



An Overview of Equity Protections in Speed Camera Programs

August 19, 2025

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**An Overview of Equity
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January 28, 2025



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**Addressing Financial
Impacts of Speed Safety
Camera Programs**

February 19, 2025



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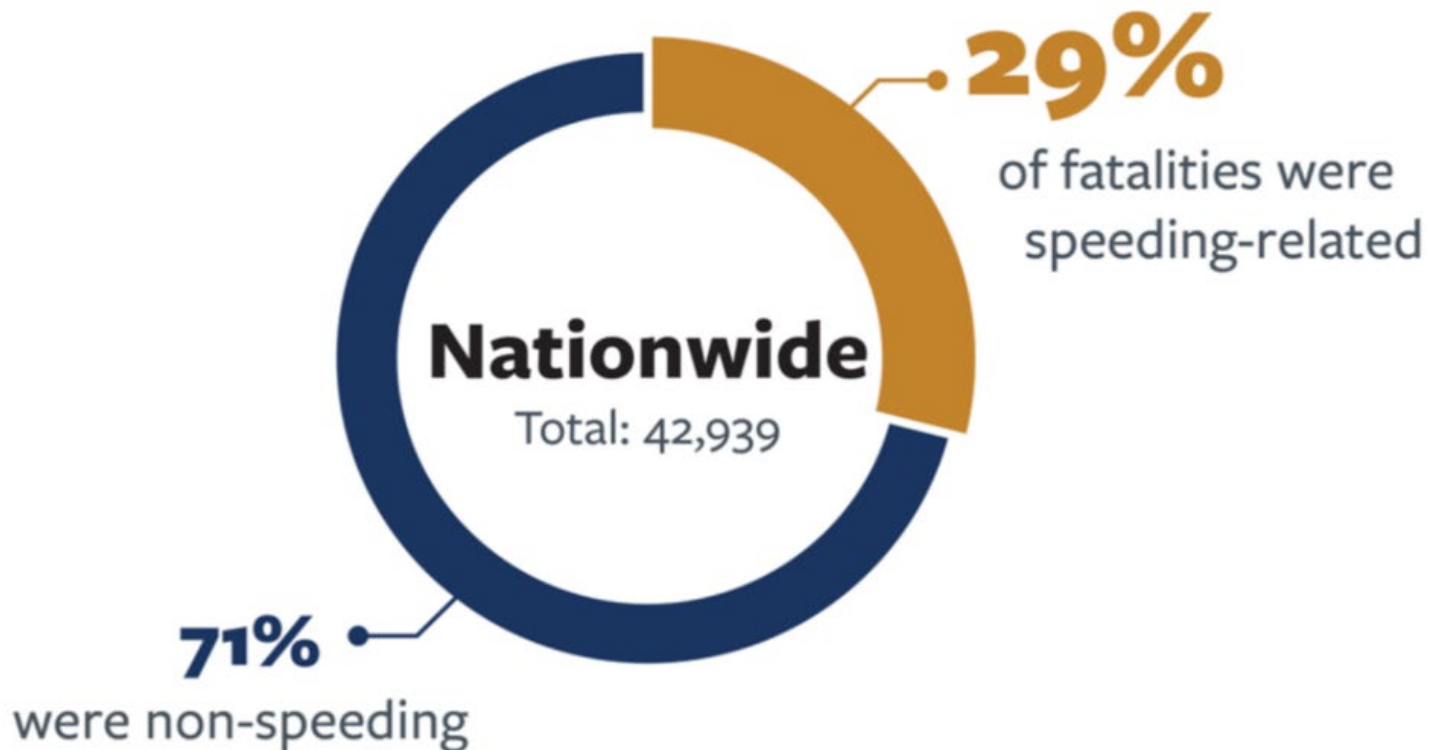
Webinar

**Managing & Evaluating
Fair & Effective Speed
Safety Camera Programs**

March 19, 2025

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BREAKDOWN OF SPEEDING-RELATED FATALITIES NATIONWIDE



Managing speed is a critical component of advancing Vision Zero



Roadway deaths in U.S. show racial & income disparities

- People walking in low income communities are 3x more likely to be killed
- Black road users are killed in traffic crashes at a rate ~30% higher than white road users
- Indigenous road users are killed in crashes at 2x the national rate



