

JOSEPH R. SCULLEY
PRESIDENT

RE: Raised Bill 388 AN ACT ESTABLISHING A PILOT PROGRAM FOR SPEED DETECTING CAMERAS AND CONCERNING SPEED WARNING SIGNS

Chairmen Guerrero, Leone, Boucher, Ranking Member Carney, and members of the Transportation Committee, thank you for this opportunity to present testimony. I am Joe Sculley, President of the Motor Transport Association of Connecticut (MTAC).

MTAC has concerns with Section 1 of this bill that form our opposition to that particular section. This would allow OPM and the Department of Emergency Services and Public Protection to establish a program to allow four municipalities to install speed detecting cameras and five intersections in each municipality.

REVENUE OVER SAFETY

Many Connecticut residents are aware of recent issues surrounding the implementation of speed detecting cameras in Providence, Rhode Island. Speed cameras began monitoring drivers there beginning on January 16, 2018, and those cameras have generated more than 17,000 violations and \$600,000 in fines, as of March 9, 2018.

This is a great example showing that these initiatives can become, whether purposely or accidentally, more about governments generating revenue (from Connecticut residents and businesses), than about improving safety.

CAMERAS DON'T ALWAYS WORK

Another problem with speed cameras is they do not always work. For example, in Howard County, Maryland, the cameras were found to have generated more speeding tickets than there were cars on the road:

“Data submitted by Xerox State & Local Solutions for the county's four cameras repeatedly listed more vehicles speeding than there were cars on the road, according to documents reviewed by The Baltimore Sun. The 2013 data sometimes reported that 200 percent, 400 percent or even 600 percent of the number of cars that passed by a camera were speeding.”

<http://www.baltimoresun.com/news/maryland/howard/bs-md-ho-speed-cameras-20140801-story.html>

Connecticut should not replace law enforcement officers with cameras. There is no better deterrent to hazardous driving than a visible and consistent professional police presence. Real officers are the gold standard of effective law enforcement. They are able to talk to the driver and determine if he is under the influence of drugs or alcohol. Officers can check the driver's license, registration, insurance, and any other necessary credentials that are required, whether the vehicle is a car or truck.

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