

# **Automated Speed Enforcement**

## **An Overview of Preliminary Research**

**Vision Zero Committee**  
**Transportation Authority Board**

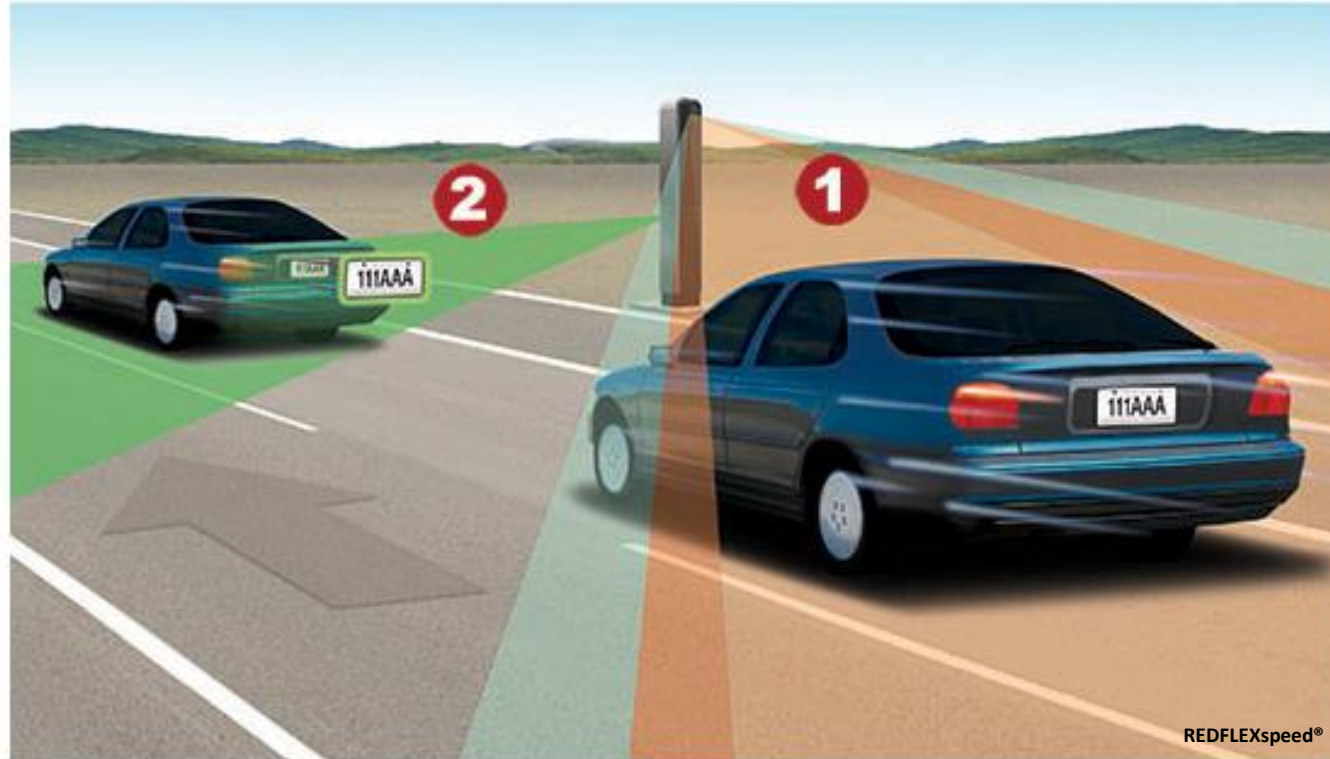
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# What is ASE?

- Automated Speed Enforcement (ASE) is the use of customizable speed camera photo enforcement solution proven effective at reducing speeding incidents over time
- Automated enforcement cameras can be fixed on existing infrastructure or mobile on vans that are moved to various high priority locations as needed