Source: *Dangerous by Design*

Top Strategies to Manage Speeds

1. Design streets for safety over speed
2. Set appropriate speed limits
3. Leverage technology to manage speeds

>>>> Speed technology alone will not improve safety. It must be paired with robust and comprehensive street designs and speed limits that encourage safety



The role of speed cameras in the Safe System Approach



Streets are designed to physically encourage safe speeds and as Complete Streets with safe, designated space for all road users.



Design changes are made before, or coupled with, speed safety cameras, along with equity guardrails.

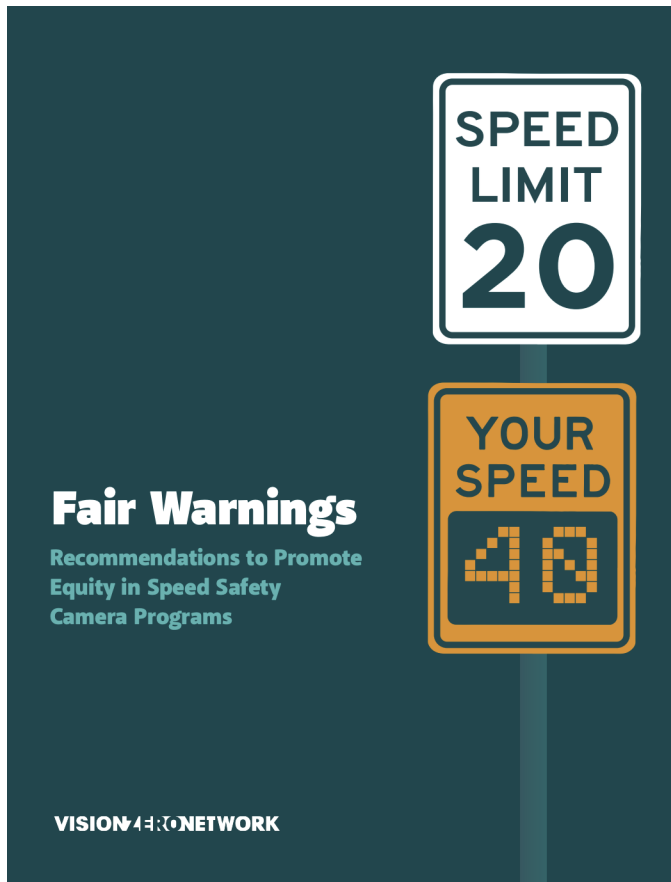


Fewer traffic stops are needed, allowing officers' time for other priorities.



Longer-lasting, non-punitive improvements are made in communities traditionally exposed to greater safety risks.

Fair Warnings: Recommendations to Promote Equity in Speed Safety Camera Programs



Consideration and Placement of Speed Safety Cameras



Financial Considerations



Use of Funds Generated



Program Expenses



Monitoring and Evaluation

Fair Warnings builds upon other operational guidance for speed safety camera programs



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 focus on strong public information components. Communities should take into account racial and economic equity when making decisions about camera placement and fees. 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 highly motivated to set up a program. It provides a reasonable list of considerations to help you follow best practices. The goal is to provide 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 but include optimizing speed limits for safety and improving roadway design.










FIRST STEPS

- ☐ Identify problem intersections and roadways.
 - Assess violation and crash data.
 - Conduct field observations.
 - Collect resident and roadway user input.
- ☐ Greater (but not absolute) 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, police 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.




