AUTOMATED ENFORCEMENT TO CURB SPEED

Issue

Excess speed can contribute to both the frequency and severity of motor vehicle crashes.

Impact

In 2021, 12,330 people were killed in speeding related crashes, accounting for 29% of total crash fatalities. This is an 8% increase from 2020, which saw a 19% increase from the previous year (2019).

Solutions

Laws, Technology and Roadway Safety Infrastructure

Automated Enforcement Programs Augment Traditional Enforcement and are Effective in Deterring Excessive Speed on Our Roadways

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.
- Speed assistance systems, such as intelligent speed assistance (ISA), can provide information to drivers about present speed limits, warn drivers when a car's speed is above the limit, prevent a car from exceeding the speed limit, or maintain a set speed. Advocates for Highway and Auto Safety partnered with America Walks and other groups to launch the Safer Fleets Challenge to encourage localities and states to equip their fleet vehicles with ISA.
- Vehicle-to-everything (V2X) technology offers the potential to improve safety by relaying signals to the vehicle about upcoming traffic lights and speed limits, among other messaging.

Road Safety Infrastructure Improvements and the Safe System Approach

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The Facts

- NHTSA has identified speeding as one of "three major behavioral factors" that explain traffic fatality increases from 2020 to 2021.
- Small changes in speed can have a big impact on safety. Crash tests conducted in 2019 showed that modest five to ten mile-per-hour (mph) increases in speed can have a severe impact on a driver's risk of injury or death.
- Speed increases have major implications for pedestrians. The average risk of death for a pedestrian is 10% at an impact speed of 23 mph, 25% at 32 mph and 50% at 42 mph.
- Speed-related crashes cause $46.4 billion in economic costs and $225 billion in comprehensive costs (2019). These costs account for 14% of all economic costs and 16% of all societal harm (measured as comprehensive costs) from motor vehicle crashes. If these costs were updated for inflation alone, in 2023 they would equate to $55 billion in economic costs and $267 billion in comprehensive costs.

- Drivers acknowledge that excess speed is dangerous, yet there is a disconnect in their actions. According to a 2021 AAA Foundation report:
  - » Just over half of drivers surveyed drove 15 mph over the speed limit on a freeway in the past month, even though 80% of those surveyed say doing so is moderately to extremely dangerous.
  - » More than 40% of drivers surveyed drove 10 mph over the speed limit on a residential street in the past month, even though 89% of those surveyed believe doing so is moderately to extremely dangerous.
- Sixty-eight (68) percent of respondents in a December 2021 survey said they are "extremely" or "very" concerned about speeding, according to an opinion poll commissioned by Advocates and conducted by ENGINE Insights using the CARAVAN survey.
- A 2020 review by the Congressional Research Service (CRS) found that speed camera programs are effective in reducing speeding and/or crashes near cameras.
- Speed cameras alone resulted in a 19% reduction in the likelihood that a crash resulted in a fatal or incapacitating injury.

Click here to learn more

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Advocacy

WORLD DAY OF REMEMBRANCE

"Demanding Change in Philadelphia: Latanya Byrd's Unstoppable Advocacy in Her Loved Ones' Honor."

SPEEDING CRASH TURNS FAMILY WALK INTO TRAGEDY

Latanya Byrd lost her beloved niece, Samara Banks, and three grand nephews, Saa'mir, Saa'sean, and Saa'deem, in a violent crash in 2013. After a family gathering, several family members went for a walk together. On their trek, they crossed Roosevelt Blvd., a neighborhood street that unfortunately is also a high-volume road where speeding is prevalent. They had taken this route many times without incident, but sadly, not this time. A driver who was drag racing struck Samara and three of her kids killing all of them. Samara's eldest son, Saa'yon, who was a bit ahead with his aunt, survived but will forever carry the painful memory of seeing his mother and brothers die.

Since that tragedy Latanya has been dedicated to improving traffic safety in Philadelphia and across the state. She co-founded a chapter of Families for Safe Streets in 2019. The group successfully fought in the state legislature for a pilot program to use speed safety cameras on Roosevelt Blvd. in 2018. The pilot program proved the merits of speed safety cameras as it reduced crashes on that road by 36 percent from 2019-2021 with a ripple effect six percent decrease throughout Philadelphia. Moreover, crashes attributable to speeding declined 17 percent on Roosevelt Blvd.