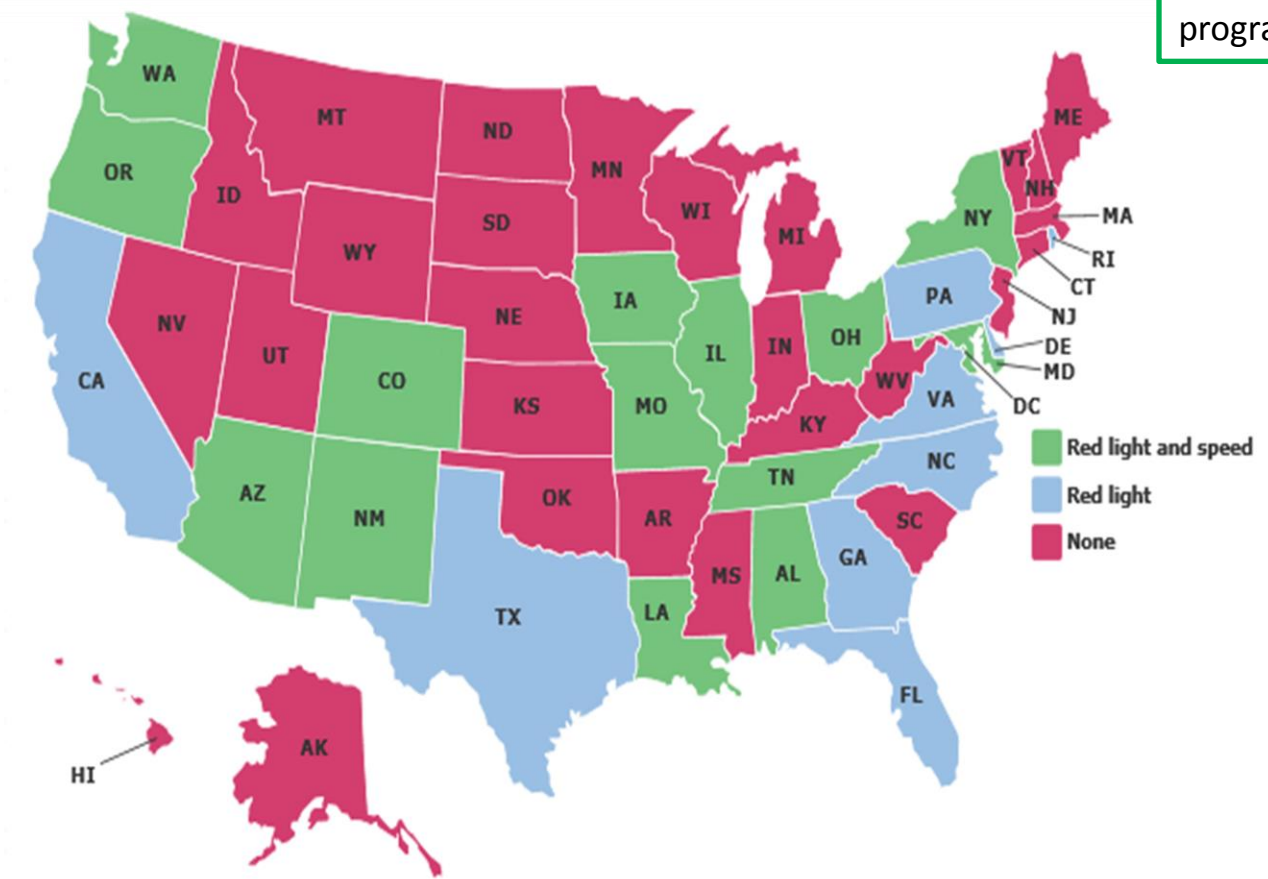
# How does ASE work?



1. Vehicle enters the primary and secondary speed radar beams. Each beam individually measures the speed of the vehicle and both readings must agree within a pre-determined tolerance.
2. If the vehicle speed is detected above the approve speed limit, an image is taken of the vehicle with a close-up of the license plate for review and processing.

# Jurisdictions in the U.S. that use ASE Cameras

As of May 2015, 134 communities across the country have speed camera programs.



Source: Insurance Institute for Highway Safety, [www.iihs.org](http://www.iihs.org), March 2015

# Draft Legislative Proposal

- **Camera Type:** Fixed and mobile cameras
- **Selective Enforcement:** Within ¼ mile of a school or senior center
- **Give Warning:** Public announcement 30 days prior to enforcement, issue warning for first 30 days in effect, post signs at least 100 ft before the cameras
- **Multiple Photos:** Have cameras capture 2 photos of the vehicle license plate
- **Onus on Vehicle Owner:** Send Notice of Violation to the registered vehicle owner – collaborate with DMV
- **Revenue Use:**
  - Treat tickets like a parking ticket rather than a moving violation
  - Revenue should be tied to road or pedestrian safety initiatives throughout the City, such as Vision Zero programs and citywide street improvements
- **Collaborate:** SFMTA, SFPD, DMV, State DOT, CHP

## Peer Jurisdictions

- Chicago
- Denver
- New York City
- Portland
- Seattle
- Washington D.C.

