

# POLICY STATEMENT

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ASSOCIATION OF PEDESTRIAN  
& BICYCLE PROFESSIONALS

*Expertise for Active Transportation*

## POLICY STATEMENT:

### EQUITY AND TRAFFIC ENFORCEMENT

#### **Overview of APBP Policy Statements**

The Association of Pedestrian and Bicycle Professionals (APBP) supports the community of professionals working to create more walkable, bikeable places through facilitating the exchange of professional and technical knowledge and by promoting fundamental positions that are broadly acknowledged and acted upon by APBP members.

#### APBP Policy Principles:

- APBP represents the professional expertise and practical experience of its members in transportation policy discussions to advance active, healthy, and sustainable communities.
- APBP recognizes the impacts of systemic and institutionalized racism, and we recognize our responsibility to identify and address inequities.
- APBP endorses active transportation as an integral part of transportation systems through all stages of planning, design, funding, and implementation.
- APBP supports connected, convenient, accessible, and safe streets and pathways in every community and planning with the input of every member of a community.
- APBP advances a safe system approach that leverages active transportation to create equitable access for everyone in every place.

#### **Position:**

APBP believes safe and dignified mobility is a human right. Within this, equitable enforcement for people moving around public space is essential.

APBP recognizes the enormous toll of traffic injuries and deaths that are the direct result of dangerous driving. This includes but is not limited to: speeding, red light running, driving under the influence of alcohol or drugs, disregarding the requirement to yield to vulnerable road users, and positioning vehicles (stopping, parking, etc.) in ways that create unsafe situations and prevent access (e.g., blocking crosswalks, bus lanes, or bike lanes).

APBP recognizes that past practices around enforcement have not always been applied equitably, and that enforcement authority has been abused by some actors.<sup>1</sup> However, dropping enforcement as a tool, which has occurred in the time frame of the past five years or so in some places in the US, has also resulted in higher death rates, especially for those most vulnerable.

APBP supports reframing the focus of enforcement, focusing on its meaning as reinforcing safe practices and emphasizing more equitable technologies, so that it can be an effective tool to support safe mobility.

APBP advocates for an emphasis on self-reinforcing street designs that inherently provide safer places to travel. Self-reinforcing design practices use geometric elements to encourage drivers to select speeds consistent with the posted speed limits and design intent of roadways. Slower speeds reduce the likelihood of a crash, enable drivers to more quickly and effectively react to hazardous situations, and reduce the severity of crashes if they do occur.<sup>2</sup>

APBP is supportive of automated enforcement technologies that can identify unsafe and illegal behaviors irrespective of who is perpetrating them. This includes red light cameras and speed monitors that identify the license plates of vehicles but do not capture personal images and cameras that can capture the license plates of vehicles that block bus lanes, bike lanes and crosswalks.

APBP is supportive of Intelligent System strategies that either reduce the likelihood of people speeding by notifying them or prevent speeding from occurring through automated controls on motor vehicles.

APBP is supportive of including alternatives to the traditional model of armed law enforcement of traffic laws, such as deploying trained and unarmed staff to conduct traffic stops.

APBP is supportive of actions that are directed at repeat offenders (e.g., requiring breathalyzers or speed controllers).

### **Definitions:**

**Enforcement** refers to actions taken by a government agency to encourage people to adhere to traffic rules. Enforcement may be carried out by personnel (usually police departments or traffic enforcement officers (e.g., for parking violations)), through automated devices (e.g., traffic cameras), or through passive means (street designs that inherently diminish the opportunity for illegal behaviors). Enforcement generally includes corrective and/or punitive measures.

**Equity** is a condition in which fairness and justice is present for people of all demographics, especially in a way that accounts for and seeks to address injustices.

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<sup>1</sup> In some places, law enforcement officers conduct pretextual stops – using a minor traffic violation such as a broken taillight as a reason to pull over a driver to investigate crimes unrelated to traffic safety – and disproportionately targeting certain populations. In one analysis, Black drivers were 63% more likely to be pulled over than white drivers, even though they drove 18% less.

