

Vision Zero Safety Speaker Series: Automated Enforcement

September 3, 2026 | Q & A Part I

(Note: The following questions were answered live or via chat during the webinar, and summarized with the assistance of ChatGPT V2)

Q Who typically manages and pays for automated enforcement programs?

- A** School Bus Stop-Arm Enforcement: This program is structured to be self-sustaining, with no direct cost to the school district. The program revenues are used to cover contracted vendor services consistent with Florida law. The vendor also administers the program, including processing violations and collecting fees; the school district does not administer violations or collect payments.

Philadelphia Speed Enforcement Cameras: For this program, the vendor receives an agreed-upon portion of the fee paid for each citation they process. The vendor covers installation, permitting, signage, ongoing maintenance, and distribution of violation notices. Law-enforcement officers are responsible for reviewing and issuing violations. If a Notice of Violation progresses to a Uniform Traffic Citation, it must be reviewed again. Even after accounting for staff costs associated with reviewing violations, the program has not resulted in a net cost to the city.

Q For the Automated Speed Enforcement Program in Philadelphia, how do you balance revenue generation with the program's stated safety goals, and how transparent is that balance to the public?

- A** Revenue generated by the automated speed enforcement program covers the costs of operating the system, including cameras, installation, and staff required to manually verify violations. Remaining revenue is directed to the Commonwealth of Pennsylvania to support traffic-safety projects. Funding is required to be used within approximately five miles of where the revenue was collected and can support improvements such as hardened centerlines, road diets, and other traffic-safety projects. This structure directs excess revenue back toward addressing speeding and traffic violations rather than general revenue.



Q *Hillsborough County Public Schools continues to experience a high volume of violations. Have you seen roadways that have higher violations than others?*

A Monthly reporting breaks violations down by roadway, and the data show that the same roadways tend to repeatedly experience higher numbers of violations. This report helps identify locations where stop-arm violations are occurring most frequently.

Q *Each of the speakers enforces in a different context—school buses, school zones, and city streets. What is one lesson from your program that could translate well to the other contexts?*

A School Bus Stop-Arm Enforcement: Education and public messaging are essential. At the beginning of each school year, safety messages are shared through the media and other communication channels. Messaging includes information about school-bus cameras and the consequences of illegally passing a stopped school bus. Enforcement reinforces the safety message by providing a tangible consequence for violations. Driver training is also important because motorists may illegally pass buses even when warning lights and stop-arm are activated.

School Zone Speed Enforcement: Consistency, public education, and awareness are critical. Automated enforcement should be part of a broader safety strategy that can include enforcement, traffic calming, and other roadway improvements. Agencies should consistently communicate that the purpose of automated enforcement is safety rather than revenue. Over time, consistent implementation and messaging can help reinforce safer behaviors, such as slowing down and stopping at red lights.

Philadelphia Automated Speed Enforcement: Ongoing communication is important not only with the public but also with advocacy organizations and local and state lawmakers. Communication should continue after legislation authorizing automated enforcement has been adopted and throughout implementation. Agencies should clearly and consistently communicate program goals, progress, and implementation status to stakeholders and decision-makers.

Q *How did you handle pushback or concerns from parents or drivers regarding privacy or the fairness of citations?*

A School Bus Stop-Arm Enforcement: The program has experienced limited privacy-related pushback. Most negative feedback has come from individuals who received a violation. Individuals have an opportunity to appeal a citation and present their case before a court, and video evidence is available for review. Before a violation is issued, a sheriff's deputy assigned to the program reviews the video, providing a human verification step before the citation is issued.



School Zone Speed Enforcement Cameras: Privacy concerns have been relatively limited. Cameras are primarily focused on the roadway and vehicle rather than capturing broad views of surrounding neighborhoods or homes. Most complaints have come from individuals who received citations rather than from broader privacy concerns.

Philadelphia Automated Speed Enforcement: Many privacy and fairness concerns can stem from misunderstandings about how automated enforcement operates. Under this program, a vehicle must be traveling at least 10 mph over the speed limit to trigger enforcement. The system photographs the license plate and captures a short segment of footage to verify the vehicle. Information is manually reviewed by administrators and police officers. Clear public communication about what cameras collect, how violations are verified, and how the program operates can help address privacy and fairness concerns.

Q *For school zone speed cameras, how did the local police department handle the initial implementation process? Were they one of the lead organizations, or did they need to be convinced?*

A The majority of the City Commission supported the program from the outset, so significant additional support-building was not necessary.

Q *Do any school districts or local governments in Central Florida currently have school zone speed detection programs?*

A Yes. The City of Orlando has installed 21 school zone speed cameras at various schools. Orange County is also implementing speed enforcement cameras in 12 school zones, with enforcement anticipated to begin in January 2027.

Q *Reducing vehicle speeds in school zones is an important outcome, but are you also seeing a reduction in crashes?*

A Yes. In addition to reductions in vehicle speeds, the school zone speed enforcement program reported a statistically significant 36% reduction in crashes on roadways surrounding schools where cameras were installed.

Q *Since automated enforcement can sometimes be perceived as a revenue-generating measure, what are your thoughts on using roadway design strategies to encourage slower speeds near schools rather than relying on citations?*

A The school zone speed enforcement program has implemented both automated enforcement and roadway design improvements, including speed humps at several locations with cameras. Violations have continued to occur even at some locations where speed humps were installed, demonstrating the value of using multiple strategies to address speeding near schools.



For more information

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