Safety Priority Statement
Automated Speed Enforcement

Proposed Position: Automated speed enforcement should be widely used to reduce speeding. A comprehensive speed strategy including strong laws, high visibility enforcement and education is needed to reduce injuries and fatalities on our roads. Speed limits should be set using methods that prioritize safety for all road users, rather than mobility alone. While enforcement is the best way to get drivers to comply with any law, it is impossible for police to be at every location. Properly implemented automated speed enforcement is one tool that has been shown to be effective in reducing speed-related crashes. When using these programs, local governments should incorporate best practices to gain public trust and ensure safety benefits are being realized.

Potential Deaths and Serious Injuries Prevented with Widespread Automated Speed Enforcement Use: 24,000-95,000

Current Situation: Approximately one-third of all motor vehicle fatalities in the United States involve speeding. In 2017 alone, there were almost 10,000 speed-related deaths. Rising speed limits over the past 25 years have cost nearly 37,000 lives, including more than 1,900 in 2017 alone. At current crash rates, the needless deaths and injuries that result from speeding continue to cost society an estimated $52 billion each year. Nearly 150 U.S. communities in 15 states and D.C. currently use automated speed enforcement (ASE).[1] The number of communities using ASE increased rapidly in the United States from 1995 through 2013, but has leveled off in recent years.

Opportunity: More than 10,000 lives were lost in speeding-related crashes in 2016, totaling 27% of fatalities.[2] Higher vehicle speeds increase fatal crash risk by both making it more likely that a crash will occur and by increasing the likelihood of injuries sustained by road users in a crash.[3] The National Highway Traffic Safety Administration (NHTSA) estimates that speeding- related crashes incur $52 billion in economic costs annually from resulting property damage, medical care, lost productivity, and other similar costs.[4] The National Transportation Safety Board (NTSB) recently called for increased national leadership on speeding, pointing out that speeding receives less national attention than other issues, like alcohol-impaired driving, that have a similar safety impact.[5]

Conventional speed limit setting practices may cause unintended consequences leading to higher speeds and less safe conditions. Local jurisdictions should be given flexibility in setting speed limits that maximize safety for

people in all modes of transport. States and cities should be encouraged to develop effective and comprehensive speed management programs with dedicated funding through federal and state grants. Automobile manufacturers should explore technologies that can help prevent drivers from speeding. Automated Speed Enforcement can be used to reduce speeding, crashes and deaths however, proper implementation of the programs is crucial to ensure the public's trust. ASE programs should only be implemented on roadways with a demonstrated pattern of violations or crashes and as part of a comprehensive traffic safety strategy. Local governments and industry should not use the programs as revenue generators and should operate cameras under the direct supervision of law enforcement personnel.

Background:

Speeding

Speeding is one of the most common factors in motor vehicle crashes in the United States, and speeding-related fatalities represent a large portion of the total traffic fatalities. The proportion is comparable to that attributed to alcohol-impaired driving. Speeding poses a significant risk of death and injury to not only the drivers and passengers of speeding vehicles but also other road users.

The Insurance Institute for Highway Safety found that rising speed limits over the past 25 years have cost nearly 37,000 lives, including more than 1,900 in 2017 alone.

A 2017 report from the National Transportation Safety Board (NTSB) emphasized that transportation systems, including speed limits, should implemented in ways that reduce the risk of serious injuries and death for all road users.

Speeding can be reduced through comprehensive and rigorous enforcement. Lower speed limits have been shown to reduce vehicle speeds. The use of ASE is effective and recognizes that sustaining traditional on-the-ground speed enforcement, given limited resources, can be challenging as well as dangerous for officers tasked with pursuing and stopping speeding drivers. IIHS studies of cameras on residential roads in Maryland, on a high-speed roadway in Arizona and on city streets in the District of Columbia found that the proportion of drivers exceeding speed limits by more than 10 mph declined by 70, 88 and 82 percent, respectively, six to eight months after cameras were introduced.

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Traditional high visibility enforcement speed reduction programs can be augmented with ASE in identified areas of need. ASE can provide additional safety support of police efforts in monitoring motor vehicle operators' behaviors. The use of ASE also recognizes that sustaining traditional on-the-ground speed enforcement, given limited resources, can be challenging, as well as dangerous for officers tasked with pursuing and stopping speeding drivers.