<https://fbaum.unc.edu/books/SuspectCitizens/SuspectCitizens-Overview.pdf>

<sup>2</sup> Publication Number FHWA-HRT-17-098. Available online at

<https://www.fhwa.dot.gov/publications/research/safety/17098/17098.pdf>

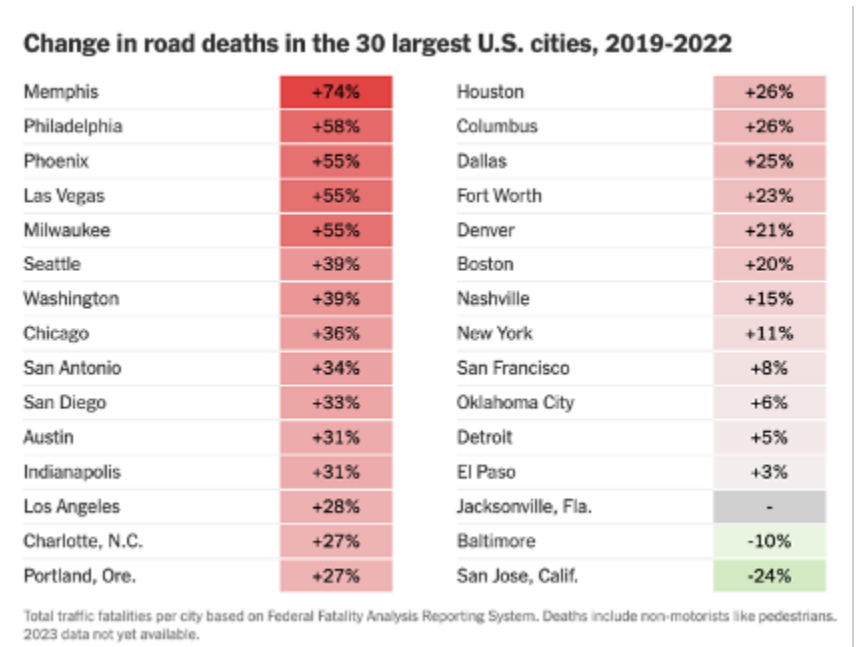
**Equitable enforcement** is a practice in which a community enacts strategies where enforcement is carried out in a way that treats all people justly and fairly, and where enforcement is used as a tool to reduce inequities in safety and crash outcomes.

**Application:**

In a perfect world, all roads would be well designed, and all road users would operate in a safe manner. Unfortunately, this is not currently the case. We are struggling to redress poor road design that enables and encourages unsafe speeding and does not provide safe walking and bicycling facilities. Furthermore, even the best designed roads cannot prevent potentially deadly actions such as driving under the influence of drugs or alcohol. Enforcement is a tool that can help to reduce these behaviors, and thereby save lives.

The value of enforcement as a safety measure can be inferred by the results that were seen when enforcement was drastically reduced during the pandemic years. Furthermore, certain vulnerable populations were particularly hard hit.

*Traffic Enforcement Dwindled in the Pandemic. In Many Places, It Hasn't Come Back.*<sup>3</sup>  
 The retreat has happened as road deaths have risen.



Some key statistics that demonstrate the severity of the problem<sup>4</sup>:

- There was a 17% increase in traffic fatalities during pandemic years.

<sup>3</sup> [https://www.nytimes.com/interactive/2024/07/29/upshot/traffic-enforcement-dwindled.html?unlocked\\_article\\_code=1.5k8.rVCJ.UnypNU\\_miV1&smid=em-share](https://www.nytimes.com/interactive/2024/07/29/upshot/traffic-enforcement-dwindled.html?unlocked_article_code=1.5k8.rVCJ.UnypNU_miV1&smid=em-share)

<sup>4</sup> AAA The Pandemic's Tenacious Grip on Traffic Safety: New AAA Research Finds Greatest Harmful Impact on Disadvantaged Communities <https://newsroom.aaa.com/2024/08/the-pandemics-tenacious-grip-on-traffic-safety/>

