

## **Impacts of automated speed enforcement on freeways: Initial US evidence and international comparison**

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Speeding is recognized as a major contributing factor in motor vehicle crashes. In order to reduce speed-related crashes, the city of Scottsdale, Arizona implemented the first fixed-camera photo speed enforcement program (SEP) on a limited access freeway in the US with a posted speed of 65 mph. The nine month demonstration program from January through October, 2006 was implemented on a 6.5 mile urban freeway segment of Arizona State Route 101 running through Scottsdale. Presented are the results of a comprehensive analysis of the impact of the SEP on speeding behavior, crashes, economic impacts, and travel times. Speeding (speeds  $\geq 76$  mph) increased by a factor of 10.5 after the SEP was (temporarily) terminated. Average speeds in the enforcement zone were reduced by about 9 mph when the SEP was implemented, after accounting for the influence of traffic flow. All crash types were reduced except rear-end crashes. When considering Arizona-specific crash related injury costs, the SEP is estimated to yield about \$17 million in annual safety benefits. Net average travel times were reduced, mitigating arguments that improving safety reduces mobility. Finally, the results and operation of the program in Arizona are compared to international findings.