

Transit Advisory Board Update

Bus Lane Automated Traffic Enforcement Cameras

Presenters:
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The Problem

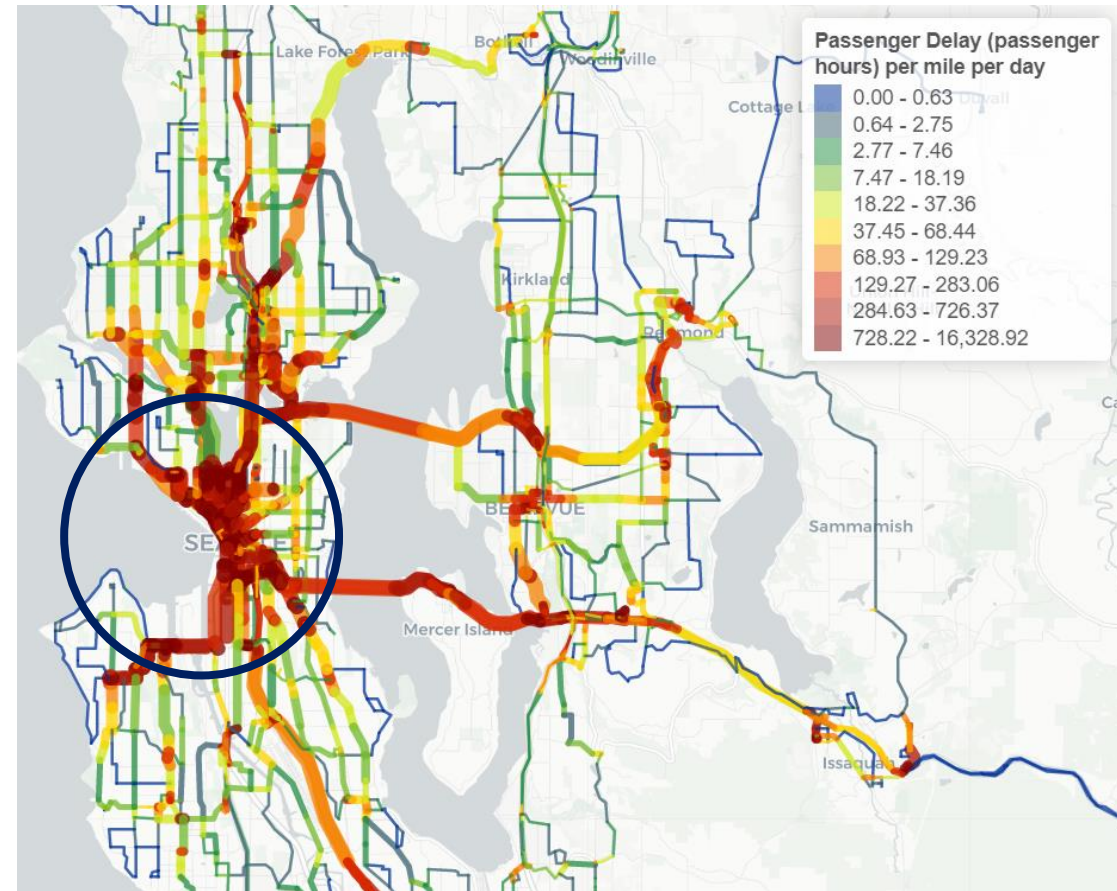
- Buses are given transit priority lanes to increase reliability during times of traffic congestion
- Reliable transit makes using transit a more viable option for travelers
- Cars using lanes the designated as Bus Only can impact the reliability of bus service