Samara and her children: Saa'mir, Saa'sean, Saa'deem

Latanya Byrd joins Philadelphia Mayor Jim Kenney (D) as he signs bill to permit speed cameras on June 19, 2019

LOOKING TO 2024

Latanya, Families for Safe Streets, Advocates and others lobbied in 2023 to make the Roosevelt Blvd. pilot program permanent and to expand speed cameras to other Philadelphia streets. If the bills are not enacted, Latanya and the advocacy groups will be back in Harrisburg in 2024 to continue to fight to expand use of this proven speed curbing technology.

Advocates will continue pushing for speed safety cameras in Pennsylvania and across the country, and for states and localities to properly implement these laws and ensure the proven technology is in use to curb speeding.

AUTOMATED ENFORCEMENT TO CURB SPEED

In 2021, AAA, Advocates, Governors Highway Safety Association, IIHS and the National Safety Council jointly released the Automated Enforcement (AE) Checklist to convey their support for the proven technology and to help communities implement successful AE programs by ensuring the focus is on safety and transparency and includes equity considerations, among other improvements.

AUTOMATED ENFORCEMENT PROGRAM CHECKLIST

For red light cameras and automated speed enforcement

Automated enforcement is an effective tool to make roads safer. Research shows that red light cameras reduce violations and injury crashes, especially the violent front-into-side crashes most associated with red light running. Speed cameras have been shown to reduce vehicle speeds, crashes, injuries and fatalities. Both types of programs should be designed, implemented and administered properly. Poorly run programs are less likely to be durable and may undermine support for automated enforcement generally.

Speed and red light camera programs augment traditional enforcement to improve traffic safety by deterring dangerous driving behaviors. Automated enforcement does not require traffic stops, and well-designed programs can improve safety for all road users in a neutral manner.

Successful programs are transparent and have a strong public information component. Communities should take into account racial and economic equity when making decisions about camera placement and fines. Automated enforcement programs should be data-driven and should prioritize safety, not revenue. In fact, communities should expect that revenue will decline over time as fewer drivers run red lights or violate speed limits.

This checklist assumes your community is already legally authorized to set up a program. It provides a minimum list of considerations to help you follow best practices. The goal is to operate a successful program that reduces crashes and prevents deaths and injuries while maintaining strong public support. Automated enforcement can be integrated into broader efforts to discourage unsafe driving that includes optimizing speed limits for safety and improving roadway design.

AAA · Advocates for Highway & Auto Safety · GHSA Governors Highway Safety Association The States' Voice on Highway Safety · IIHS HLDI · nsc National Safety Council

FIRST STEPS

- [ ] Identify problem intersections and roadways.
  - Assess violation and crash data.
  - Conduct field observations.
  - Collect resident and roadway user input.
- [ ] Consider what role automated enforcement should play as part of a comprehensive traffic safety strategy.
- [ ] Make any engineering or signage changes needed to improve drivers' compliance with the law.
  - Ensure the road geometry conforms with guidelines from the American Association of State Highway and Transportation Officials, National Association of City Transportation Officials guidance or state road design manuals, as appropriate.
  - Remove sightline obstructions of signals and signage.

  For red light cameras:
  - Ensure that yellow light timing conforms to the Manual on Uniform Traffic Control Devices and Institute of Transportation Engineers guidelines.

  For automated speed enforcement:
  - Ensure the speed limit is appropriate and accounts for all road users. Follow guidance and use tools from the Federal Highway Administration, Institute of Transportation Engineers, and the National Association of City Transportation Officials.
  - Ensure the speed limit is appropriate for special conditions, such as work zones and school zones.
  - Assess whether engineering changes could be made to promote compliance with the speed limit.
  - Ensure adequate posting of speed limits.
- [ ] Establish an advisory committee comprised of stakeholders.
  - Consider including law enforcement, transportation department employees, victim advocates, equity and civil rights advocates, school officials, community residents, first responders, health officials and the courts.
  - Outline the committee's role. This may include developing guiding principles related to safety, equity, and transparency, as well as other aspects of the program.
  - Ensure committee meetings are open to the public and deliberations are transparent.
- [ ] Meet with the media, including newspaper editorial boards, to build support and educate the public.

