



## **2026 Automated Traffic Safety Camera Expansion Equity and Safety Needs Analysis Memo**

**September 9, 2026**

### **Background and Purpose**

In 2024, the Washington State Legislature amended RCW 46.63 to expand the allowable use of automated traffic safety cameras (ATSCs) in the state and establish new requirements on the administration of camera programs. This bill included indefinite authority for all types of cameras currently deployed in Seattle as well as new authority to use restricted lane cameras, ferry queuing cameras, and full-time speed cameras sited in high crash risk locations, park and hospital zones, roadway work zones, and along school walk routes and state highways designated as city streets. The state law changes also increased the programmatic oversight requirements and allowed for infraction review by certain civilian employees within government agencies. Furthermore, the updated RCW establishes new restrictions and regulations pertaining to program revenues and equity-focused fine mitigation.

The Seattle City Council adopted the updates to the Seattle Municipal Code in May 2025 through [Ordinance 127213](#) to align with the state's new provisions. This ordinance also established an Automatic Traffic Camera Safety Fund and directed how camera revenues can be spent in Seattle.

RCW 46.63.220(3) and SMC 11.50.570(B) require that the local legislative authority prepare an analysis of equity and safety considerations before additions or relocations of any ATSCs in the city. As part of the siting of cameras, this provision requires analysis and documentation of:

- **Equity considerations**, including impact of the camera placement on livability, accessibility, economics, education, and environmental health.
- **Safety and operational considerations**, including travel by vulnerable road users, evidence of vehicles speeding, rates of collision, reports showing near collisions, and anticipated or actual ineffectiveness or infeasibility of other mitigation measures.

As speed is a leading indicator of severity in the event of a crash, expansion of ATSCs in 2026 is focused on an initial deployment of full-time speed cameras. This memo documents the data-driven, equity-centered, and community-informed process used to select these new camera locations and fulfills the siting analysis requirements in the revised state and local laws.

## Overview of Prioritization Process

The ATSC Implementation Guidance establishes a framework for selecting ATSC locations. This framework defines specific safety and operational criteria for each allowable camera type as well as equity factors to minimize overconcentration of cameras in disadvantaged areas of the city. In addition to these criteria, some qualitative considerations are also factored into the final selection of ATSC locations, which include policy directives, community requests, planned safety improvements, engineering judgment, etc.

The new camera locations selected for deployment in 2026 will be full-time speed cameras in high crash risk locations. The following safety, operational, and equity criteria were used to identify the selected camera locations.

### Safety Analysis

#### Speed ATSC in High Crash Risk Locations

RCW 46.63.250(3) specifies that cities may deploy one automated traffic safety camera per 10,000 population to detect speed violations in locations deemed to experience higher crash risks due to vehicle speeds.

#### High Injury Network Prioritization

Seattle is using its [High Injury Network \(HIN\)](#) to identify the eligible corridors for speed ATSC in high crash risk locations. The HIN is an output of the City's collision tracking process and provides a corridor-level overview of the streets where crashes are most frequently occurring. The HIN is comprised of arterial streets that are scored equally using the following factors and normalized by corridor length:

- Number of all crashes in the past five years, excluding low-risk crash types (parking, rear end, and sideswipe crashes)
- Number of injury-causing crashes in the past five years (injury, serious injury, and fatality crashes)

The scoring of arterial corridors is divided into five tiers, however, only the highest three scoring tiers are included in the HIN map. All arterial street segments at least one quarter mile in length are assigned a HIN score.

#### Vehicle Speed Prioritization

To identify priority streets that experience higher crash risks due to vehicle speeds, 85<sup>th</sup> percentile speeds are layered with the HIN scoring. Prescreening potential corridors was performed using the 85<sup>th</sup> percentile speeds data from a third-party citywide speed dataset, which is based on anonymized GPS data from connected vehicles and mobile phones. The HIN scoring and 85<sup>th</sup> percentile speeds were equally weighed to identify potential priority locations for speed ATSC in high crash risk locations. Field traffic studies were then completed to corroborate vehicular speed data for locations retained for further consideration.

## Additional Selection Criteria

These Speed ATSC in High Crash Risk Locations were then superimposed on the Racial and Social Equity Index (RSEI) data, which is described further below. This equity data and other qualitative factors were used to select the final camera locations.

## Equity Analysis

The equity approach to camera placement was informed by a racial equity toolkit prepared in 2021 to identify impacts of ATSCs on disadvantaged communities as well as through early engagement with equity advocates, including SDOT's Transportation Equity Workgroup. From this engagement, program staff heard the desire to focus on equitable distribution of cameras throughout the city while avoiding overconcentration of cameras in disadvantaged neighborhoods.

