

# PROVIDENCE ----- -- STREETS COALITION

March 11, 2025

House Judiciary Committee

Via E-Mail: [HouseJudiciary@rilegislature.gov](mailto:HouseJudiciary@rilegislature.gov)

RE: Letter of Support - H5930

Dear Chairman Craven and Members of the House Judiciary Committee,

We are writing today in support of H5930, a bill that would greatly increase municipalities' ability to enact short term safety interventions around schools.

The Providence Streets Coalition is an organization dedicated to increasing safety for all road users, especially people walking, biking, and using public transit. Our advocacy efforts focus on long term solutions, like evidence-based safety countermeasures that passively enforce traffic laws meant to keep all road users safe.

Still, in many cases, short term solutions are critical in the absence of the budgetary or political will to make meaningful physical changes to our roadway design. With speed being one of the most consequential factors<sup>1</sup> in the survivability of a crash between a car and a pedestrian, automated speed cameras are one of the most effective solutions in our toolbox for affecting short term safety improvements on roadways in proximity to schools.

Thanks to our data analysis we know that some of the highest crash intersections<sup>2</sup> occur outside of schools, this is due to the large population of youth who walk to school every day in Providence. Elementary, Middle and High School students living within 1 mile of their school are not provided transportation and typically walk to school. However the current law only allows for speed cameras within ¼ mile of a school (Figure 1), limiting their placement. This means that for 75% of walking students' commutes, automated enforcement of speed limits is not currently allowed under state law.

The goal of a speed camera program is not revenue generation, but rather speed reduction. Places like New York City, whose speed camera programs have been around much longer than Rhode Island's, have seen a 94% reduction in speeding<sup>3</sup> since the program's inception in 2014, according to a 2024 report from the NYC DOT. Here in Providence, as a result of our own volunteer data team's public records requests, speed camera data obtained from Providence Police shows a 40% drop in violations over the course of the 2023-2024 school year (Figure 2).

---

<sup>1</sup> <https://aaaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>

<sup>2</sup> <https://pvdstreets.org/crash-map/>

<sup>3</sup> <https://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report.pdf>

# PROVIDENCE ----- -- STREETS COALITION

Expanding the radius from  $\frac{1}{4}$  mile to  $\frac{3}{4}$  mile would allow for increased opportunities for school camera placement, allowing for enforcement in dangerous areas of high-speed roadways like North Main Street, Allens Ave., Elmwood Ave. and others. Indeed, municipalities outside of Providence, where schools are less frequent and more spread out, would benefit even greater from this radius expansion.

Improving safety for all road users is a multifaceted challenge that takes a constellation of short and long term changes. We urge you to build on the success of the current speed camera program by allowing for increased flexibility and placement, and as such we strongly urge your support of H5930.

