

PROPOSED REPLACEMENT FOR SECS. 25–28:

* * * Work Zone Highway Safety

Automated Traffic Law Enforcement Study and Report * * *

Sec. 25. WORK ZONE HIGHWAY SAFETY AUTOMATED TRAFFIC
LAW ENFORCEMENT STUDY AND REPORT

(a) Findings. The General Assembly finds that:

(1) There are times, either because of insufficient staffing or inherent onsite difficulties, where law enforcement personnel cannot practically be utilized in a work zone.

(2) The objectives of utilizing an automated traffic law enforcement system in a work zone are improved work crew safety and reduced traffic crashes resulting from an increased adherence to traffic laws achieved by effective deterrence of potential violators, which could not be achieved by traditional law enforcement methods.

(3) The use of automated traffic law enforcement systems in work zones is not intended to replace traditional law enforcement personnel, nor is it intended to mitigate problems caused by deficient road design, construction, or maintenance. Rather, it provides deterrence and enforcement at times when and in locations where law enforcement personnel cannot be utilized safely or are needed for other law enforcement activities.

(b) Definitions. As used in this section:

1 (1) “Automated traffic law enforcement system” means a device with
2 one or more sensors working in conjunction with a speed measuring device to
3 produce recorded images of motor vehicles traveling at more than 10 miles
4 above the speed limit or traveling in violation of another traffic control device,
5 or both.

6 (2) “Recorded image” means a photograph, microphotograph, electronic
7 image, or electronic video that shows the front or rear of the motor vehicle
8 clearly enough to identify the registration number plate of the motor vehicle or
9 that shows the front of the motor vehicle clearly enough to identify the
10 registration number plate of the motor vehicle and shows the operator of the
11 motor vehicle.

12 (3) “Traffic control device” means any sign, signal, marking,
13 channelizing, or other device that conforms with the Manual on Uniform
14 Traffic Control Devices, which is the standards for all traffic control signs,
15 signals, and markings within the State pursuant to 23 V.S.A. § 1025, and is
16 used to regulate, warn, or guide traffic and placed on, over, or adjacent to a
17 highway, pedestrian facility, or bicycle path by authority of the State or the
18 municipality with jurisdiction over the highway, pedestrian facility, or bicycle
19 path.

20 (c) Study. The Agency of Transportation shall, in consultation with at least
21 the Department of Public Safety and the Associated General Contractors of

1 Vermont, study the feasibility of implementing automated traffic law
2 enforcement systems in work zones in Vermont and make specific
3 recommendations on whether to pursue a program that utilizes automated
4 traffic law enforcement systems within work zones in Vermont, with a specific
5 focus on affecting driver behavior. At a minimum, the Agency shall:

6 (1) research the cost to procure equipment and services to assist in the
7 implementation of a program that utilizes automated traffic law enforcement
8 systems within work zones in Vermont;

9 (2) research how images are collected, stored, accessed, used, and
10 disposed of; by whom; and under what timeline or timelines when automated
11 traffic law enforcement systems are used to collect a recorded image of a
12 motor vehicle in violation of a traffic control device in a work zone;

13 (3) make recommendations on how images should be collected, stored,
14 accessed, used, and disposed of; by whom; and under what timeline or
15 timelines if a pilot program that utilizes automated traffic law enforcement
16 systems within work zones in Vermont is implemented; and

17 (4) define the system components needed to implement a program that
18 utilizes automated traffic law enforcement systems within work zones in
19 Vermont.

- 1 (d) Report. On or before January 15, 2022, the Agency shall submit a
- 2 written report to the House and Senate Committees on Judiciary and on
- 3 Transportation with its findings and any proposals for implementation.