
POLICY RESOLUTION 2006-02

TITLE: USE OF AUTOMATED TRAFFIC LAW ENFORCEMENT TO IMPROVE SAFETY

WHEREAS, AASHTO and its member Departments remain fully committed to reducing the number of deaths on our Nation's roads as evidenced by current AASHTO policy positions and efforts to implement AASHTO's Strategic Highway Safety Plan, including the adoption by the Board of Directors on June 1, 2003, of a fatality rate goal of 1.0 deaths per HMVM by 2008; and the AASHTO Board adopted PR-4-04 on May 17, 2004 in support of greater use of automated enforcement.

WHEREAS, the AASHTO's Strategic Highway Safety Plan is a comprehensive approach to improve safety through the synergy of the 4'E's ... Engineering, Education, Enforcement, and Emergency medical services and;

WHEREAS, driver behavior is the major contributing factor in fatal crashes and traffic law enforcement is an effective countermeasure for reducing these crashes and;

WHEREAS, in 2005, about a third of all fatalities occurred in crashes involving traffic law violations such as exceeding the posted speed limit, running red-lights, and running highway-rail grade crossing signals and;

WHEREAS, enforcement agencies, under limited resources, increased security needs, and military deployment of reservists are experiencing difficulties in staffing traditional traffic law enforcement and;

WHEREAS, automated traffic law enforcement, in combination with traffic engineering analyses and public information campaigns, has been demonstrated, domestically and overseas, to reduce traffic deaths and serious injury crashes due to improved driver adherence to traffic laws and;

WHEREAS, advanced photographic and electronic technologies are available to provide automated enforcement as an effective safety countermeasure to reduce traffic law violation-related deaths and;

WHEREAS, the National Committee on Uniform Traffic Laws and Ordinance (NCUTLO) has developed an automated traffic enforcement model law for use by States and local governments and;

WHEREAS, AASHTO is a member of the NCUTLO and participated in the develop of this model traffic law and;

WHEREAS, widespread utilization of automated enforcement can contribute to AASHTO's goal to reach 1.0 deaths per HMVM by 2008 and improve safety on our Nation's highways;

NOW, THEREFORE, BE IT RESOLVED, by the American Association of State Highway and Transportation Officials that the following actions are necessary in order to improve highway safety and that all states are encouraged:

To build broad public support for automated traffic law enforcement and;

To promote the enactment of laws enabling automated traffic enforcement based upon the NCUTLO model law, and;

To support the use of automatic enforcement technologies, in combination with traffic engineering analyses and public information campaigns as part of the coordinated implementation of State Strategic Highway Safety Plans to reduce the number of deaths resulting from traffic law violations.

Adopted by SCOHTS on 5/24/2006

BE IT FURTHER RESOLVED that AASHTO encourages the adoption of a top-down leadership approach by the executive and legislative branches of the federal government to implement automated enforcement throughout the country through highly visible public support and the provision of highway program incentive funding for states that enact enabling legislation to allow automated enforcement at the option of state or local jurisdiction; and,

To actively participate in the funding and creation of a national warehouse for standardizing, gathering, managing, and analyzing before-and-after performance data relating to safety applications of automated enforcement; and,

To support extending the International Association of Chiefs of Police (IACP) Enforcement Technologies Advisory Technical Subcommittee (ETATS) certification program of traffic enforcement devices to include automated enforcement devices/systems.