Sincerely,

Dylan Giles  
Operations Manager

Liza Burkin  
Board President

Jamie Pahigian  
Board Secretary

*Enclosures*

# PROVIDENCE -- STREETS COALITION

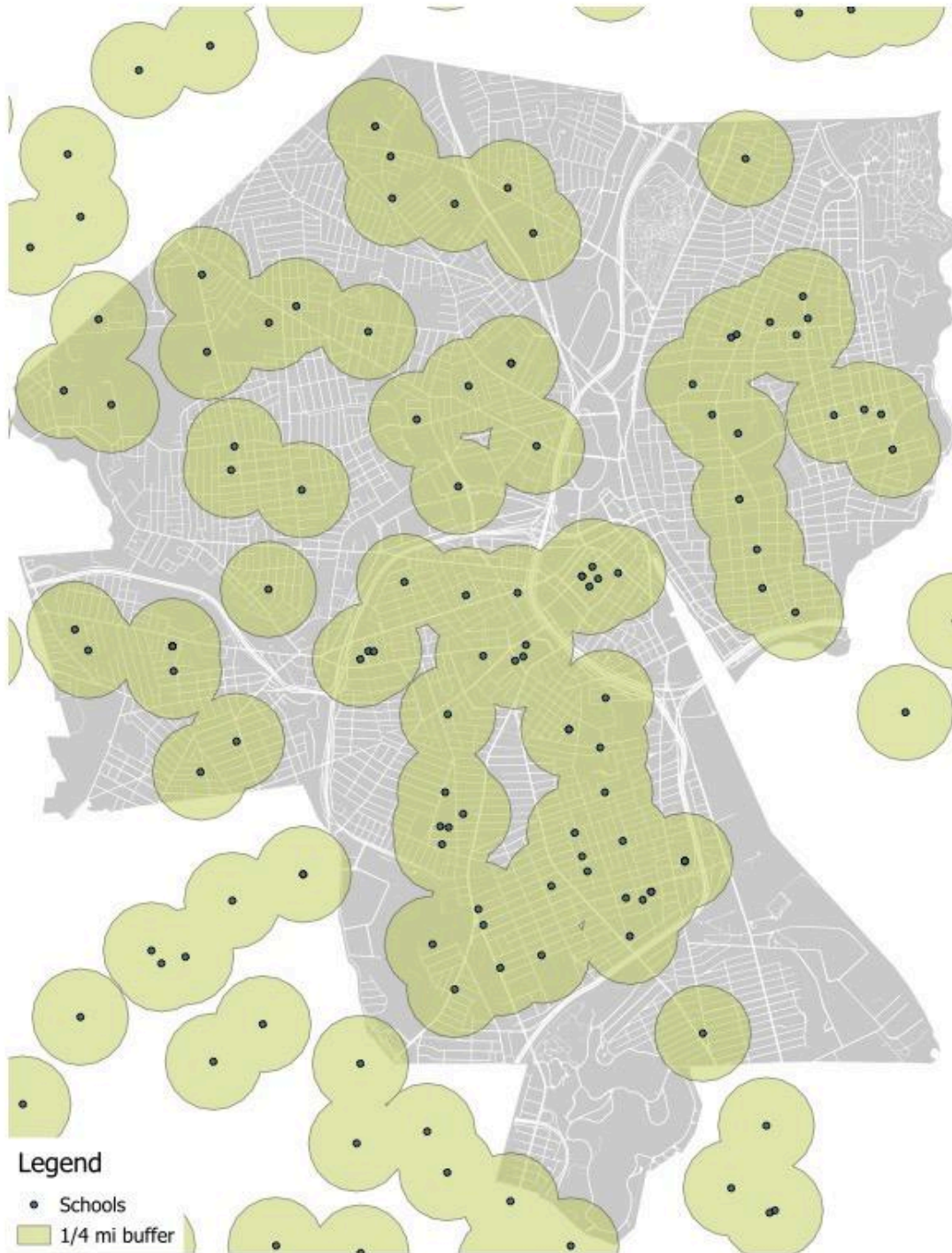


Figure 1: Existing 1/4 Mile Radius around Providence Schools illustrating the limitations for where automated enforcement can be placed. Source: RIGIS Schools layer.

# PROVIDENCE -- STREETS COALITION

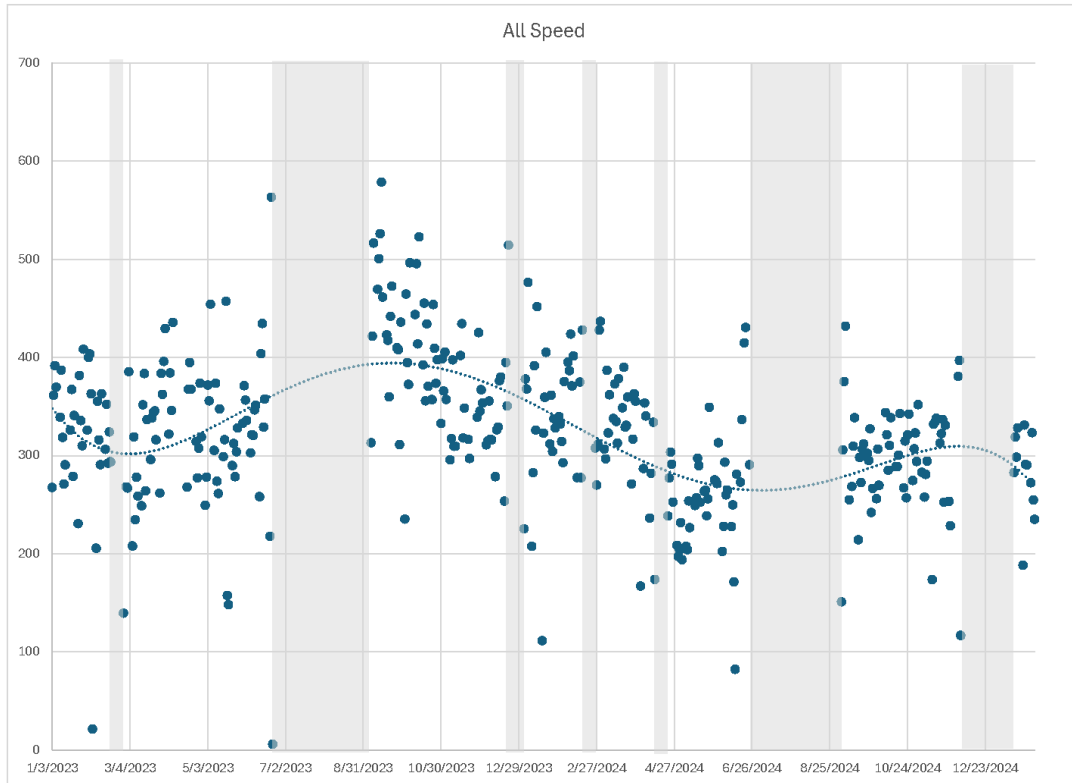


Figure 2: Data visualization of speed camera tickets showing a decline in citations from September 2023 to June 2024. Source: Providence Police automated speed camera data.