Automated Enforcement in a New Era



- Lifesaving Programs
- Meaningful Community Engagement
- Equitable Enforcement
- Component of the Safe System Approach









Speed Safety Camera Program Planning and Operations Guide

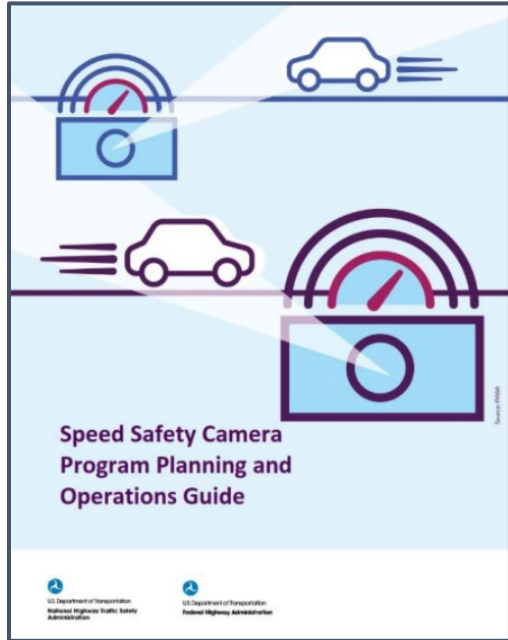


U.S. Department of Transportation
Federal Highway Traffic Safety Administration



U.S. Department of Transportation
Federal Highway Administration

“Care should be taken to avoid burdensome and excessive fines, late fees, license suspension, or vehicle immobilization (e.g., by booting or impounding a vehicle) as these raise significant equity concerns for underserved communities and may contribute to a cycle of poverty. Innovative methods may be piloted and evaluated to ensure collection of non-fine based penalties consistent with local and State law, including community service.”



- USDOT's Speed Safety Camera Program Planning and Operations Guide, 2023,



Consideration and Placement of Speed Safety

Cameras

Example: San Francisco



Streets with Speeding Vehicles (11 MPH Over Limit)

- Measured by speed studies or speed & volume counts

Streets with History of Speed-Related Collisions

- Measured by geo-located historical collision & injury data



Neighborhoods with Vulnerable Road Users

- Measured by concentrations of land uses like schools, senior service sites,

Streets with More Infrastructure Risk

- Measured by presence of uncontrolled crosswalks, wide street



Streets Where Engineering Tools Have Not Reduced Speeds

- Measured by post-implementation



Financial Considerations

Examples

- **New York City:** Flat fine of \$50
- **Minnesota:** First offense = warning; second offense = free traffic safety course, no fine. Third offense = \$40 fine.
- **Washington D.C.:** Planned pilot offers 50% fine reduction SNAP-recipient households



Source: Center for Court Innovation



Financial Considerations

Example: California

- 80% reduction for people classified as “indigent” under state law
- 50% reduction for those with incomes up to 250% of the federal poverty level
- Payment plans available to those below a designated income level
 - Monthly installments capped at \$25
 - Processing fees limited \$5 or less



Source: Arlington County Equity Lens



Use of Funds Generated

Example: Washington State

- Revenue must be used for roadway safety projects: Complete Streets; traffic calming, etc.
- Must dedicate revenue to projects in low-income and high-crash areas
- 25% of revenue → state active transportation safety



Source: Seattle Vision Zero



Use of Funds Generated

Other Examples:

- **California:** Excess revenue directed to traffic calming within 3 years or redirected to the state's Active Transportation Program.
- **Connecticut:** Excess revenue must fund transportation mobility and infrastructure. Municipalities must document usage for future program approvals.





Program Administration

Examples:

- **California:** Only local departments of transportation can operate the program
- **Minnesota:** Prohibits the program from being enforced “through or in substantive coordination” with law enforcement
- **Washington D.C.:** Program moved from Police Department to Department of Transportation in 2019



Source: SFMTA



Monitoring and Evaluation

Example: California

- Jurisdictions must use excess revenue (beyond administrative costs) for traffic calming measures within 3 years.
- If traffic calming measures are not implemented by the third year, excess revenue is redirected to the state's Active Transportation Program



Source: SFMTA



Monitoring and Evaluation

Example: San Francisco



Source: SFMTA

Since the Speed Safety Camera Pilot Program has launched in March, early results show:

- More than 70% of vehicles that were issued a warning have not received a second
- Average daily speeding events dropped over 30% between week one and week seven
- High-volume locations saw between 40% and 63% decreases in speeding.

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