SDOT recognizes that while ATSCs can improve traffic safety performance and operations in the communities they're located, they can simultaneously increase the burden for disadvantaged and lower-income populations that experience disproportionate impacts associated with monetary fines.

The City of Seattle's [Racial and Social Equity Index \(RSEI\)](#) prepared by the Office of Planning and Community Development is used to evaluate the equity considerations associated with ATSC installations to reduce these burdens. The RSEI identifies areas of the city where residents experience the greatest cumulative burden of racial, social, economic, and health disadvantages. This tool is a composite index of three subindices and factors in datasets that provide indicators of livability, accessibility, economics, education, and environmental health. Using this index in the camera siting analysis satisfies the equity consideration requirements within RCW 46.63.220(3) and SMC 11.50.570(B). The RSEI assigns a score and priority tier to each census tract throughout the city to identify relative levels of disadvantage. The following subindices and datasets are used to develop the equity scoring in the RSEI:

### 1. Race, English Language Learners, and Origins Index

- Percentage of population who are people of color
- Percentage of population age five and older who are English language learners
- Percentage of population who are foreign born

### 2. Socioeconomic Disadvantage Index

- Percentage of population whose income is below 200 percent of the poverty level
- Percentage of population age 25 and older with less than a bachelor's degree

### 3. Health Disadvantage Index

- Percentage of adults engaging in no leisure-time physical activity
- Percentage of adults with diagnosed diabetes
- Percentage of adults with obesity
- Percentage of adults reporting mental health is not good for  $\geq 14$  days out of month
- Percentage of adults who currently have asthma
- Life expectancy at birth
- Percentage of the noninstitutionalized adult population with one or more types of disability

The RSEI composite tiers are considered in the placement of new and relocated ATSC with the goal of distributing cameras more equitably across the city. The ATSC program intends to minimize overconcentration of cameras in neighborhoods with higher levels of disadvantage while balancing equity considerations with safety needs.

### Selected Corridors for Camera Placement

Based on the prioritization process described above, the following HIN corridors listed in Table 2 were selected for the planned 2026 implementation of new ATSCs in 4 locations (7 new cameras). Three of the locations identified will include cameras for both directions of traffic, whereas the fourth location will include a camera facing only one direction.

The exact placement of cameras within the limits of street segments will require further engineering evaluation in consultation with the City's ATSC program vendor. The location of cameras within these limits will be informed by sightlines, availability of power, availability of space for camera equipment, construction feasibility, and engineering judgment.

*Table 1. Selected Corridors and Directions for 2026 ATSC Placement*

| # | Selected Corridor (Directions)                                                       | Council District | RSEI Tier      | 85% Speed (MPH) <sup>1</sup> | HIN Score <sup>2</sup> | Speed ATSC Priority Score <sup>3</sup> |
|---|--------------------------------------------------------------------------------------|------------------|----------------|------------------------------|------------------------|----------------------------------------|
| 1 | Rainier Ave S – S Holgate St to S Jackson St (NB) <sup>4 5</sup>                     | 2, 3             | Highest        | 37                           | 62.3                   | 0.69                                   |
| 2 | E Marginal Way S – S Fidalgo St to Diagonal Ave S (NB/SB)                            | 1                | Second Highest | 50                           | 42.2                   | 0.65                                   |
| 3 | Rainier Ave S – S Norfolk St to 51 <sup>st</sup> Ave S (NB/SB) <sup>4 5</sup>        | 2                | Highest        | 37                           | 30.2                   | 0.47                                   |
| 4 | Sand Point Way NE – NE 74 <sup>th</sup> St to Matthews Ave NE (NB/SB) <sup>4 5</sup> | 4, 5             | Middle         | 39                           | 3.5                    | 0.35                                   |

<sup>1</sup> Data compiled from a mix of SDOT's citywide speed data and other traffic speed studies.

<sup>2</sup> Based on a normalized citywide scoring, with a theoretical maximum of 100 and minimum of 0