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SECOND STEPS

- [ ] Make program design decisions, consulting with the advisory committee as appropriate.

Program design considerations

Target violations with the greatest safety consequences. For example, you might decide not to ticket for right-turn-on-red violations when pedestrians, bicyclists, and oncoming vehicles are not present or to limit violations in work zones to when workers are present, provided the road configuration has not also been altered for construction.

Establish a reasonable fine structure. Create options for indigent violators such as payment plans or other alternatives.

Establish a threshold that must be crossed before a vehicle is photographed for a violation of red light running or speeding (i.e., a period after a light turns red or a certain mph over the posted speed). The point is to target flagrant, rather than marginal, infractions.

Programs should include a process for evidence review by appropriately trained personnel to determine if a violation occurred and issue a citation if warranted.

Establish clear procedures for contesting an alleged violation. Consider options to contest online or by mail.

When possible, red light camera violations should be recorded in real time video, and videos of the offense should be made available to the vehicle owner for review via the Internet.

Fines in excess of program costs should be allocated to transportation safety programs.

- [ ] Use safety data gathered in the first steps to determine camera locations, ensuring that particular neighborhoods are neither overlooked nor overrepresented.
- [ ] Publicize the extent of the safety problem and the need for innovative solutions.
- [ ] Secure a vendor and establish payment based on the vendor's actual costs, not the number of citations.
- [ ] Publicize procedures for contesting an alleged violation.
- [ ] Create a website and social media plan to publicize program details, such as how to pay and dispute tickets. Establish a method for answering questions accurately and in a timely manner.
- [ ] Develop an emergency action plan for handling problems, such as system malfunctions.

IMPLEMENTATION

- [ ] Hold a kickoff event with advisory committee members. Introduce a well-developed and sustained public education campaign focused on improving safety by changing driver attitudes and behavior.
- [ ] Connect the program to overall roadway safety in the community and identify the goal of zero tickets resulting from changes in driver behaviors.
- [ ] Install prominent warning signs.
- [ ] Start with a probationary period during which only warnings are issued.
- [ ] Follow current guidance from the U.S. Department of Transportation for implementation and operation of automated enforcement devices.
- [ ] Allow for due process. Minimize the number of days between the violation and citation issuance.

LONG TERM

- [ ] Publicize changes, including new camera locations. Reinstate the probationary period before ticketing begins at new locations.
- [ ] Monitor program operation and publicize results. Undertake periodic reviews and ensure racial, economic and other equity issues and public concerns are addressed.
- [ ] Require regular field reviews. Verify monthly camera calibration and synchronization with signals.
- [ ] Require regular evaluations of the traffic safety benefits of the program by collecting crash and infraction data. Before-and-after comparisons must use control intersections and roadways. Include control intersections and roadways that are not subject to spillover effects.
- [ ] Regularly meet with the advisory committee and media to review program status and sustain public support.
- [ ] Continue to improve programs based on new and updated guidance and best practices and look for opportunities to expand automated enforcement use.
- [ ] Consider other changes, including roadway design improvements, in order to reduce opportunities for unsafe driving.

AAA | Advocates for Highway Safety | Governors Highway Safety Association
IIHS-HLDI | National Safety Council
May 2021

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The Solutions - Laws Rating Chart and Map

GOOD
State has both optimal laws
– 20 states plus DC

CAUTION
State has one optimal law
– 6 states

DANGER
State has zero optimal laws
– 24 states

● Optimal law adopted

	Alabama	Alaska	Arizona	Arkansas	California	Colorado	Connecticut	Delaware	DC	Florida	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana	Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	North Dakota	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Vermont	Virginia	Washington	West Virginia	Wisconsin	Wyoming	TOTAL
STATE RATING																																																				
OPTIMAL LAWS: Permits Automated Enforcement by Law	●		●	●	●	●	●	●	●	●	●			●	●	●			●		●					●			●			●	●			●		●	●	●	●			●			●	●			26 + DC
OPTIMAL LAWS: Automated Enforcement in Use	●		●	●		●	●		●		●			●	●	●			●		●											●	●			●		●	●	●	●			●			●	●			20 + DC

California, Florida and Indiana now permit use of AE by state law. Arkansas, Connecticut and Indiana now receive credit for AE in use, and Delaware does not receive credit at this time.