- Speeding and drunk driving were identified as the key actions that led to the rise in road deaths.
- Black and Hispanic populations were particularly hard hit: Black Americans, who make up approximately 12% of the U.S. population, accounted for approximately 34% of the entire rise in traffic fatalities relative to how many would have been expected based on the pre-pandemic trend. Hispanic Americans, 19% of the U.S. population, accounted for approximately 25% of the increase.
- A study in Boston revealed that residents of predominantly Black and Latino neighborhoods are about four times more likely than residents of predominantly white neighborhoods to be struck as a pedestrian.
- Lower-income and minority populations in the United States are at disproportionate risk of being injured or killed while walking. On average, lower-income areas experience 3 times the number of per capita pedestrian fatalities as affluent areas. With respect to race, Hispanic people are 1.6 times as likely to be killed as are White non-Hispanic people, while Black people are 1.7 times more likely to be killed, and Indigenous persons are fully 4 times as likely. Lower-income households walk principally for utilitarian reasons, making them less able to avoid unsafe environments.<sup>5</sup>
- Speeding contributed to 29% of all traffic fatalities in the U.S. in 2023.<sup>6</sup>

## **Recommendations:**

This statement provides recommendations and actions that can be taken at various levels.

1. **Clarify the definition of Enforcement in discussions of Safety Frameworks:** Organizations should focus on self-enforcing physical design strategies, safe systems approaches, and automated enforcement. Pretextual stops should not be used since they do not provide a safety benefit and have a negative history in being applied inequitably.
2. **Promote the [Safe System Approach](#):** Agencies should adopt a safe system approach to long-term planning and to project delivery. The safe system approach emphasizes proactive and systemic measures to address safety rather than rely on reactive measures that only chase crash hot spots. A safe system approach recognizes the fallibility of humans and seeks to reduce the consequences of inevitable mistakes (crashes) to promote survivability. Improvements to vehicle design, roadway design, emergency and response times all provide layers of redundancy that increase the likelihood of survivability.

Self-reinforcing design is a tenet of a safe systems approach, which emphasizes a system-based approach to reducing safety risk on roadways. A transportation agency can incorporate self-reinforcing roadway design elements so that drivers are far less likely to speed irrespective of enforcement presence.

Reducing the size and mass of the vehicles on the road would be another proactive, systemic step approach that should be pursued at the federal level.

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<sup>5</sup> [Social vulnerability: A review of the literature on pedestrian crash risk in lower-income and minority communities | Journal of Transport and Land Use](#)

<sup>6</sup> <https://www.nhtsa.gov/campaign/speeding-catches-up-with-you#:~:text=More%20than%2011%2C500%20people%20were,the%20time%20of%20fatal%20crashes.>

**3. Use Technological Methods:** Technology affords opportunities to enforce traffic laws without bias. A 2017 National Transportation Safety Board (NTSB) report<sup>7</sup> discusses the following technological solutions for enforcing speed limits:

- Automated speed enforcement (ASE). The report recommends that states amend laws to authorize ASE use locally and at the state level.
- Studies provide evidence that automated enforcement is more equitable, with citations given in proportion to drivers' race.<sup>8</sup>
- There is a plethora of data proving the effectiveness of ASE in reducing speeds, which is critical to reducing crashes and fatalities.<sup>9</sup>
- Point-to-point speed enforcement. This technology measures the time between two points along a roadway segment (e.g., a freeway) and infers the average speed. This technology has been used in several countries around the world including the Netherlands and Italy<sup>10</sup> and was deployed in Colorado in work zones in 2025.<sup>11</sup>
- Intelligent Speed Assistance (ISA). Onboard technology in vehicles already can use GPS data to determine the speed limit and either warn drivers of their speed or prevent them from speeding. This technology has gained momentum and has been adopted in several places, focusing specifically on the subset of people who are frequent violators. Just as judges in 30 states are allowed to require the installation of interlock devices for drivers who are convicted of driving while intoxicated, several states have now allowed judges to require the installation of [intelligent speed assistance](#) devices for drivers convicted of certain repeat or reckless speeding offenses. Starting in 2024, [Washington, DC](#); [Virginia](#); and [Washington state](#) have enacted laws providing for the use of this technology as part of sentencing for speeding-related offenses, thanks in part to a campaign by [Families for Safe Streets](#). Bills have been introduced in additional states across the country; data from New York emphasizes the fact that this can save lives: the New York City speed camera program documented that the 1.5% of vehicles receiving six or more speed camera tickets in a year were involved in over 20% of pedestrian fatalities in NYC.<sup>12</sup>

