October 17, 2022

The Honorable William W. Spearman, Chair
The Honorable Annette Chaparro, Vice-Chair
Assembly Law and Public Safety Committee
New Jersey Legislature
State 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, 697 people were killed in traffic crashes in New Jersey, a 19 percent increase over 2021 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 (179 in 2020) and 26 bicyclists (18 in 2020) were killed. The National Highway Traffic Safety Administration (NHTSA) recently reported traffic fatality statistics for the first six months of 2022, noting traffic fatalities in the state rose 20 percent during that period, 342 people 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.[i] 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.[ii] Further, nearly half (48 percent) of speeding passenger vehicle drivers in fatal crashes were

unbuckled, compared to 21 percent of non-speeding drivers.[iii] 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 manner that does not require a traffic stop to 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.[iv] According to the Insurance Institute for Highway Safety (IIHS), intersections with cameras recorded decreases in dangerous behaviors and crashes. Rates of fatal crashes in which running a red light was a factor fell 21 percent. Additionally, fatal crashes overall decreased 14 percent 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, Governors Highway Safety Association (GHSA), IIHS and National Safety Council (NSC) 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,

Cathy Chase, President
Advocates for Highway and Auto Safety

Polli Schildge, Director
Asbury Park Complete Streets Coalition

Tom Pivinski, Chair
Asbury Park Environmental and Shade Tree Commission

Chris Adair, President
Bike Hoboken

Ayla Schermer, President
Bike JC

Steven Benvenisti, Esq.
President of the Board of Trustees
Brain Injury Alliance of New Jersey
NY/NJ/PA Chair
Mothers Against Drunk Driving

Courtenay D. Mercer, PP, AICP, Executive Director
Downtown New Jersey

Doug O'Malley, Director
Environment New Jersey

Lisa Lee, MPA, M.Div.,LCI, Deputy Director
Bike & Pedestrian Programs
EZ Ride

Amy Cohen, Co-Founder
Families for Safe Streets

Richard and Laura Fredricks
Families for Safe Streets
Emily Fredricks Foundation

Emmanuelle Morgen, President
Hudson County Complete Streets

Janette Fennell, Founder & President
Kids and Car Safety

Lorraine Martin, President & CEO
National Safety Council

Melissa Wandall, President
National Coalition for Safer Roads

Debra Kagan, Executive Director
New Jersey Bike & Walk Coalition

Roz Moskowitz Bielski
Pleasant Valley Civic Association

Jimmy Lee, President
SafeStreetsJC

John Boyle, Research Director
The Bicycle Coalition of Greater Philadelphia

Elizabeth Adams, Senior Director of Advocacy & Organizing
Transportation Alternatives

New Jersey Residents:
Jose Alcaraz
Asbury Park

Annette Fox
Asbury Park

Claire Kedeshian
Asbury Park

Anette Kreipke
Asbury Park

Michael Kushner
Asbury Park

Kathleen Mumma
Asbury Park

David Schreier
Asbury Park

The Rev. Chase Danford, Rector
Trinity Episcopal Church, Asbury Park

Felicia Park-Rogers, Director Regional Infrastructure Projects
Tri-State Transportation Campaign

Stephen Dunn, Secretary/ Treasurer of Union County Connects
Vision Zero Alliance Member

Encls: Automated Enforcement Checklist
Letter from Hudson County Complete Streets

cc: Assembly Law and Public Safety Committee Members

---

[i] 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

[ii] 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

[iii] Traffic Safety Facts 2018 Data: Speeding, NHTSA, Apr. 2020, DOT HS 812 932, available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812932

[iv] 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

AUTOMATED ENFORCEMENT PROGRAM CHECKLIST

For red light cameras and automated speed enforcement

Automated enforcement is an effective tool to make roads safer. Research shows that red light cameras reduce violations and injury crashes, especially the violent front-into-side crashes most associated with red light running. Speed cameras have been shown to reduce vehicle speeds, crashes, injuries and fatalities. Both types of programs should be designed, implemented and administered properly. Poorly run programs are less likely to be durable and may undermine support for automated enforcement generally.

