



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

April 1, 2024

The Honorable Sara Coffey, Chair
The Honorable Charles "Butch" Shaw, Vice Chair
The Honorable Timothy R. Corcoran II, Ranking Member
House Committee on Transportation
Vermont House of Representatives
115 State Street
Montpelier, Vermont 05633

Dear Chair Coffey, Vice Chair Shaw, and Ranking Member Corcoran:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports enactment of Senate Bill (S.) 184. This legislation would create an automated speed enforcement (ASE) pilot program in active work zones on limited-access highways. We urge you to advance S. 184 to implement this proven, lifesaving technology to curb speeding and the deadly consequences.

Vermont has one of the highest speeding-related traffic fatality rates in the country. In 2021, 30 people were killed on Vermont's roads, and 41 percent involved speeding.ⁱ Comparatively, speeding was a factor in 29 percent of U.S. motor vehicle fatalities in 2021.ⁱⁱ In addition, Vermont incurred \$625 million in economic harm, which is equivalent to \$1,001 per resident each year, due to motor vehicle crashes according to a 2019 analysis.ⁱⁱⁱ Traffic safety is a serious and costly issue in urgent need of proven solutions.

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver's risk of injury or death.^{iv} Speed increases also immensely impact pedestrians and other vulnerable road users (VRUs). The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.^v Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.^{vi}

Speed safety cameras are proven to deter speeding and its impact and are recommended for state and local adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.^{vii} A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.^{viii} Similarly, the U.S. Department of Transportation (DOT) found that ASE reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.^{ix}

Law enforcement risk their lives when performing their duties on the roadways every day, and it is implausible for law enforcement officers to be everywhere and catch every violation. ASE augments traditional enforcement without requiring a traffic stop.

Advocates urges you to advance S. 184 to employ speed safety cameras to save lives. Thank you for your time and consideration.

Sincerely,



Catherine Chase
President

cc: Committee on Transportation Members

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- i State Traffic Safety Information for Vermont (2021), NHSTA, available at <https://cdan.dot.gov/stsi.htm>.
 - ii NHTSA. (2023). Overview of Motor Vehicle Crashes in 2021. U.S. Department of Transportation, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813435>.
 - iii The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
 - iv Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastore/document/bibliography/2218>.
 - v Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
 - vi Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
 - vii Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.
 - viii Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
 - ix Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).