- Impacts Transit Speed and Reliability

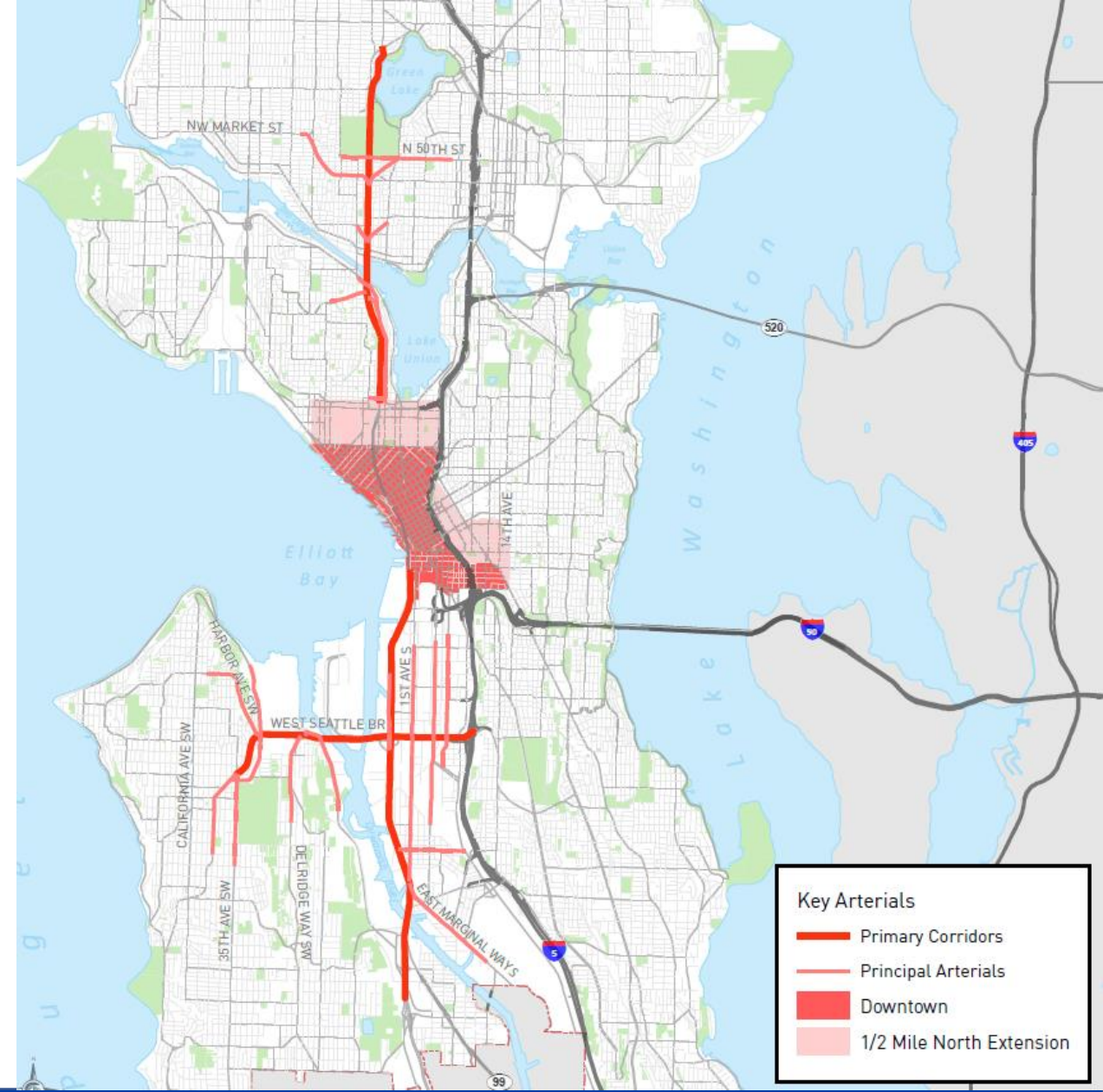
Transit Speed & Reliability Benefits

- Frequent bus service on many corridors in KC; most significant sources of delay in central Seattle
- Dozens of routes and thousands of riders travel in/out/through this area
- SDOT has been a pioneer in red-painted bus-only lanes; but still areas where traffic compliance is low
- Areas of highest passenger delay similar to legislative geographic restriction