In 2015 NHTSA gave ASE their highest rating for effectiveness among eight speeding countermeasures.[6] Research from the Insurance Institute for Highway Safety (IIHS) has shown that the proportion of vehicles exceeding the speed limit by 10 mph or more declines by 70-88% in the 6-8 months after ASE is implemented on city streets, residential streets, and urban freeways, with speed reductions persisting in the long term.[7,8,9,10] A review of international studies by the Cochrane Collaboration found that ASE around the world has reduced fatal or serious injury crashes in the vicinity of camera sites by 11-44% and fatal or serious injury crashes over wider areas by 17-58%.[11] An IIHS study estimated that if all U.S. communities had ASE programs as effective as the program in Montgomery County, Maryland, 21,000 serious injuries and fatalities could have been prevented on roads with speed limits of 25-35 mph in 2013.[10,12] If all U.S. communities had ASE programs that

reduced fatal and serious injury crashes by 11-44% as seen in international research, about 24,000-95,000 of the approximately 215,000 fatalities and serious injuries that occurred in 2015 could have potentially been prevented.

Supporters of Road to Zero Coalition Priority Statement on Automated Speed Enforcement

Organization	Organization URL
AAA	aaa.org
Advocates for Highway and Auto Safety	saferoads.org
American Association of Motor Vehicle Administrators	aamva.org
American Association of State Highway and Transportation Officials	transportation.org
Commercial Vehicle Safety Alliance	cvsa.org
Global Automakers	globalautomakers.org
Governors Highway Safety Association	ghsa.org
Institute of Transportation Engineers	ite.org
Insurance Institute for Highway Safety	iihs.org
Intelligent Car Coalition	intelligentcarcoalition.org
International Association of Chiefs of Police	theiacp.org
MADD	madd.org
National Association of City Transportation Officials	nacto.org
National Association of County Engineers	naco.org
National Association of State Emergency Medical Service Officials	nasemso.org
National Safety Council	nsc.org
Vision Zero Network	visionzeronetwork.org

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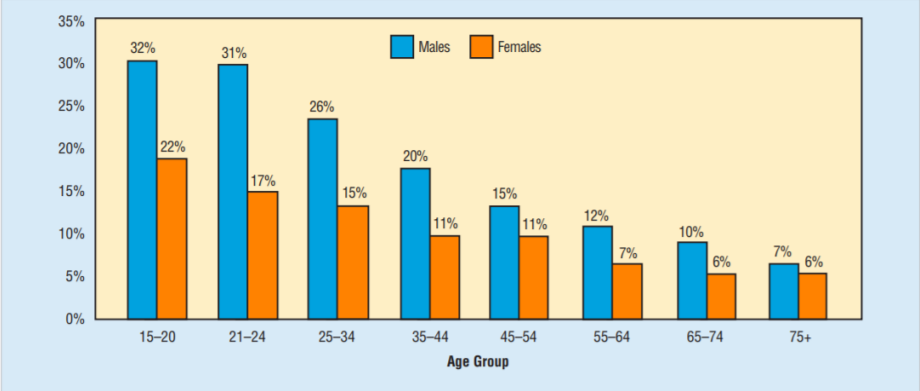
Federal Sources of Data with Links

- National Highway Traffic Safety Administration - Speeding

Percentage of Speeding Drivers in Fatal Crashes, by Age and Gender, 2016



- National Transportation Safety Board - Reducing Speeding-Related Crashes Involving Passenger Vehicles

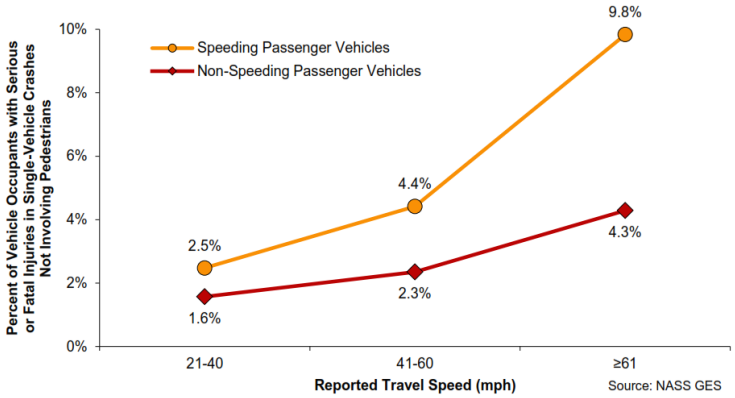


Figure 2. Percent of passenger vehicle occupants sustaining serious or fatal injuries in speeding-related and all crashes, by reported travel speed, 2014

- Federal Highway Administration - Speed Management Facts & Statistics

- Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices

Countermeasure	Effectiveness	Cost	Use	Time
2.1 Automated enforcement	★★★★★	$$$[†]	Medium	Medium
2.2 High visibility enforcement	★★	$$$	Low[††]	Medium
2.3 Other enforcement methods	★★	Varies	Unknown	Varies

