

***Speed & Speed Management;
An Integral Component of All Aspects
of Traffic Safety***

**NOTICE
TRAFFIC
LAWS
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***Speed Management and Automated Speeding
Enforcement Management-
National Highway Traffic Safety Administration
(NHTSA)***

Working Title: DSMPATE
Demonstration of Speed Management Programs
(including Automated and Traditional Enforcement)
Original Project Kick-Off Date- 10/07

NHTSA Contractor:
M. Davis and Company, Inc.
3000 Market Street, Suite 202
Philadelphia, PA 19104
<http://www.mdavisco.com>

***Incorporating Automated Speed Enforcement
(ASE) with Successful Results***



DMSPATE

This is a long-term project designed to study the effectiveness of combining public information and education with traditional and automated enforcement within very specific guidelines and controls to produce objective data geared toward reducing the number and severity of crashes on targeted roadways.

4

Project Objectives

- ❖ Reduce collisions & injuries.
- ❖ Develop an effective speed management program using both traditional and automated speed enforcement (ASE).
- ❖ Deploy a vigorous public outreach plan to complement the enforcement campaign.
- ❖ Implement stringent enforcement of speed limits on carefully selected roadway segments over an extended period (two years).
- ❖ Conduct an evaluation of key elements of the project including changes in speed, speed-related crashes, and public attitudes.

5

Demonstration City & Agency Selected- Tucson Arizona Police Department

- ❖ Criteria used to select a host jurisdiction:
 - Authorized to conduct automated speed enforcement (ASE).
 - Consists of a population base 200,000-1,500,000.
 - Permits ASE on most roadway types with posted speed limits ranging from 35-55 MPH.
 - Has existing ASE program that is in its introductory stages & is relatively new to the community.
 - Willing to meet NHTSA protocols for traditional speed enforcement and ASE.

6

Roadway Selection Criteria

Roadways for this study were not selected based on the highest levels of speeds and crashes. They were randomly identified and then matched for Average Daily Travel (ADT), roadway geometrics, direction of travel, and rationally set speed limits.

- Ten one-mile long road segments were identified in Tucson for enhanced enforcement purposes.

Glendale Arizona- selected as comparison city

- Ten one-mile long road segments were identified in Glendale, AZ as comparison sites (no existing ASE program).

Enforcement Plan

- ❖ Stay within the current capabilities and enforcement policies of the Tucson Police Department.
 - Sustained for a two year period- January 2010 through January 2012.
 - Rotate traditional speed enforcement & ASE through the sites with ASE representing approx. 23% of the overall enforcement hours.
 - 40 hours of dedicated motorcycle patrol per week.
 - 12 hours of ASE dedicated staffing per week.
 - Speed enforcement focused Monday-Friday
 - Prioritize speeding commercial vehicles.

Project Disadvantages

- ❖ Project had its initial kick-off prior to stalling several years
- ❖ Project was to include a relatively new automated speed enforcement (ASE) program
 - Our ASE program was no longer new- TPD began contracting with American Traffic Solutions for photo enforcement 10/07; project actually began 01/10.
- ❖ Roadways for this study were not selected based on the highest levels of speeds and crashes- where PD likes them.
- ❖ Traffic Division took a massive hit in Tucson's money saving strategies in 12/10.
 - 44 motor officers were reduced to a small group of 18; losses included 3 Motor squads, 1 DUI squad, & the Commercial Motor Vehicle (CVE) squad.

Project Advantages

- ❖ Selection of TPD- grateful we had the opportunity to take part in such a study- our first along these lines.
- ❖ Monetary stipend to TPD to assist with the Department's associated deployment expenses.
- ❖ Our ASE contractor was very obliging and willing to work any deployment location/scheduled we asked of them.
- ❖ TPD has a very credible electronic citation program that greatly enhanced our ability to track the deployment's productivity.



10

E-Citation Unit- UI



11

Midpoint Outcomes & Conclusion

Traditional Enforcement	2009		2010		2010		2010		2010		2011		Total	
	Base-line- Qtr 4		Qtr 1		Qtr 2		Qtr 3		Qtr 4		Qtr 1 (Jan-Feb)			
	Tucson	Glendale	Tucson	Glendale	Tucson	Glendale	Tucson	Glendale	Tucson	Glendale	Tucson	Glendale		
Speed Citations	154	211	359	233	397	336	336	363	380	299	111	226	1,727	1,658
Speed Warnings	14	15	29	40	60	56	42	55	47	42	8	31	200	240
Other Hazardous Citations	200	5	235	9	250	9	264	11	342	20	137	4	1,448	58
Non Hazardous Citations	585	114	918	134	1,220	190	843	186	1,184	118	580	57	5,330	799
Other Warnings	44	-	44	-	65	-	137	-	103	-	81	-	474	-
DUI	12	-	12	-	9	-	14	-	18	-	7	-	72	-
Total Citations	1,019	345	1,597	416	2,001	591	1,636	616	2,074	479	924	308	9,251	2,795

Notes: Does not include any Misdemeanor charges listed in the Tucson database.

ASE Enforcement	2009		2010		2010		2010		2010		2011		Total
	Base-line- Qtr 4		Qtr 1		Qtr 2		Qtr 3		Qtr 4		Qtr 1 (Jan-Feb)		
	Tucson	Tucson	Tucson	Tucson	Tucson	Tucson	Tucson	Tucson	Tucson	Tucson	Tucson	Tucson	
Total Vehicles	0	92,502	95,977	105,012	102,657	65,362	465,510						
Violations Processed	0	217	339	470	497	232	1,755						
Citations Issued	0	206	263	328	364	109	1,190						

12