**4. Enforcement of stopping and parking violations, including automated enforcement:** When drivers block bike lanes, bus lanes, bus stops and crosswalks, people walking, cycling or using transit are not only prevented from accessing facilities, they are endangered. Local traffic regulations generally have provisions for the enforcement of rules already, but some places may need to add or revise regulations to be more explicit about some infractions, such as setting a specific fine for blocking bike or bus lanes. While many localities use civil staff (e.g., parking

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<sup>7</sup> <https://www.nts.gov/safety/safety-studies/Pages/DCA15SS002.aspx>

<sup>8</sup> <https://alaskabeacon.com/2024/10/23/police-stop-more-black-drivers-while-speed-cameras-issue-unbiased-tickets-%E2%88%92-new-study-from-chicago/>

<sup>9</sup> Over 70% of vehicles that received a warning did not speed past [the] cameras again.... After seven weeks with all cameras activated across the entire system, incidents of speeding declined by 31%. At Fulton Street between Arguello Boulevard and Second Avenue, where a particularly high volume of speeding incidents were recorded, SFMTA observed a 63% reduction in speeding after 13 weeks of a camera operating there.

<https://www.kqed.org/news/12050256/sf-speed-cameras-are-about-to-start-ticketing-theyve-already-helped-officials-say>

<sup>10</sup> <https://www.sciencedirect.com/science/article/abs/pii/S0968090X15000339>

<sup>11</sup> <https://www.codot.gov/news/2025/june/colorado-speed-enforcement-program-starts-on-co119>

<sup>12</sup> <https://bikeleague.org/stop-super-speeders/>

control officers) to carry out enforcement, there are new automated technologies that are proving to be effective and efficient.

For example, a change in the state vehicle code<sup>13</sup> authorizes California cities to use forward-facing cameras for enforcing parking violations in bike lanes and transit zones and programs have started in several places in California using these technologies.

California's "daylighting" law ([AB 413](#)) ensures that drivers do not block visibility at crosswalks and intersections and the City of Sacramento has been announcing that they would be enforcing this law with fines.<sup>14</sup>

5. **Emphasize Data-Driven Enforcement:** Although better road design is the more reliable lasting solution, and standing automated approaches more efficient, sometimes targeted enforcement – with a focus on education and reinforcement of the rules -- at critical locations is appropriate in order to address urgent problems. In these cases, the focus of high-visibility enforcement should be at locations with demonstrated crash history, and include public outreach and follow up evaluations.

## **Legal and Regulatory Actions**

In 2024, the NTSB reiterated concerns regarding excessive speeds, repeat offenders, and drug-induced driving and officially communicated the following safety recommendations to the National Highway Traffic Safety Administration (NHTSA) as well as to the Governors of all 50 states.<sup>15</sup>

- Require that all new vehicles include speed assistance systems as standard equipment that, at a minimum, warn the driver when the vehicle exceeds the speed limit.
- Develop a communication plan to educate the public about the capabilities and benefits of intelligent speed assistance to mitigate speeding.
- Update the Uniform Guidelines for State Highway Safety Programs to include identification and tracking of repeat speeding offenders.
- Develop countermeasures to reduce speeding recidivism, determine their effectiveness, and then disseminate the results.
- Conduct research and develop guidelines to assist states in implementing pilot intelligent speed assistance interlock programs, limiting the vehicle speed, for repeat speeding offenders.
- In addition, the NTSB reiterates the following recommendation to NHTSA:
  - Provide incentives for passenger vehicle manufacturers and consumers to adopt intelligent speed assistance (ISA) systems by, for example, including ISA in the New Car Assessment Program.

