



Research In Progress

System Analysis of ASE Implementation

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A great many enforcement strategies are in use to combat speeding today. One important approach increasingly being used is Automated Speed Enforcement (ASE). A number of studies have shown the use of speed cameras for ASE to be effective in reducing traffic speeds. However, despite the effectiveness of speed cameras programs for ASE, it is often difficult to establish public acceptance for these programs and put them into place. The success of speed camera programs often depends on the way they are introduced.

There are many variables in ASE development and delivery that may affect the level of public acceptance for given speed camera programs, as well as its success. These variables include the degree to which programs were set up and implemented according to NHTSA guidelines, specific target sites for the ASE (school zones, work zones, etc.), program funding and revenue flow (who pays for it and how, who profits from revenue, how it is promoted as a revenue generator or a safety measure), nature of citations issued (cite vehicle or cite driver), penalties for violations (level of fines, points on license, etc.), presence of other automated enforcement (red light cameras), level of traditional speed law enforcement, existence and results of program evaluations, media reports and level of media exposure, and level of public acceptance.

The objectives of this study are to (1) Determine how each of the existing speed camera programs in the United States was developed and implemented, and how closely this development and implementation matched NHTSA's *Speed Enforcement Camera Systems Operational Guidelines*; (2) Examine other variables that have affected these speed camera programs; and (3) Determine how all of these variables, including the use of NHTSA Guidelines, have affected the success of these programs.

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