in 2003, the number of **traffic fatalities dropped from 68 in 2003 to 19 in 2012.**
- A 2013 survey found that **76% of Washington DC residents support** the ASE program.



8. Vance, S. (2014). Speed Camera Cut Dangerous Speeding Next to Senn Park By 73%. Streetsblog Chicago. Retrieved August 28 2014 from: <http://chi.streetsblog.org/tag/speed-cameras>

9. Transportation Alternatives. (2013). Slowing Speeds, Saving Lives. The Case for Automated Speed Cameras in NYC. Retrieved August 28 2014 from: <http://www.transalt.org/files/news/reports/slowingspeeds.pdf>

10. Health Resources in Action. (2013). Washington, DC: Automated Speed Enforcement, a Community Speed Reduction Case Study. Retrieved August 28 2014 from:

[http://hria.org/uploads/catalogerfiles/2013-speed-reduction-resources/DCCaseStudy\\_120313.pdf](http://hria.org/uploads/catalogerfiles/2013-speed-reduction-resources/DCCaseStudy_120313.pdf)

San Francisco's streets should be designed so the consequences of individual mistakes are not fatal

[www.walksf.org](http://www.walksf.org)  
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