While the proposals for legally requiring including automated technology to address risky behavior (e.g., driver impairment) have stalled at the federal level, the Insurance Institute for Highway Safety (IIHS) has decided to encourage automobile manufacturers to include these technologies by changing their criteria for the Top Safety Pick+ awards ([Top Safety Pick](#) and Top Safety Pick+ honors are the sort of things

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<sup>13</sup> <https://law.justia.com/codes/california/code-veh/division-17/chapter-1/article-3-6/section-40245/>

<sup>14</sup> <https://sacramentocityexpress.com/2025/07/01/new-25-fine-for-daylighting-law-now-live-in-sacramento/>

<sup>15</sup> <https://www.nts.gov/safety/safety-recs/reclatters/H-23-014-021.pdf>

automakers brag about). In September 2025, IIHS announced that in order to earn these ratings, intelligent speed assistance (ISA) technology will be required starting in 2027 and driver impairment detection technology will be a requirement as of 2030 or sooner.

### **Decriminalize Jaywalking**

Jaywalking laws can unjustly penalize people walking, as reasonable crossing facilities may not be available; furthermore, they are often enforced unfairly. Several states and municipalities have taken action to remedy this. In 2022, California's governor signed the Freedom to Walk Act, decriminalizing "jaywalking" in California (see [here](#) for the text). The purpose of the bill was to eliminate policing that disproportionately impacted people of color and people in low-income communities, who were often cited for this "crime" when safe crossing facilities were not present, and sometimes were cited even when they were crossing legally. New York City addressed this issue when the city council decriminalized jaywalking in 2024.<sup>16</sup> It was demonstrated that jaywalking laws were not evenly enforced, with city records showing that in 2023, [92 percent of the 463 people who received summons](#) for crossing a street against a signal were Black or Latino. Redressing this was a racial justice issue for the New York City Council.

### **Enable Automated Enforcement**

The section above describes the strong rationale for using automated enforcement and this policy statement provides examples of its effectiveness in addressing safety issues. Unfortunately, automated enforcement is not supported in all places, although research shows that it is supported by the public. APBP encourages the adoption of legislation to allow localities to use automated enforcement to create a safer environment for people to travel.

### **Addressing Additional Equity Concerns:**

**Community Policing.** Some communities are using community policing models that emphasize non-armed outreach and engagement. For example, the Seattle Police Department created a Community Service Officer (CSO) program composed of non-commissioned outreach specialists. CSOs do not carry weapons or enforce criminal laws but respond to non-emergency calls and work as liaisons connecting people to social services such as housing and healthcare. This initiative is part of a collaborative effort aimed at reducing reliance on armed law enforcement for non-criminal issues, focusing instead on community outreach and support. Community service officers could also be used for traffic and parking violations, without the need for weapons.

**Financial Impact.** Concerns are sometimes raised about the disproportionate financial impact of fines on those with more limited means. While the harm caused by all scofflaws should be taken seriously, the relative impact on the perpetrators can be tailored through specific programs. For example, in Chicago, the [Clear Path Relief Program](#) provides low-income motorists with relief for vehicle-related debt.

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<sup>16</sup> [https://www.nytimes.com/2024/10/29/nyregion/jaywalking-legal-law-nyc.html?unlocked\\_article\\_code=1.5k8.zQM8.F3bTbPywhOU3&smid=url-share](https://www.nytimes.com/2024/10/29/nyregion/jaywalking-legal-law-nyc.html?unlocked_article_code=1.5k8.zQM8.F3bTbPywhOU3&smid=url-share)

## **Resources:**

Automated Traffic Enforcement Is More Popular Than You Think

*Cameras that ticket drivers who run red lights and speed are effective and widely popular with city residents.*

BloombergNews, August 28, 2025

<https://www.bloomberg.com/news/articles/2025-08-28/automated-traffic-enforcement-is-more-popular-than-you-think>

The Pandemic's Tenacious Grip on Traffic Safety: New AAA Research Finds Greatest Harmful Impact on Disadvantaged Communities, August 1, 2024

<https://newsroom.aaa.com/2024/08/the-pandemics-tenacious-grip-on-traffic-safety/>

Traffic Enforcement Dwindled in the Pandemic. In Many Places, It Hasn't Come Back.

The retreat has happened as road deaths have risen.