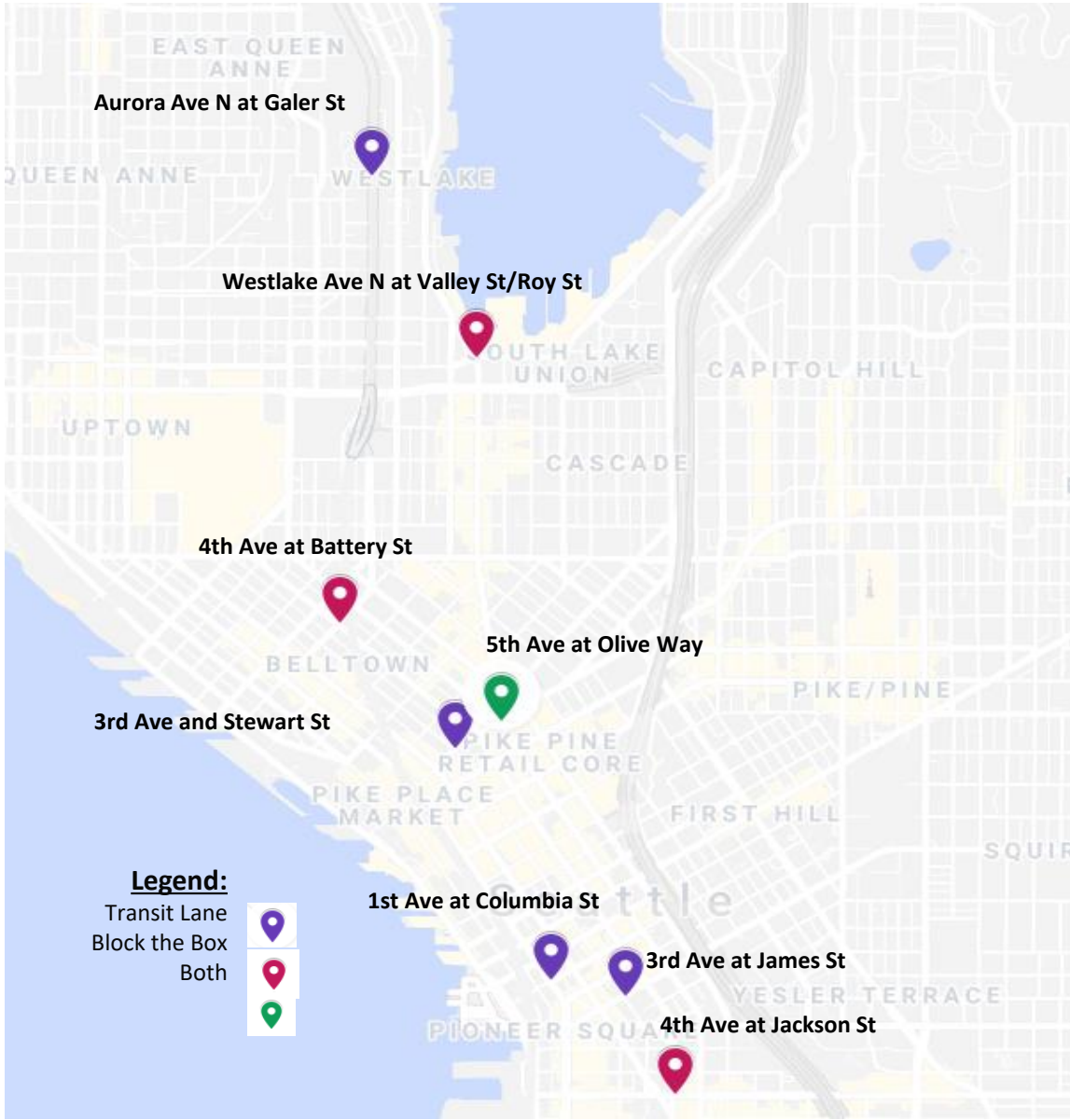
Legislation History

- 2020: State House Bill 1793 then City Ordinance 126183 Amends SMC 11.31.090 & 11.50.570 for BtB and Transit Lane enforcement Pilot
- Geographic Restriction
- Fines limited to \$75
- Cameras installed 2022
- Net citation proceeds to be split:
 - 50% to City of Seattle's APS program
 - 50% to State's Cooper Jones Active Transportation Safety Account



