

# 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?

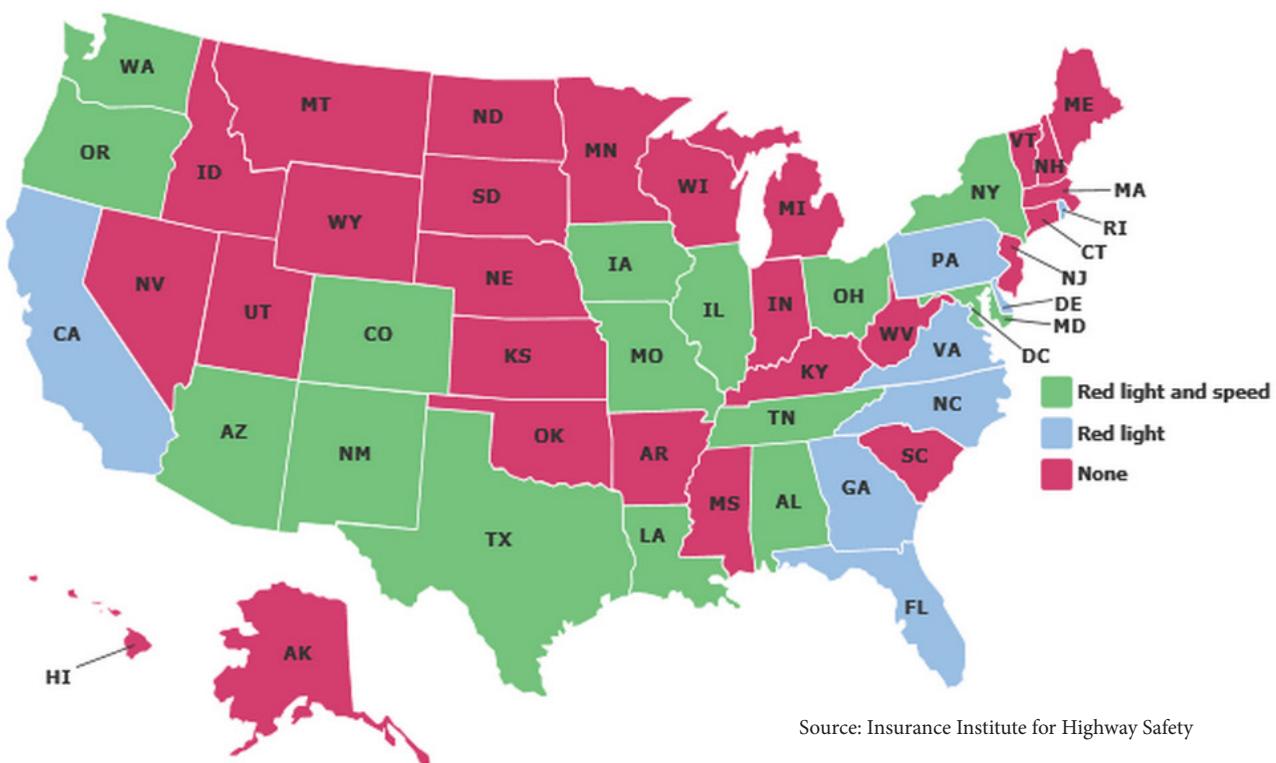
**A:** Many cities with ASE programs had a **warning period for several months** prior to issuing actual citations. Cities such as Chicago, Seattle, and Washington, DC have experienced a decline in repeat offenders and violations proving that the cameras change driver behavior.

# Automated Speed Enforcement

Reducing Speed to Save Lives



**There are 140 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.