New York Times, July 29, 2024

[https://www.nytimes.com/interactive/2024/07/29/upshot/traffic-enforcement-dwindled.html?unlocked\\_article\\_code=1.5k8.rVCJ.UnypNU\\_miV1&smid=em-share](https://www.nytimes.com/interactive/2024/07/29/upshot/traffic-enforcement-dwindled.html?unlocked_article_code=1.5k8.rVCJ.UnypNU_miV1&smid=em-share)

Mobility risk: using ambulance operations data to analyze the spatial and social dimensions of health disadvantage.

Brennan, M., Dyer, S., Freemark, Y., Salvia, J., Segal, L., Serino, E., & Steil, J. (2025).

Cities & Health, 1–18. URL: <https://hdl.handle.net/1721.1/159376>

*See related article:*

[Ambulance Data Reveals That Boston Drivers Are 4 Times More Likely to Run Over Pedestrians From Black Neighborhoods](#) StreetsBlog MA, July 1, 2025

*"Overall, residents of predominantly Black and Latino neighborhoods are about four times more likely than residents of predominantly white neighborhoods to be struck as a pedestrian."*

National Transportation Safety Board Letter to National Highway Traffic Safety Administration

January, 2024

<https://www.nts.gov/safety/safety-recs/reclatters/H-23-014-021.pdf>

New York City Rules on Jaywalking

<https://rules.cityofnewyork.us/rule/jaywalking/>

Social vulnerability: A review of the literature on pedestrian crash risk in lower-income and minority communities

March, 2025

Eric Dumbaugh, Florida Atlantic University and Jonathan Stiles, Columbia University

DOI: <https://doi.org/10.5198/jtlu.2025.2547>

## **Glossary:**

AAA: American Automobile Association

ASE: Automated speed enforcement

ITE: Institute of Traffic Engineers

NHTSA: National Highway Traffic Safety Administration  
NSTB: National Safety Transportation Boards  
IIHS: Insurance Institute of Highway Safety  
ISA: Intelligent Speed Assistance

## **Case Studies:**

### **Using Automated Enforcement: Washington, D.C.**

In Washington, DC, the Automated Safety Camera (ASC) program addresses numerous safety issues and has created a process with intentional transparency, including extensive details about locations and citations on an open public website. The holistic program is expected to generate evaluations which should provide insights into the effectiveness of the program.

From the website:

<https://asc.ddot.dc.gov>

*DC's Automated Safety Camera (ASC) program is designed to create safer roadways for all road users in the District of Columbia.*

*As part of our Vision Zero goal, DDOT's aim is to eliminate all traffic-related fatalities and severe injuries on District roadways.*

*The District uses ASCs to enforce violations related to speed, red lights, stop signs, bus lanes, and trucks, and are located in stationary locations throughout the city or on select moving buses.*

### **Sacramento, California Automated Enforcement for bus stops and bike lanes**

Automated bike lane enforcement launched in Sacramento, CA in April, 2025, making it the first city in California — and in the United States — to enforce bike lanes using technology installed on transit buses, through a partnership between Sacramento Regional Transit (SacRT) and the City of Sacramento. This initiative expands upon SacRT's automated bus stop enforcement program, which currently equips 100 SacRT buses with camera systems to [identify and report vehicles illegally parked along bus stops](#). Now, that same technology will also target illegal parking in bike lanes — a move by the City to protect vulnerable road users and improve roadway safety citywide.

<https://sacramentocityexpress.com/2025/04/17/sacramento-leads-the-nation-with-first-ever-bus-mounted-technology-for-automated-bike-lane-enforcement/>

### **Somerville, Massachusetts: Automated Enforcement of Parking Violations**

Somerville, MA pilot-tested the patented Solar SafetyStick®, from Municipal Parking Services (MPS), to assess its potential for improving safety and compliance. A solar-powered device that resembles a bollard and is designed to continuously monitor illegal parking in critical zones, the SafetyStick is equipped with radar and a digital camera to capture time-stamped images of violations, including a vehicle's license plate and the duration of the infraction. Each installation includes prominent signage to inform drivers about camera enforcement. This approach emphasizes transparency and aims to encourage compliance rather than relying solely on penalties.

Once a potential violation is identified, the SafetyStick transmits the data to MPS's cloud-based platform, where it is reviewed by city parking enforcement officers. Citations are issued only after officers confirm the violation and ensure that no extenuating circumstances apply.