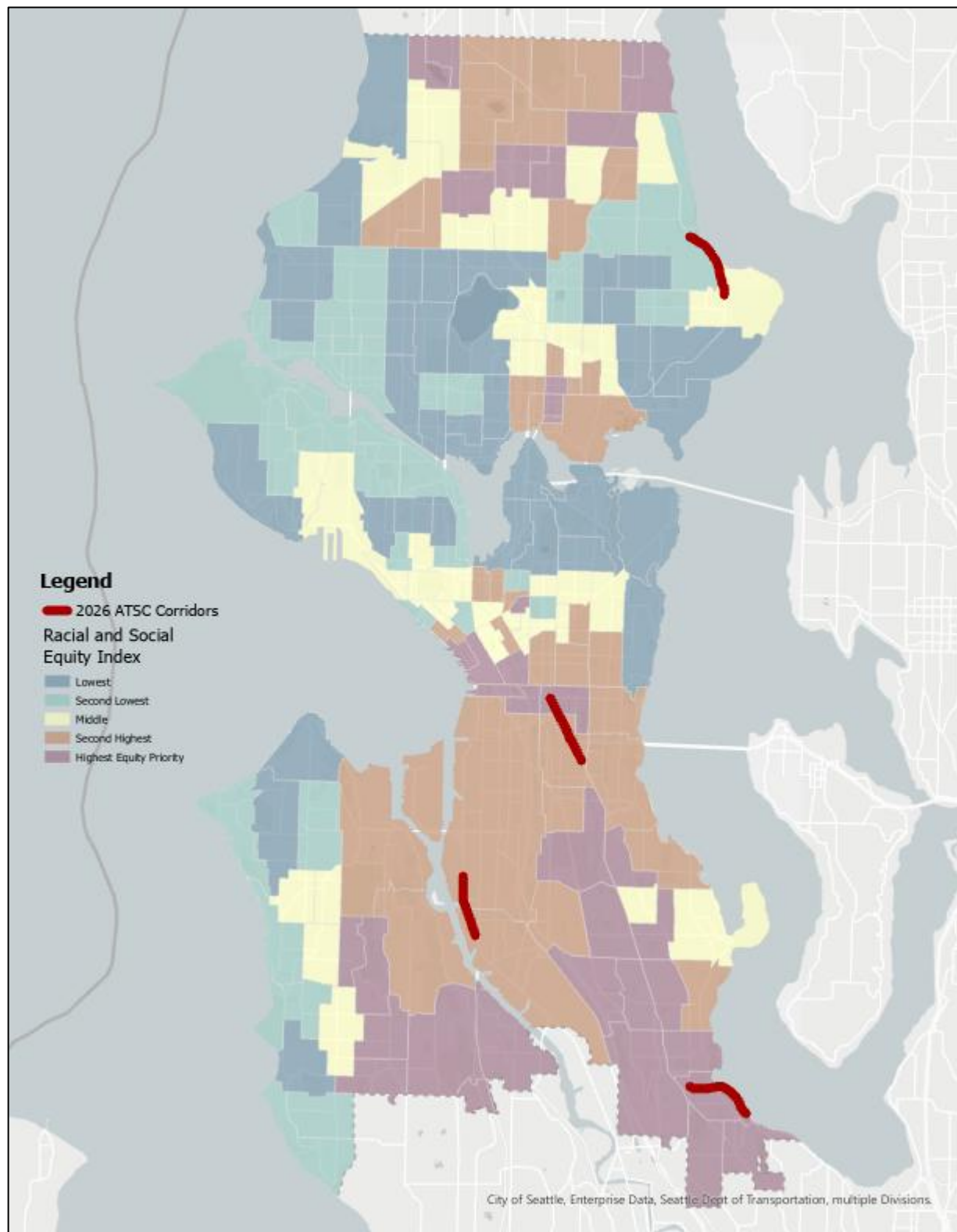
<sup>3</sup> Based on a normalized citywide scoring, with a theoretical maximum of 1 and minimum of 0

<sup>4</sup> Represents locations requested by the community

<sup>5</sup> Formerly designated racing zone

Segment 1 is recommended for deployment of a camera in the northbound direction, as engineering improvements to influence travel speeds and overall safety for the southbound direction are underway in 2026. An ATSC in the southbound direction may be considered at a later date after the improvements have been implemented.

Figure 1. Map of Selected Corridors for 2026 ATSC Placement



## Analysis of Formerly Designated Racing Zones

Seattle City Council [Ordinance 127213](#) required the Seattle Department of Transportation to review and evaluate the 10 specified corridors for the deployment of ATSCs. The Council had previously designated these 10 corridors as restricted racing and race attendance zones, and the designation was adjusted in the 2025 updates to the Seattle Municipal Code to conform with State law changes. The 2024 Engrossed Substitute House Bill 2384 ([2024 c 307 § 1-12](#)) in the state legislature updated RCW 46.63 and repealed the authority for cities to use ATSC to enforce designated racing and race attendance zones.