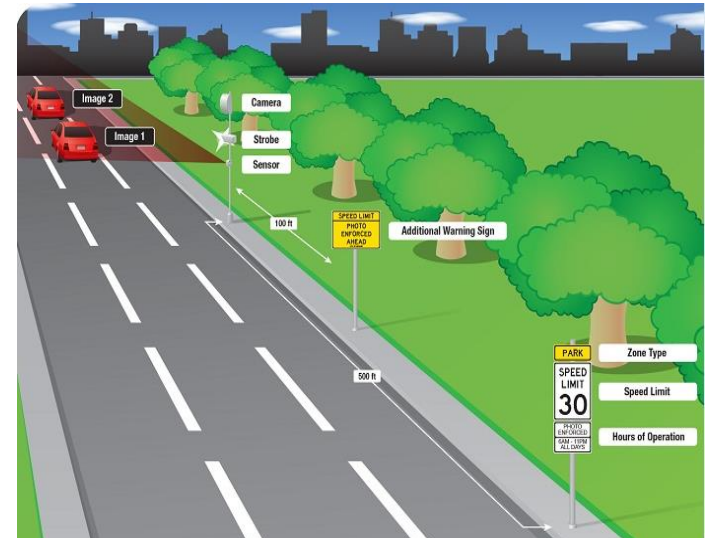
# Case Study: Chicago

- **Proposal:** Proposed by the Chicago Police Department and the Chicago Department of Transportation (CDOT) ; Mayor's Office of Legislative Affairs pursued the bill at the State
- **Legislation:** Municipalities with a population of 1,000,000
- **Location:** Safety zones, one-eighth mile from school or park
- **Implementation:** 40 cameras
- **Enforcement role:** State troopers use speed enforcement vans in work zones when workers are present
- **Revenue Use:** General fund; about 5% is invested in safety initiatives
- **Fine Schedule:**

Speed (mph) Over the Posted Limit	Fine (\$)
Warning sent for first offense	\$0
6-10 mph	\$35
11+ mph	\$100

In Chicago....

- ▶ *CDOT operate the system and work with installers/contractors*
- ▶ *3 agencies review photos before tickets are sent out*
- ▶ *CPD reports effective use on arterials, more effective at reducing speed than other traffic calming measures*



# Case Study: New York City

- **Proposal:** State Legislature in July 2013
- **Legislation:** Cities of one million or more, 5 year demonstration program
- **Location:** 20 school zones when school is in session
- **Implementation:** 5 fixed and 1 mobile
  - Cameras can be moved to other locations throughout the pilot
- **Enforcement Role:** Violations are enforced by the NYC Parking Violations Bureau
- **Revenue Use:** NYC DOT receives revenues, but they are not earmarked for specific types projects because of complexity of doing so

In NYC....

- ▶ *At the end of the pilot, the City must conduct a study and submit a report to the Governor and State Legislature concerning the effectiveness of the program*

- **Fine Schedule:**

Speed (mph) Over the Posted Limit	Fine (\$)
10 mph	Warning for first offense
10 mph	\$50
Late payment	\$25 plus the \$50 fine

# Legislative Challenges

Issue	Potential Solution(s)
Right to privacy	Photographs of license plates only, not the driver (then cannot make the driver liable to pay the fine); data confidentiality; privacy policy
Vendors incentivized because they receive money based on the volume of citations	Vendor compensation should be based only on the cost of equipment and services listed in the contract, not on the number of citations/fines
Liability	Define who is liable for paying the fine if a vehicle is cited (e.g. registered vehicle owner or driver)
Public perception/community support	1. Education and outreach about the effectiveness of ASE (data-driven and fact-based) 2. Earmark revenue for safety improvements, not for the general fund



# Public Opinion

- Public opposition is generally focused on the fines because the public sees it as a cash cow for the city
  - This can be addressed by making fines a flat rate of no more than \$100 and earmarking ASE revenues to a special fund for road safety improvements, and using mobile rather than fixed ASE units to prevent accusations of targeting one group or location
- Level of public support is much higher for cameras deployed on roads near schools and where fatal collisions occurred
- 2014 AAA Traffic Safety Culture Index surveyed 384 licensed CA drivers and found that 46% of respondents support speed cameras on residential streets (ticketing at 10+ mph over the speed limit)

# Next Steps for Additional Research

- The Controller's Office City Performance Unit will research key privacy, revenue use, technology and other implementation considerations for Automated Speed Enforcement Programs.
- Controller's staff will interview select stakeholders to identify the key research questions and answer those questions through several methods such as surveys, interviews, and internet research.
- Deliverable: Report with an executive summary of key findings followed by a more in-depth analysis that addresses the research gaps that are currently preventing the City from finding a legislative author for an ASE bill.
- SFMTA will use the report in support of their efforts to find an author and to further the conversation with other stakeholders necessary for ASE bill adoption.
- SFMTA will continue to work with interested stakeholders from other cities and at the state level to seek authorization for the use of ASE in California