Q&A for Traffic Safety Systems

* Can you protect driver identity with speed safety systems?
	+ Individual drivers are never identified because the images are recorded showing the rear of the vehicle and only the make, model, and license plate characters are identifiable.
	+ Without images of the driver, profiling is impossible, and the systems are therefore 100% unbiased.
* Aren’t traffic safety systems only about generating revenue?
	+ No, the focus of traffic safety systems is to improve public safety by changing driver behavior. Revenue generation is a byproduct of people violating the law, although research has shown there are reductions of up to 90% of violations over time.
	+ Additionally, it can normally save up to 30% of the State’s outlay for managing traffic accidents once they have happened. To put this amount in perspective, most countries and States spend upwards of 3% of their total GDP to manage the fallout of traffic accidents.
* How will traffic safety systems benefit society?
	+ By implementing an automated traffic enforcement program, the State has a very good tool to help change driver behavior, and in doing so it will also reduce severe traffic accidents and fatalities by up to 30%.
* Do traffic safety systems target disadvantaged communities?
	+ To avoid disparately impacting disadvantaged communities site selection for enforcement should be driven by data analytics with a focus on problematic traffic incident areas with issues such as injuries or fatalities.
	+ Without images of the driver, profiling is impossible, and the systems are therefore 100% unbiased.
* Isn’t there a high risk for false identification and inaccurate technology?
	+ Scanning LiDAR has more precision than any radar devices, allowing objects that are in proximity of each other (<1 foot) to be explicitly identified. Vehicles that are traveling close to each other and at the same speed are harder to identify with radar.
	+ Scanning LiDAR inherently eliminates problems such as radar effects and cosine angle mismeasurement. Scanning LiDAR calculates the exact position of vehicles in relation to the system all throughout the tracking area while filtering out non-vehicles. This also allows for specialized areas such as tunnels or other hazardous areas to be enforced.
	+ Scanning LiDAR will only ever offer valid violations with accurate speeds. Improper setup will not result in improper violations or incorrect speeds, even due to operator failure. The system has been type approved as such.
	+ Scanning LiDAR has a shorter tracking area and more precision than radar, allowing even certain bends and hills to be enforced.
* What about due process?
	+ Legislation should be structured so that the technology is considered prima facie evidence if technologies such as scanning LiDAR are considered. Only technologies that have been intrinsically validated through rigid type approval standards should be considered.
	+ The turnaround time for issued violations should be limited to less than 30 days, which gives plenty of time for issuance and ensures violators will not have tickets piling up before they’ve received their first.
	+ Structure it the same as a parking ticket so it will only be sent to the registered owner of the vehicle. It will be recorded as a civil violation and not a moving violation which means that there will be no points added to the owner’s drivers license and no report will be filed to any insurance company.