October XX, 2022

# The Honorable William W. Spearman, Chair

# The Honorable Annette Chaparro, Vice-Chair

Assembly Law and Public Safety Committee

## New Jersey LegislatureState House Annex

Trenton, New Jersey 08608

Dear Chair Spearman and Vice-Chair Chaparro:

As representatives of leading public health and safety organizations working to prevent traffic crashes and the related fatalities and injuries, we urge you to oppose Senate Bill (S) 460 / Assembly Bill (A) 4343. This measure would prohibit the state from disclosing New Jersey driver's license holders' personal information to other states seeking to issue speed camera or red light camera citations resulting from related violations, thereby undercutting the efficacy and safety benefits of automated enforcement (AE) systems. Rather than undermine a proven countermeasure, we urge you to permit the use of AE in New Jersey to curb deadly driving behaviors, such as speeding and red light running, and improve safety for all road users.

In 2021, 698 people were killed in traffic crashes, a 19 percent increase and a 14-year high in the number of traffic fatalities in the state, according to the New Jersey State Police. Vulnerable road user fatalities increased as well; 218 pedestrians (173 in 2020) and 26 bicyclists (18 in 2020) were killed. Traffic crashes are a serious issue in urgent need of the effective solutions including those provided by use of AE systems.

Small changes in speed can have a big impact on safety. Crash tests conducted in 2019 showed that modest five to ten miles-per-hour (mph) increases in speed can severely affect a driver’s risk of injury or even death.[[1]](#endnote-1) Speed increases have major implications for pedestrians as well, with the average risk of death for a pedestrian reaching 10 percent at an impact speed of 23 mph, 25 percent at 32 mph and 50 percent at 42 mph.[[2]](#endnote-2) Further, nearly half (48 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 21 percent of non-speeding drivers.[[3]](#endnote-3) Lastly, according to the Federal Highway Administration (FHWA), Americans are more likely to be injured in a red light running related event than any other crash.

Deterring speeding and red light running is critical, but it is implausible for law enforcement to be present at every incidence. When properly implemented, AE systems (speed and red light cameras) augment traditional enforcement in a neutral manner and curb deadly driving behaviors. Speed cameras alone resulted in a 19 percent reduction in the likelihood that a crash resulted in a fatal or incapacitating injury.[[4]](#endnote-4) According to the Insurance Institute for Highway Safety (IIHS), rates of fatal red light running crashes were 21 percent lower and of all fatal crashes were 14 percent lower at signalized intersections in cities with camera programs. This “spillover” effect amplifies the safety benefits of camera programs. To encourage greater use of AE and affirm our organizations’ support for the proven technology, Advocates for Highway and Auto Safety, AAA, IIHS, Governors Highway Safety Association (GHSA) and National Safety Council (NSC) Advocates jointly released the *Automated Enforcement Checklist* (AE Checklist) in May 2021.

Furthermore, changes resulting from the enactment of the *Infrastructure Investment and Jobs Act*, Pub. L. 117-58, now permit use of certain federal funds for AE programs in school and work zones. We urge you to oppose S. 460 / A. 4343 and instead take action to provide New Jersey residents and its visitors safe roads.

Sincerely,

 

Catherine Chase, President

Advocates for Highway and Auto Safety

Encls: Automated Enforcement Checklist

# cc: Assembly Law and Public Safety Committee Members

1. 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/datastoredocument/bibliography/2218> [↑](#endnote-ref-1)
2. 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> [↑](#endnote-ref-2)
3. Traffic Safety Facts 2018 Data: Speeding, NHTSA, Apr. 2020, DOT HS 812 932, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812932> [↑](#endnote-ref-3)
4. Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, Insurance Institute for Highway Safety, August; available at https://www.iihs.org/topics/bibliography/ref/2097 [↑](#endnote-ref-4)