The following former racing and race attendance zones designated in Seattle included:

- A. Alki Ave SW between 63rd Ave SW and Harbor Ave SW
- B. Harbor Ave SW between Alki Ave SW and SW Spokane St
- C. West Marginal Way SW between SW Spokane St and 2nd Ave SW
- D. Sand Point Way NE between 38th Ave NE and NE 95th St
- E. NE 65th St between Sand Point Way NE and Magnuson Park
- F. Roadways inside Magnuson Park including, but not limited to, NE 65th St and Lake Shore Dr NE
- G. Seaview Ave NW between Golden Gardens Park and 34th Ave NW
- H. 3rd Ave NW between Leary Way NW and N 145th St
- I. Martin Luther King Jr Way S between S Massachusetts St and S Henderson St
- J. Rainier Ave S from S Jackson St south to the city limits

SDOT collected traffic studies along these 10 corridors and evaluated their candidacy for speed ATSCs using the citywide prioritization methodology described above. Of these 10 corridors, new ATSCs are recommended along **Sand Point Way NE (corridor D)** and **Rainier Ave S (corridor J)** for deployment in 2026. Specific segments along these two corridors were selected based on their priority ranking, community requests received, relationship with planned safety improvements, and engineering judgment.

Other corridors from this list were not selected for the 2026 ATSC deployment due to their relative priority ranking, equitable geographic distribution, or relationship with planned or recently implemented safety improvements.

Table 2. Formerly Designated Racing Zone Evaluation

| #        | Selected Corridor                                                                                                                             | Council District | RSEI Tier      | 85% Speeds (MPH) <sup>1</sup> | HIN Score <sup>2</sup>         | Speed ATSC Priority Score <sup>3</sup> |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------|-------------------------------|--------------------------------|----------------------------------------|
| A        | Alki Ave SW - 63 <sup>rd</sup> Ave SW to Harbor Ave SW <sup>4</sup>                                                                           | 1                | Second Lowest  | 28 - 30                       | 7.2                            | 0.29                                   |
| B        | Harbor Ave SW – Alki Ave SW to SW Spokane St <sup>4</sup>                                                                                     | 1                | Second Highest | 34                            | 10.6                           | 0.35                                   |
| C        | West Marginal Way SW – SW Spokane St to 2 <sup>nd</sup> Ave SW                                                                                | 1                | Highest        | 45                            | 21.4                           | 0.50                                   |
| <b>D</b> | <b>Sand Point Way NE – 38<sup>th</sup> Ave NE to NE 95<sup>th</sup> St<sup>4</sup></b>                                                        | <b>4, 5</b>      | <b>Lowest</b>  | <b>38 - 39</b>                | <b>11.2</b>                    | <b>0.38</b>                            |
| E        | NE 65 <sup>th</sup> St – Sand Point Way NE to Magnuson Park <sup>4</sup>                                                                      | 4                | Middle         | 31                            | Non-arterial<br>- No HIN score | 0.26                                   |
| F        | Roadways inside Magnuson Park (62 <sup>nd</sup> Ave NE, 63 <sup>rd</sup> Ave NE, NE 74 <sup>th</sup> St, NE 77 <sup>th</sup> St) <sup>4</sup> | 4                | Middle         | 24 - 26                       | Non-arterial<br>- No HIN score | 0.22                                   |
| G        | Seaview Ave NW – Golden Garden Park to 34 <sup>th</sup> Ave NW                                                                                | 6                | Second Lowest  | 35                            | 3.2                            | 0.31                                   |
| H        | 3 <sup>rd</sup> Ave NW – Leary Way NW to N 145 <sup>th</sup> St                                                                               | 5, 6             | Second Highest | 31 - 33                       | 8.46                           | 0.33                                   |
| I        | MLK Jr Way S – S Massachusetts St to S Henderson St                                                                                           | 2                | Highest        | 33 - 40                       | 23.3                           | 0.47                                   |
| <b>J</b> | <b>Rainier Ave S – S Jackson S to city limits<sup>4</sup></b>                                                                                 | <b>2, 3</b>      | <b>Highest</b> | <b>31 - 44</b>                | <b>79.9</b>                    | <b>0.73</b>                            |

<sup>1</sup> Data compiled from a mix of SDOT's citywide speed data and other traffic speed studies.

<sup>2</sup> Based on a normalized citywide scoring, with a theoretical maximum of 100 and minimum of 0

<sup>3</sup> Based on a normalized citywide scoring, with a theoretical maximum of 1 and minimum of 0

<sup>4</sup> Represents locations requested by the community

## Conclusion

The selected camera locations for the 2026 ATSC deployment reflect a data-driven and equity-centered approach to program expansion. The 4 priority corridors identified will optimize the use of cameras to advance safety goals while ensuring equitable geographic distribution. As specified in the ATSC Implementation Guidance, the safety and operational performance of these cameras will be continuously evaluated and reported in the City's ATSC Annual Report.