

PROTECTING THE VULNERABLE

Proposed Initiative - Automated Speed Enforcement in Work Zones One-Year Pilot



PRESENTERS:

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WHAT: Legislative authorization for a one-year Automated Speed Enforcement (ASE) in Work Zones pilot. The pilot will allow for study and measuring the effectiveness of ASE in work zones for the purposes of improving work crew safety and reducing driver speeds and traffic crashes resulting from improved adherence to traffic laws.

Up to three work zone sites will be selected for this pilot, with the focus on sites where on-site traffic law enforcement personnel cannot be utilized, either because of insufficient manpower or inherent on-site difficulties with enforcement by police officers. The pilot will run for one year, encompassing one full construction season, after the completion of necessary planning and a public information campaigns to educate travelers about ASE in work zones.

WHY: Improve safety. ASE will cause a reduction in speeds in the work zones they're implemented in – this will reduce the likelihood of crashes and improve safety for highway workers, vulnerable road users, and other drivers in work zones. Studies show a 15% - 54% range in crash reduction.

Enforcement of speed limits, including in work zones, is currently performed by Vermont State Police, Department of Motor Vehicles Enforcement & Safety officers, County Sheriffs, and local law enforcement. Due to staffing limitations and practical restrictions (i.e. safe places to pull cars over), it is not always feasible to enforce work zone speed limits effectively. ASE would help to address these concerns.

This initiative will also support the State Strategic Goal of Modernizing and Improving Efficiency of Government by using technology to enforce speed limits in work zones rather than Law Enforcement Officers.

WHO: Agency of Transportation in partnership with Department of Motor Vehicles Enforcement, Vermont State Police, Vermont Police Association, Vermont Association of Chiefs of Police, Vermont Sheriff's Association, and Associated General Contractors.

HOW: Authorizing legislation to enable the ASE in Work Zones pilot.

FUNDING: Agency of Transportation State funds. The agency will leverage any federal funding possible to advance this effort, however, initial inquiries are indicating that ASE implementation is not eligible for federal funds.

PLANNING: Multiple subject matter experts from various stakeholders will work together in determining ASE implementation details. The focus of this pilot will be on outreach and education, with warnings (rather than citations or tickets) issued.

The pilot will include the following components:

- Robust public outreach & education
- Speeding only, >10 mph over
- Clear signage that ASE is in use in that area
- Used only when work zones are active
- Warnings issued to registered owner of car (no fines or points)
- Manual verification of image before sending warning
- Administration of the pilot will be limited to state law enforcement officials
- Managed by a third-party vendor

RESULTS: Data will be collected throughout the implementation of the ASE Pilot to help inform everyone how effective it was. The Agency of Transportation will report on the following:

1. The number of crashes and related serious injuries and fatalities
2. Recorded speed data
3. Number of warnings issued