Speed and red light camera programs augment traditional enforcement to improve traffic safety by deterring dangerous driving behaviors. Automated enforcement does not require traffic stops, and well-designed programs can improve safety for all road users in a neutral manner.

Successful programs are transparent and have a strong public information component. Communities should take into account racial and economic equity when making decisions about camera placement and fines. Automated enforcement programs should be data-driven and should prioritize safety, not revenue. In fact, communities should expect that revenue will decline over time as fewer drivers run red lights or violate speed limits.

This checklist assumes your community is already legally authorized to set up a program. It provides a minimum list of considerations to help you follow best practices. The goal is to operate a successful program that reduces crashes and prevents deaths and injuries while maintaining strong public support. Automated enforcement can be integrated into broader efforts to discourage unsafe driving that includes optimizing speed limits for safety and improving roadway design.

FIRST STEPS

- [ ] Identify problem intersections and roadways.
  - Assess violation and crash data.
  - Conduct field observations.
  - Collect resident and roadway user input.
- [ ] Consider what role automated enforcement should play as part of a comprehensive traffic safety strategy.
- [ ] Make any engineering or signage changes needed to improve drivers' compliance with the law.
  - Ensure the road geometry conforms with guidelines from the American Association of State Highway and Transportation Officials, National Association of City Transportation Officials guidance or state road design manuals, as appropriate.
  - Remove sightline obstructions of signals and signage.

  For red light cameras:
  - Ensure that yellow light timing conforms to the Manual on Uniform Traffic Control Devices and Institute of Transportation Engineers guidelines.

  For automated speed enforcement:
  - Ensure the speed limit is appropriate and accounts for all road users. Follow guidance and use tools from the Federal Highway Administration, Institute of Transportation Engineers, and the National Association of City Transportation Officials.
  - Ensure the speed limit is appropriate for special conditions, such as work zones and school zones.
  - Assess whether engineering changes could be made to promote compliance with the speed limit.
  - Ensure adequate posting of speed limits.
- [ ] Establish an advisory committee comprised of stakeholders.
  - Consider including law enforcement, transportation department employees, victim advocates, equity and civil rights advocates, school officials, community residents, first responders, health officials and the courts.
  - Outline the committee's role. This may include developing guiding principles related to safety, equity, and transparency, as well as other aspects of the program.
  - Ensure committee meetings are open to the public and deliberations are transparent.
- [ ] Meet with the media, including newspaper editorial boards, to build support and educate the public.

AAA
ADVOCATES FOR HIGHWAY & AUTO SAFETY
GHSA Governors Highway Safety Association The States' Voice on Highway Safety
IIHS HLDI
nsc National Safety Council

SECOND STEPS

- [ ] Make program design decisions, consulting with the advisory committee as appropriate.

Program design considerations

Target violations with the greatest safety consequences. For example, you might decide not to ticket for right-turn-on-red violations when pedestrians, bicyclists, and oncoming vehicles are not present or to limit violations in work zones to when workers are present, provided the road configuration has not also been altered for construction.

Establish a reasonable fine structure. Create options for indigent violators such as payment plans or other alternatives.

Establish a threshold that must be crossed before a vehicle is photographed for a violation of red light running or speeding (i.e., a period after a light turns red or a certain mph over the posted speed). The point is to target flagrant, rather than marginal, infractions.

Programs should include a process for evidence review by appropriately trained personnel to determine if a violation occurred and issue a citation if warranted.

Establish clear procedures for contesting an alleged violation. Consider options to contest online or by mail.

When possible, red light camera violations should be recorded in real time video, and videos of the offense should be made available to the vehicle owner for review via the Internet.

Fines in excess of program costs should be allocated to transportation safety programs.