Pilot Locations Remain

| Location | Type of Enforcement |
|------------------------------------|--------------------------------|
| Aurora Ave N at Galer St | Transit Lane |
| 3rd Ave at James St | Transit Lane |
| 1st Ave at Columbia St | Transit Lane |
| 3rd Ave and Stewart St | Transit Lane |
| 5th Ave at Olive Way | Transit Lane and Block the Box |
| 4th Ave at Battery St | Block the Box |
| 4th Ave at Jackson St | Block the Box |
| Westlake Ave N at Valley St/Roy St | Block the Box |



Newest Location – W Seattle Bridge

- Cameras used to enforce transit priority on low bridge during bridge repair removed
- Early 2024 – new camera installed on WSB bus only lane, eastbound



Engrossed Substitute House Bill 2384

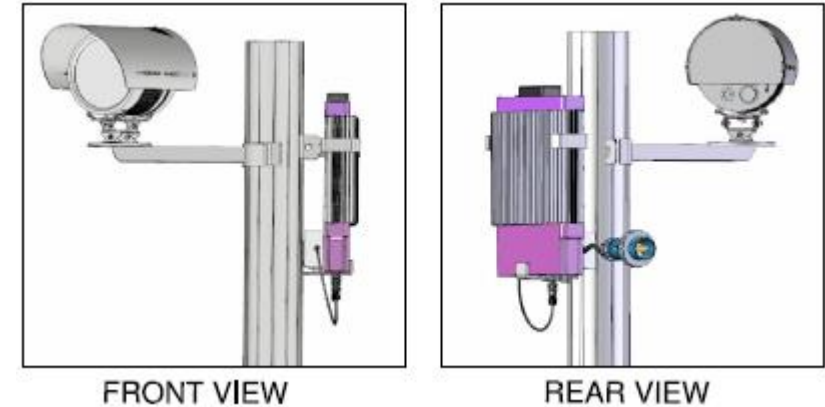
- Goes into Effect June 6, 2024; Overrides HB 1793 pilot
- Makes using ATECs for Bus Lane, Block the Box, adjacent to Hospitals and parks, Speed zones, and School walk-sheds permanent
- Includes adjustments for paying fines
- Expands ATECs to other jurisdictions
- Changes how proceeds are split
- Complicated, multi faceted legislation

Communications Strategy

- Engaged SDOT communications team for media and press release for new camera locations
- Equitable Outreach and Driver Education Strategy includes:
 - Posting 'Photo Enforcement' signage in ROW 30 days before camera activation
 - 30-day period of 'Warnings Only' when cameras are initially activated
 - after 30 days, 1st violation warning, 2nd violation is citation
 - Insert included with warnings and citations describing camera enforcement
 - Translated into multiple languages

Contract, Coordination and Citations

- Existing Contract with Verra Mobility for red light and school zone cameras managed through Seattle Police Dept
 - Attaching cameras to city light/joint use poles
- Work closely with SPD for visual review of photos by officers; future non-officer review
- Citations processed through Municipal Court
 - 1st violation warning; 2nd violation citation



Metro/SDOT Coordination

- Metro staff helped identify potential locations
- Participated in field visits with SDOT
 - Mindful of specific detection zones due to right turn access
- Transit Route Facilities staff assessed potential power option for cameras via bus shelter connection
- Metro will provide bus AVL data to support SDOT



Conclusion

- Transit Lane Automated Enforcement
 - Critical tools to enhance transit reliability
- Excess revenues have supported equitable access and mobility for people with disabilities
- ATECs can be used for traffic management and safety



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Transit and Mobility

Transit Service and Strategy

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