



Reduce Traffic Crashes and Save Lives Improving Automated Enforcement Regulations

People are dying at an alarming rate on Colorado roads.

- 745 people died on Colorado's roads in 2022, the highest number since 2002
- 11,521 people have died on Colorado's roads from 2002 to 2022
- 40% of deaths are senior drivers (65+)
- 13% are bicyclists and pedestrians
- Other groups at elevated risk are first responders, motorcyclists and roadway workers

Speeding is a primary factor in traffic crashes.

- Speeding is a factor in 40% of Colorado road deaths
- Speeding is a factor in 53% of Denver road deaths
- Nearly 20% of traffic travels 10 mph or more over the speed limit
- The likelihood of pedestrian death or serious injury when hit by a vehicle:
 - 50 mph = 100% fatality/serious injury
 - 40 mph = 73%
 - 30 mph = 40%
 - 20 mph = 13%

Source: [Teff, AAA Foundation for Traffic Safety, 2011](#)

Automated traffic enforcement reduces speeding and saves lives.

- Numerous speed camera studies show decreases in total crashes, injury crashes, and traffic fatalities.
- Some studies show serious injuries are reduced by up to 48%
- The nonprofit Governor's Highway Safety Association urges states to use automated traffic enforcement to combat speeding
- The U.S. Department of Transportation National Highway Traffic Safety Council in 2022 provided its highest rating (5 out of 5 stars) of automated traffic enforcement as a countermeasure to speeding

Current regulation hampers the effective and equitable use of automated enforcement in Colorado.

- State law limits use to residential, school, park and construction areas but does not allow use on high-speed roadways, where most crashes occur
- State law requires a person to be present during operations, which means cameras aren't in use 24/7 and are more expensive to implement
- Drivers are often caught off guard



There are three areas to improve the use of automated traffic enforcement.

- Allow use in the most dangerous locations
- Allow fully automated enforcement (unmanned cameras)
- Add guardrails against government abuse and to address due process and equity issues

SB23 - 200 responds to the areas to improve listed above.

- Penalties capped at \$40 in most cases, no points to a license, no vehicle immobilization, provides local appeals process
- Requires public announcements, publicly post locations, 30 day warning period when new systems are introduced, and signage that discloses speed camera corridors
- Requires 30 days penalty notice (up from 90)
- Destruction of photos
- Photos are confidential except for court orders
- Require a local approval via an ordinance or resolution.