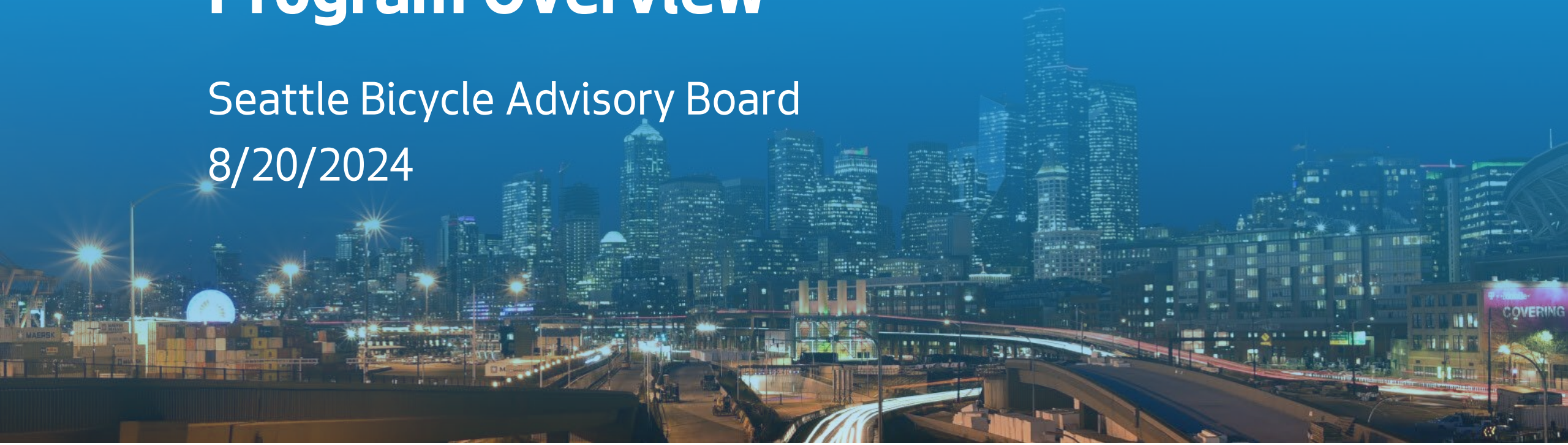
Automated Traffic Safety Camera Program Overview

Seattle Bicycle Advisory Board

8/20/2024



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Vision Zero Engineering Supervisor

VISION ZERO
SAFER STREETS FOR SEATTLE

Seattle Department of Transportation

Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

Automated Traffic Safety Cameras in Seattle

Seattle has used automated traffic safety cameras (ATSC) for:

- Red-Light enforcement at 23 locations.
- Fixed School Speed Zone enforcement at 19 locations.
- Block-the-Box enforcement at 6 locations (ongoing pilot).
- Transit Lane enforcement at 6 locations (ongoing pilot).
- Lower Spokane St Bridge lane restriction (deactivated).

Other Types of Safety Cameras

The following types of ATSC are authorized by state law but are not currently used in Seattle:

1. Railroad crossing cameras,
2. School walk area speed cameras,
3. Public park speed zone cameras,
4. Hospital speed zone cameras,
5. Other types of speed cameras:
    A. Locations that are deemed to experience higher crash risks due to excessive vehicle speeds. One camera in this category is allowed for every 10,000 residents within the city,
    B. State highways within city limits that are classified as city streets under RCW 47.24,
    C. State highway work zones,
6. Ferry queue violation cameras.