[†] Can be covered by income from citations

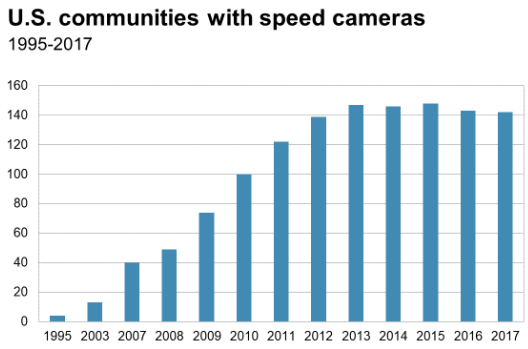
[††] For aggressive driving, but use of short-term, high visibility enforcement campaigns for speeding is more widespread

Safety Priority Statement – Automated Speed Enforcement

The following strategies are being pursued by selected members of the Coalition:

Strategy #1: Advance Use of Automated Speed Enforcement at the State Level

Goal #1: Reduce Barriers to Implementation of Automated Speed Enforcement at the State Level



Current Situation: Today, nearly 150 communities in 15 states and D.C. use ASE.[1] One reason why its use is not more widespread is because the laws in many states do not promote ASE. Only 15 states plus D.C. have enacted state-level ASE-enabling legislation. Twenty-seven (27) states have not enacted laws to address ASE at the state level, and 8 states have enacted state laws prohibiting its use. Every state that explicitly authorizes ASE places limitations on the specific roadway environments (i.e., only in school or work zones, which are generally not locations at high risk for speeding-related injuries and fatalities) or municipalities where it can be used. These limitations come in part due to limitations placed on federally-given Highway Safety Improvement Program (HSIP) funds. For example, in section 1401 of the FAST Act, HSIP funds may not be used for ASE programs, except for systems used to improve safety in school zones. Also, 23 U.S.C. § 402(c)(4) prevents States from spending NHTSA grant funds on automated speed enforcement activities.

Opportunity: Appropriate enabling legislation and/or easing of restrictions would allow for greater collaboration at the state and local levels to promote better understanding of the needs in our communities for effective usage of Automated Speed Enforcement programs to increase safety.

There is desire to use ASE in a number of communities in states without specific state-level ASE-enabling legislation, especially among cities that have developed Vision Zero Action Plans. For example, cities such as San Jose, San Francisco, Philadelphia, and Providence, RI have recently sought to obtain state-level authority to implement ASE in their communities. NTSB recommended in a 2017 report that states enact enabling legislation for ASE if they do not already have it, and remove legal restrictions on ASE use if they are present.[5]

Member Actions: Coalition members are working to advance ASE legislation in selected states. If you would like to learn more about these efforts and/or express your support for this legislation please contact:
Name:
Email:
Phone:

State	Bill	Legislator	Contact Info

Last updated: DATE HERE

Resources:

Advocates for Highway and Auto Safety - 2017 Roadmap Reports
Insurance Institute for Highway Safety - Interactive Map of State Laws
National Conference of State Legislators – Automated Enforcement Overview

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The following strategies are being pursued by selected members of the Coalition:

Strategy #2: Advance Use of Automated Speed Enforcement at the Local Level

Goal #1: Update and Promote ASE Best Practices

Current Situation: Surveys of drivers and other road users indicate widespread support for automated enforcement, both before and after implementation.[9,10,13] However, opponents of ASE can be vocal, often saying that programs are designed to produce revenue rather than increase safety. These concerns have been exacerbated by fraud committed by communities when securing automated enforcement contracts and budgets stating that revenue will be used to close budget shortfalls. States and public officials can be hesitant to implement new ASE programs or continue existing programs because of these issues.

Opportunity: ASE programs should follow best practices including transparency in operations, allow for due process, connect their operation to a larger safety goal, and effectively communicate the goals of the program to the public. Well-run programs have the potential to increase public acceptance and in turn improve their viability. Best practice guidelines for communities to design programs with these attributes are outdated. The Federal Highway Administration (FHWA) and NHTSA published a best practices document for ASE in 2008.[14] Ten years later, the document has yet to be updated, and some guidance is outdated. Furthermore, a 2011 NHTSA survey found that this guidance document is not widely used.[15] Among U.S. communities that had recently used ASE, only 63% had heard of the guidelines, and many did not adhere to recommendations in the guidelines considered to be critical.

Member Actions: The Road to Zero Coalition should encourage FHWA and NHTSA to serve as a catalyst for updating the ASE best practice guidelines. The updated guidelines should be widely promoted to encourage states to change laws as necessary to permit or broaden use, and to encourage broader use by localities interested in using ASE in states where use is not prohibited or restricted.

Resources:
FHWA/NHTSA Speed Enforcement Camera Systems Operational Guidelines
NHTSA System Analysis of Automated Speed Enforcement Implementation
Insurance Institute for Highway Safety – Automated Traffic Enforcement: Responding to the Critics

References

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