



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY

November 13, 2023

The Honorable Erika Geiss, Chair  
The Honorable Veronica Klinefelt, Majority Vice Chair  
The Honorable Joe Bellino, Minority Vice Chair  
Transportation and Infrastructure Committee  
Michigan State Senate  
PO Box 30036  
Lansing, MI 48909

Dear Chair Geiss, Vice Chair Klinefelt and Vice Chair Bellino:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, law enforcement, medical and public health groups, and insurance companies and agents working to advance laws proven to prevent crashes, deaths and injuries on our roads and contain related costs, thanks you for holding a hearing on House Bill (HB) 4132. This bill would allow automated speed enforcement (AE) in active work zones on highways and streets under the jurisdiction of the Michigan Department of Transportation (MDOT). We urge you to advance HB 4132 to implement this proven, lifesaving technology and join neighboring states Indiana and Ohio in permitting the use of speed safety cameras.

In 2022, 1,133<sup>i</sup> people were killed in traffic crashes in Michigan according to an estimate from the National Highway Traffic Safety Administration (NHTSA), a 15 percent increase since 2019.<sup>ii</sup> An additional 5,979 people suffered serious injuries on Michigan roads in 2021.<sup>iii</sup> In 2021, speeding was a factor in 28 percent of motor vehicle deaths in Michigan.<sup>iv</sup> Additionally, the Wolverine State incurred \$12.3 billion in economic harm due to motor vehicle crashes according to a 2019 analysis.<sup>v</sup> Traffic safety is a serious issue in urgent need of proven solutions.

Work zones carry a unique danger. In 2022, 4,393 crashes occurred in Michigan work zones, including 16 fatalities (13 were motorists) and 54 serious injuries.<sup>vi</sup>

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.<sup>vii</sup> 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.<sup>viii</sup> 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.<sup>ix</sup>

Speed safety cameras are proven to deter speeding and its impact and are recommended for state and local adoption by both the National Transportation Safety Board<sup>x</sup> (NTSB) and the Federal Highway Administration<sup>xi</sup> (FHWA). 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 resulted in a fatal or incapacitating injury.<sup>xii</sup> Similarly, the U.S. Department of Transportation found that AE reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.<sup>xiii</sup>

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.

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. Properly executed AE augments traditional enforcement without requiring a traffic stop.

Furthermore, HB 4132 includes equity considerations through robust reporting requirements that will allow both chambers' Transportation Committees and the public to quickly become aware of any inequities that may need redress. It also is tailored in its application only to MDOT maintained roads.

Advocates urges you to support HB 4132 to employ speed safety cameras to save lives. Thank you for your time and consideration.

Sincerely,



Catherine Chase  
President

- 
- <sup>i</sup> Early Estimates: 2022 Traffic Crash Deaths, NHTSA, April 2023, DOT 813 HS 428, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813428>.
  - <sup>ii</sup> State Highway Safety Report (2021) – Michigan, available at <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Michigan>.
  - <sup>iii</sup> *Ibid.*
  - <sup>iv</sup> NHTSA State Traffic Safety Information for Michigan, accessible at <https://cdan.dot.gov/stsi.htm>.
  - <sup>v</sup> NHTSA. 2023. The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised), available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
  - <sup>vi</sup> Martin, Jackie (2023, April 14). MDOT puts bright light on impact of 2022 work zone tragedies. The News Herald, available at <https://www.thenewsherald.com/2023/04/14/mdot-puts-bright-light-on-impact-of-2022-work-zone-tragedies/>.
  - <sup>vii</sup> 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>.
  - <sup>viii</sup> 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>.
  - <sup>ix</sup> Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
  - <sup>x</sup> 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>.
  - <sup>xi</sup> Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).
  - <sup>xii</sup> Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS, August; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
  - <sup>xiii</sup> Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).