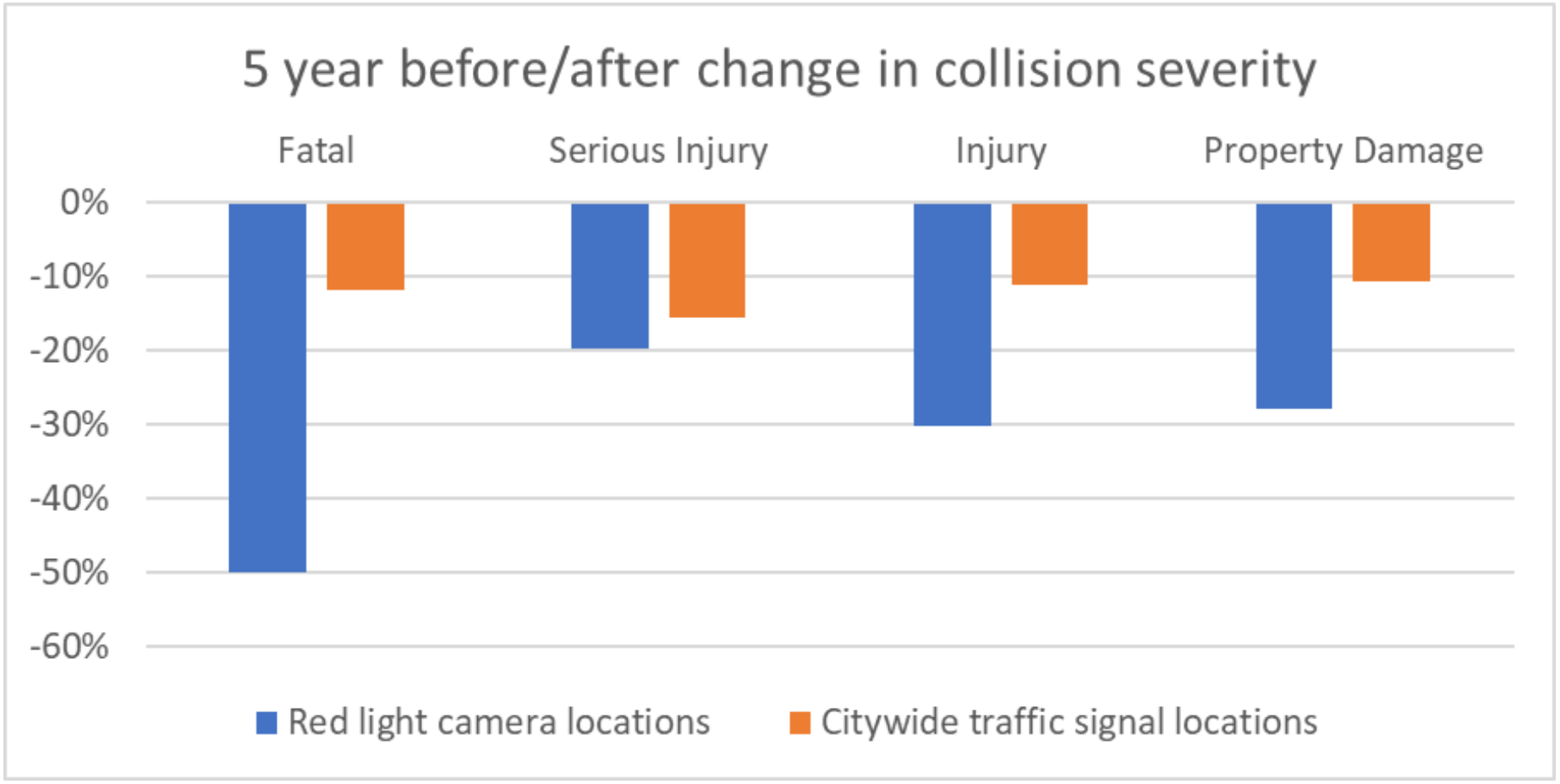
Vehicle-mounted ATSC are allowed to be used to detect:

1. Stopping, standing, or parking in bus stop zone violations,
2. School bus stop paddle violations.

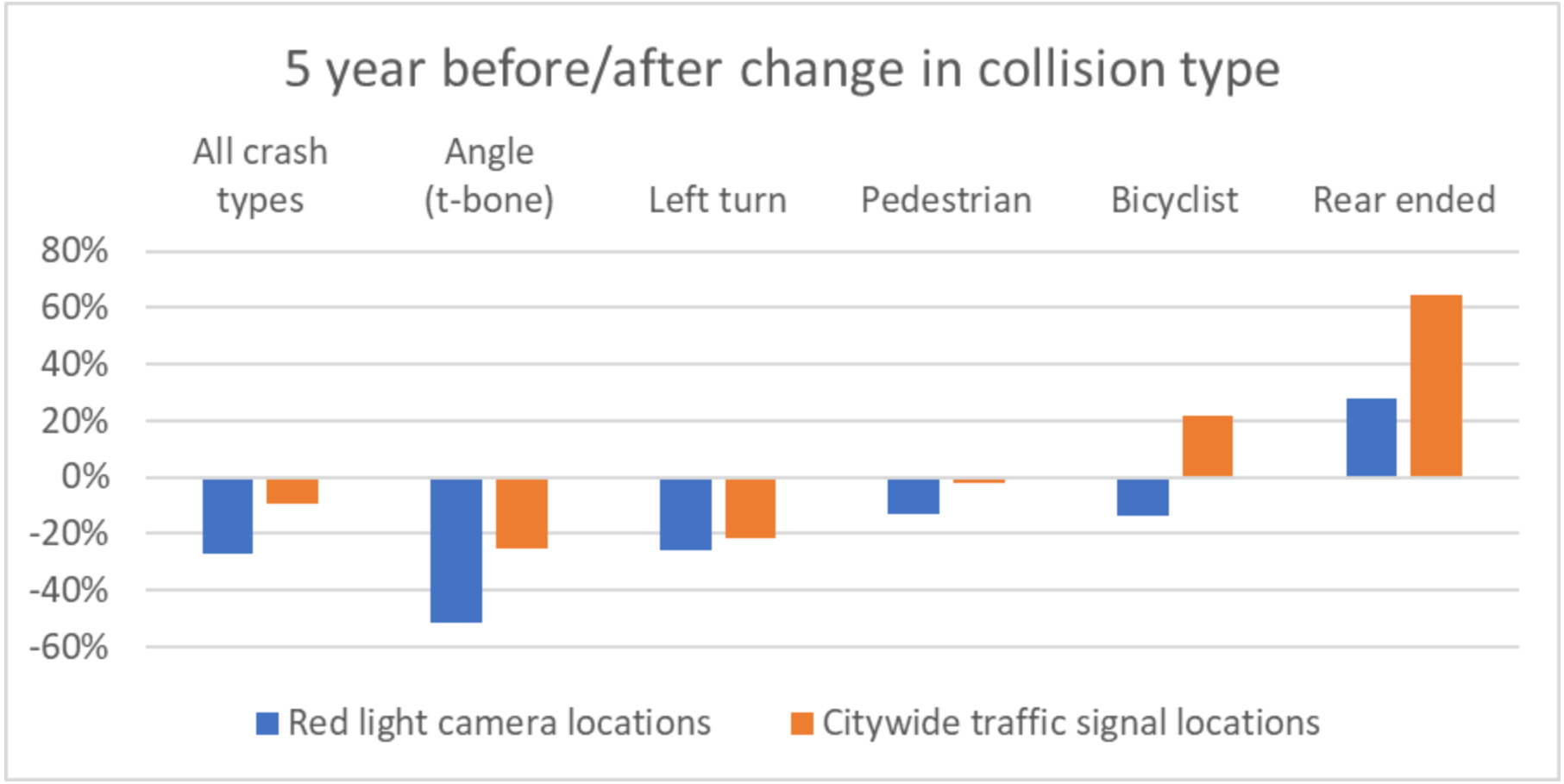
Red-Light Safety Cameras Today

- Piloted in 2006, last installation in 2013.
- 23 locations in operation today.
- Selected based on collision frequency and severity, observations and geographic distribution.
- Observed reduced collision severity and incidence after installation.