Somerville introduced the SafetyStick as part of a 60-day pilot program in Davis Square, one of the city's busiest commercial districts. The trial targeted areas that frequently saw safety hazards due to illegal parking. Three of the devices were installed on Elm Street — a busy commercial corridor — with one at a bus stop, one near a fire hydrant, and one beside a crosswalk where no standing, stopping, or parking is allowed. The pilot proved the efficacy of the method, going from 10 violations per day during the pilot down to one a day or fewer in the demonstration locations.

The pilot's results demonstrated the extent of the problem, providing city officials with data to support broader implementation. Based on the pilot's success, Somerville expanded the program citywide, focusing on high-risk locations, including Davis Square and Magoun Square, with the goal of helping the city achieve its Vision Zero initiatives and support bus operations.

<https://parkingtoday.com/segments/municipal/smarter-enforcement-and-safer-streets-in-somerville/>

### **San Francisco, California: Automated Cameras for Speed Enforcement**

Walk San Francisco was a sponsor of AB 645, the 2023 California state speed camera law, which allowed San Francisco (plus Los Angeles, San Jose, Oakland, Glendale, and Long Beach) to pilot the use of a limited number of speed cameras only on streets with the highest crash rates (designated "high-injury" streets), or in school zones, or on a street with documented speed racing. AB 645 includes strong privacy protections and equity considerations. The bill protects privacy by banning any facial recognition — only license plate data are collected, and the data must be expunged after a citation is issued. Speed camera violations have no criminal penalties and don't add points against a driver's license at the state Department of Motor Vehicles. Citations start at just \$50. Cities are required to reduce fines for those under the poverty line by 80% or offer community service, and reduce fines by 50% for individuals 200% above the poverty level.

Results from the initial deployment of the speed cameras prove their efficacy:

- Over 70% of vehicles issued a warning haven't received another.
- Citywide, average daily speeding events dropped by over 30% between week 1 and week 7 of cameras being active.
- High-volume locations, where cameras have been online longer, saw even sharper declines — between 40% and 63%.
- 50% of all warnings went to San Francisco residents.

The program has been particularly effective in high-volume areas, where cameras have been issuing warnings for a longer period:

- Fulton Street saw a 63% decrease in speeding events over 13 weeks between Arguello Boulevard and 2nd Avenue.
- Geneva Avenue saw a 45% decrease over eight weeks between Prague Street and Brookdale Avenue.
- Bayshore Boulevard saw a 40% decrease over seven weeks between the U.S. 101 off-ramp and Tunnel Avenue.

The program was advocated for and celebrated by San Francisco residents.

<https://www.sfmta.com/blog/speed-camera-tickets-start-today-whats-next-and-impact-so-far>

<https://walksf.org/slow-our-streets/speedcameras/>

<https://abc7news.com/post/san-francisco-castro-district-residents-celebrate-effectiveness-speed-cameras-intersections/17802461/>

### **Philadelphia, Pennsylvania**

Vehicular speeding on city streets is a critical issue that must be addressed to improve safety and save lives. The City is partnering with PennDOT and the Philadelphia Parking Authority to expand Automated Speed Enforcement (ASE) on streets with the most speed-related crashes. Since 2020, ASE on Roosevelt Boulevard has been highly effective in slowing drivers, reducing serious crashes, and saving lives on Philadelphia's most dangerous roadway.

[Automated Speed Enforcement Expansion Report 2024 – Vision Zero Philadelphia](#)

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### **APBP's policy statement development process/member participation**

The Association of Pedestrian and Bicycle Professionals (APBP) relied on widely available information and tools to draft this policy statement. APBP sought comments on the initial draft policy statement from its Policy Committee members and Equity and Inclusion Committee members. APBP's Board of Directors approved the initial version of this policy statement on October 21, 2021, and this most recent revision on May 21, 2026. APBP members can suggest changes to any policy statement by contacting the association's executive director, policy committee chair, or board member. For more information, contact: Lauren Santangelo at [santangelo@amrms.com](mailto:santangelo@amrms.com)