- [ ] Use safety data gathered in the first steps to determine camera locations, ensuring that particular neighborhoods are neither overlooked nor overrepresented.
- [ ] Publicize the extent of the safety problem and the need for innovative solutions.
- [ ] Secure a vendor and establish payment based on the vendor's actual costs, not the number of citations.
- [ ] Publicize procedures for contesting an alleged violation.
- [ ] Create a website and social media plan to publicize program details, such as how to pay and dispute tickets. Establish a method for answering questions accurately and in a timely manner.
- [ ] Develop an emergency action plan for handling problems, such as system malfunctions.

IMPLEMENTATION

- [ ] Hold a kickoff event with advisory committee members. Introduce a well-developed and sustained public education campaign focused on improving safety by changing driver attitudes and behavior.
- [ ] Connect the program to overall roadway safety in the community and identify the goal of zero tickets resulting from changes in driver behaviors.
- [ ] Install prominent warning signs.
- [ ] Start with a probationary period during which only warnings are issued.
- [ ] Follow current guidance from the U.S. Department of Transportation for implementation and operation of automated enforcement devices.
- [ ] Allow for due process. Minimize the number of days between the violation and citation issuance.

LONG TERM

- [ ] Publicize changes, including new camera locations. Reinstate the probationary period before ticketing begins at new locations.
- [ ] Monitor program operation and publicize results. Undertake periodic reviews and ensure racial, economic and other equity issues and public concerns are addressed.
- [ ] Require regular field reviews. Verify monthly camera calibration and synchronization with signals.
- [ ] Require regular evaluations of the traffic safety benefits of the program by collecting crash and infraction data. Before-and-after comparisons must use control intersections and roadways. Include control intersections and roadways that are not subject to spillover effects.
- [ ] Regularly meet with the advisory committee and media to review program status and sustain public support.
- [ ] Continue to improve programs based on new and updated guidance and best practices and look for opportunities to expand automated enforcement use.
- [ ] Consider other changes, including roadway design improvements, in order to reduce opportunities for unsafe driving.

AAA | Advocates for Highway Safety | Governors Highway Safety Association
IIHS-HLDI | National Safety Council
May 2021

October 12, 2022

The Honorable William W. Spearman, Chair
The Honorable Annette Chaparro, Vice-Chair
Assembly Law and Public Safety Committee
New Jersey Legislature
State House Annex
Trenton, New Jersey 08608

Dear Chair Spearman and Vice-Chair Chaparro:

We are writing to ask you to oppose Senate Bill (S) 460 / Assembly Bill (A) 4343, prohibiting the disclosure of New Jersey driver's license holders' personal information to other states seeking to issue speed camera and red-light camera citations.

We are a coalition of safe streets advocates throughout Hudson County, including Safe Streets JC, Bike JC, Bike Hoboken, Bike Weehawken, Bici UC, and Bike North Bergen. We are drivers, cyclists, scooter riders, and we are all pedestrians. Our mission is to improve transportation equity and connectivity in Hudson County by advocating for safe streets, multi-use cycle paths, and access to transit in each community, according to Complete Streets and Vision Zero principles. A bill that seeks to prevent drivers from the consequences of their own actions is incompatible with Vision Zero.

The NJDOT Strategic Highway Safety Plan (SHSP) identifies the "5E's" of safety: Engineering, Education, Equity, Emergency response, and Enforcement. Automated enforcement has been proven to be fair and accurate, compared with manual enforcement which is frequently biased and discriminatory (see *Policing the Open Road,* by Sarah Seo). Rather than undermine a proven countermeasure, we urge you to permit the use of automated enforcement in New Jersey.

Traffic violence is a national epidemic and at an all-time high in New Jersey. Please take action to ensure that traffic safety laws are upheld, speed limits are respected, and road users everywhere can walk, cycle and drive safely.

Sincerely,

Emmanuelle Morgen

Emmanuelle Morgen
President, Hudson County Complete Streets