



June 7, 2024

The Honorable Winnie Brinks, Senate Majority Leader
The Honorable Joe Tate, Speaker of the House
Michigan Legislature
100 N Capitol Ave, Lansing, MI 48933

Dear Majority Leader Brinks and Speaker Tate:

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 House Bill (HB) 4132 and HB 4921. HB 4132 would allow speed safety cameras in active work zones on roadways under the jurisdiction of the Michigan Department of Transportation (MDOT), and HB 4921 would permit speed safety cameras in school zones. We also support a provision, Section 1106, in the House transportation appropriations measure, HB 5517, to create a speed safety camera pilot project in school zones. We urge you to take action to implement this proven, lifesaving technology to curb speeding and the deadly consequences.

In 2022, 1,124 people were killed on Michigan's roads, and traffic fatalities in the state have increased 19 percent since 2013.ⁱ Speeding is a major contributor to traffic fatalities as 27 percent (302) of the fatalities in 2022 involved speeding.ⁱⁱ In addition, Michigan incurs more than \$12.3 billion in economic harm annually due to motor vehicle crashes according to a 2019 analysis.ⁱⁱⁱ This is equivalent to \$1,232 per resident each year and much higher than the national average of \$1,035.^{iv} 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.^v 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.^{vi} 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.^{vii}

Speed safety cameras are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.^{viii} Most states, including neighboring Indiana and Ohio, permit automated enforcement, and several states have recently passed legislation doing the same. 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.^{ix} Similarly, the U.S. Department of Transportation (DOT) found that automated speed enforcement (ASE) reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.^x Furthermore, changes in the Infrastructure Investment and Jobs Act (Pub. L. 117-58) now permit use of certain federal funds for automated enforcement 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. ASE augments traditional enforcement without requiring a traffic stop.

Advocates urges you to ensure passage of speed safety camera legislation to save lives.

Sincerely,

Catherine Chase, President

cc: Senate Minority Leader Nesbitt and House Republican Leader Hall

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- i State Traffic Safety Information for Michigan (2022), NHTSA, available at <https://cdan.dot.gov/stsi.htm>.
- ii *Ibid.*
- 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 *Ibid.*
- v 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>.
- vi 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>.
- vii Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- viii 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>.
- ix 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>.
- x Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).