

Safe Speed Enforcement

Reducing speed to save lives



AUTOMATED SPEED ENFORCEMENT

We all want safer streets. However, people are injured everyday and sometimes killed while walking, biking or driving. According to the Federal Highway Administration (FHWA) and the Insurance Institute of Highway Safety, speeding was a contributing factor in about 30% of traffic collision fatalities nationwide in 2013.

In order to make our streets hospitable for all road users, we must **discourage** drivers from traveling



EXCESSIVE SPEEDS

such as 50 mph on a 25 mph residential street.



Automated Speed Enforcement (ASE) is a safety technique that uses cameras and vehicle speed sensors to capture images of cars traveling excessive speeds. ASE is a proven tool to deter illegal speeding because the technology provides consistent and predictable enforcement of the speed limit.

139 communities in the United States have ASE programs and have experienced a decline in:

- ◇ Drivers that speed excessively (10 mph+ over the speed limit).
- ◇ Severe and fatal injury collisions.
- ◇ The number of violations given to drivers, demonstrating that speed cameras are changing driver behavior.



Currently, automated speed enforcement is not legal in California. **To make our streets safer, California state law must be changed.**

VISION ZERO

Vision Zero SF the City's commitment to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives.

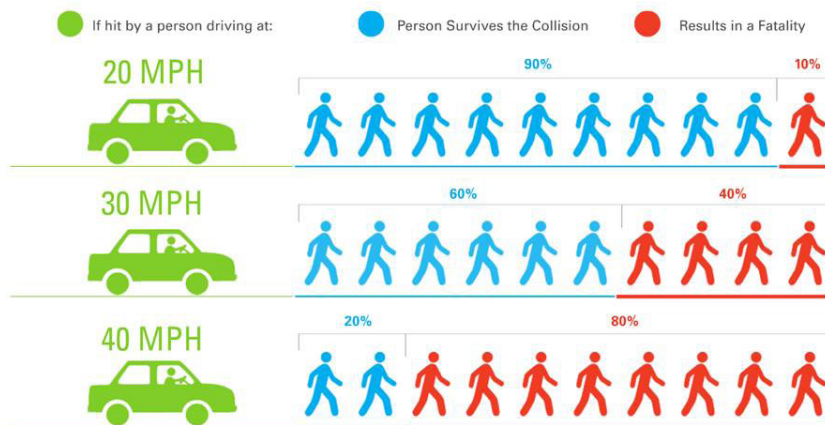
THE GOAL:

ZERO TRAFFIC DEATHS IN SAN FRANCISCO BY 2024

Driving **excessive speeds** is dangerous for everyone. Speed cameras would compliment traditional police enforcement and help achieve the City's Vision Zero goal.



Slower Speeds Saves Lives



If you are hit by a car traveling 20 mph, you will likely survive.

If you are hit by a car traveling 40 mph, you will most likely not.

Seniors only have an 8% chance of survival if hit by a car traveling 40 mph



Effectiveness of Speed Cameras in the US

San Jose, CA
had a 15% decline in the proportion of drivers traveling 10 mph over the speed limit prior to the program's termination.

Portland, OR
reported a 54% reduction in fatalities.

Scottsdale, AZ
had a 88% decrease in vehicles traveling 11 mph or more above the 65 mph limit.

Washington, DC
found a 70% reduction in fatalities.

Montgomery, MD
experienced a 40% reduction in collisions.

Chicago, IL
realized a 31% decline in speeding vehicles.

Protecting Our Most Vulnerable Road Users

Pui Fong Yim Lee was 78 years old when she was hit and killed by a vehicle in a crosswalk.



Mi'yana (My-My) Gregory was 2 years old when she was hit and killed by a vehicle. The driver never stopped.