Benefits of Red-Light Program



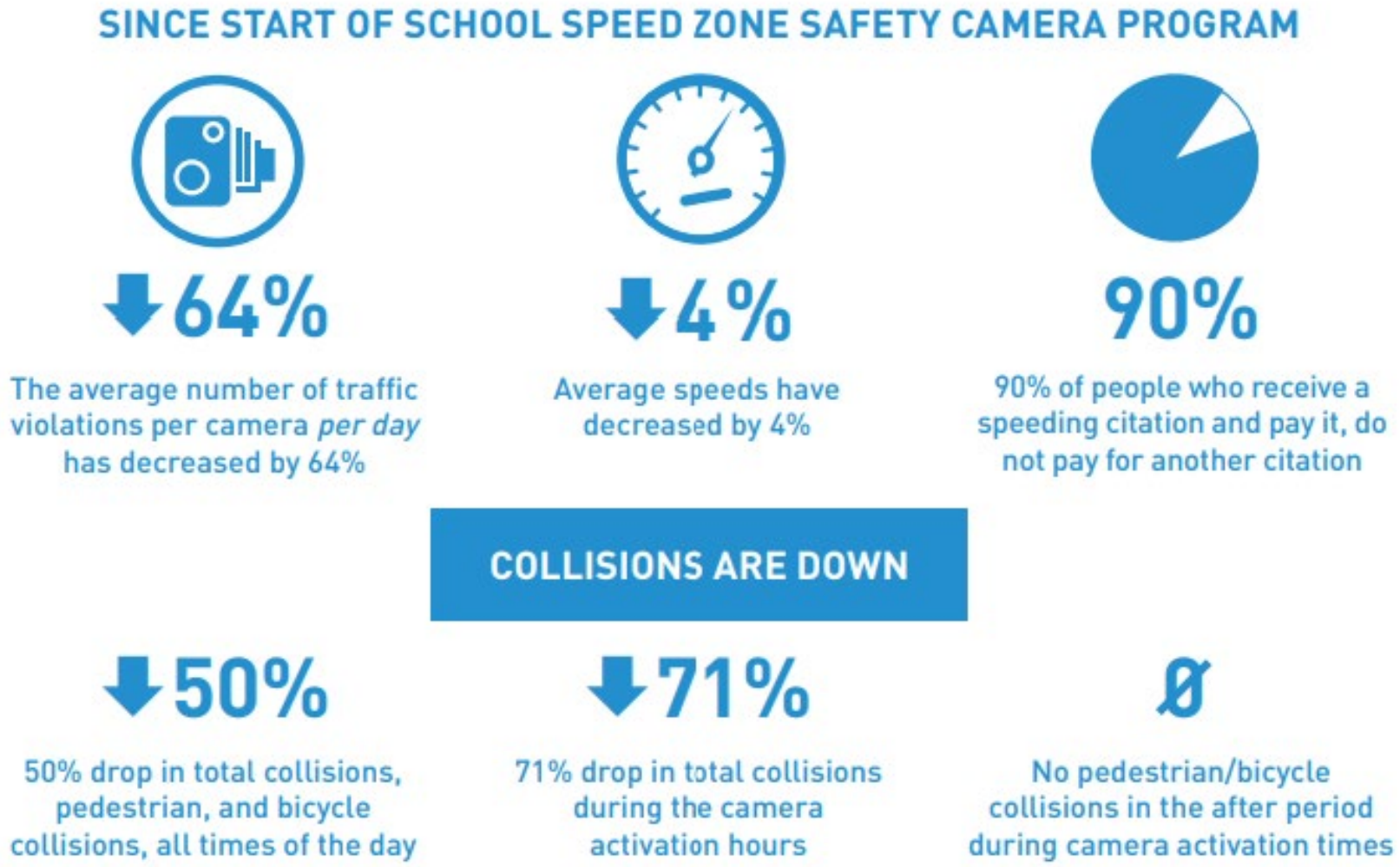
Benefits of Red-Light Program



School Speed Zone Safety Cameras Today

- School speed zones with 85th percentile speeds over 30 MPH prioritized.
- Flashing beacons installed prior to deployment of cameras.
- Cameras considered if speeds still above 30 MPH.
- SDOT coordinates with SPD and its vendor for camera deployment.

Impact of School Speed Zone Camera Program



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Pilot BTB and PTOL Safety Cameras Today

- Block-the-Box (BTB) – 6 locations
- Public Transportation-Only Lane (PTOL) – 6 locations
- Restricted Lane – 1 location
  - Spokane Low Bridge - deactivated

- Annual operating costs similar to other forms of enforcement.
- Evaluation of pilot program experience in Q4 2024.

SLI Request Summary

Request 1:

An implementation plan for the doubling of the School Zone Camera program, race and social justice analysis, and anticipated budget changes to administer.

Request 2:

An evaluation of the costs and benefits for expanding other automated traffic safety camera programs and proposed schedule for deployment.

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3-Step Methodology to Identify Potential School Zone Enforcement Locations

1. **Identify areas of need**
   - School zones with high arrival and dismissal 85th percentile speeds.
2. **Confirm presence of flashing beacons and evaluate effectiveness**
   - Where beacons have not been effective, consider automated traffic safety cameras.
3. **Apply equity lens**
   - Use City's Composite Racial and Social Equity Index (RSEI).
   - Include Transportation Equity Workgroup's recommendation to equitably distribute cameras.

Distribution of School Speed Zone Camera Locations

RSEI Category	Number of Existing Locations	Number of New Locations	Existing + New
Lowest Disadvantage	1	7	8
Second Lowest	2	6	8
Middle	3	3	6
Second Highest	5	3*	8
Highest Disadvantage	8	0*	8
TOTAL	19	19	38

*10 locations within the highest disadvantage category and 4 locations within the second highest disadvantage category would be referred to the SRTS Program for programming other speed mitigation engineering treatments.

2024 State Legislation

HB 2384 – Effective June 6, 2024

Bill Highlights:

- Allows citation review by civilian employees,
- Requires equity analysis for siting new or relocating existing cameras,
- Increases annual reporting requirements.
- Permanently authorizes pilot authorities (BTB, PTOL, restricted lane),
- Repealed racing zone speed camera authority,
- Simplified allowable types of full-time speed zone cameras,
- Allows online ability-to-pay calculator to process and grant requests for reduced penalties,
- Requires first-time penalty reductions for those that receive certain public assistance.

Develop legislation in coming months to update Seattle Municipal Code in compliance with HB 2384.

2024 ATSC Program Activities

- SDOT Policy on the ATSC Program
  - Methodology for siting all types of cameras using safety and equity criteria
  - Community engagement
  - Warning periods
  - Signage
  - Performance evaluation
  - Complementary countermeasures
- School Speed Zone Camera Expansion
  - Currently engaged in interdepartmental conversations to accommodate funding and staffing needs
- Evaluation of pilot program experience in Q4 2024

Questions?

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From the entire Vision Zero Team:

Thank you!