



WASHINGTON
Traffic Safety
COMMISSION

SURVEY OF AUTOMATED TRAFFIC ENFORCEMENT

WASHINGTON - 2018

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1.0 Introduction

1.1 Purpose and Objectives

As required by 23 Code of Federal Regulations (CFR) Part 1300.13, this report documents the Automated Traffic Enforcement Systems (ATES) survey conducted by the Washington Traffic Safety Commission (WTSC) from September 2017 to January 2018.

WTSC used a systematic approach to gathering information, reviewing requirements, and comparing state law and local ordinances to federal guidelines in order to confirm that the state meets the U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) guidelines.

This survey project consisted of the following objectives:

- Identify jurisdictions using ATES in Washington
- Conduct assessment of current ATES programs
- Review state law and compare it to federal ATES guidelines
- Confirm that jurisdictions using ATES have an enabling ordinance, as required by state law described herein
- Compare state crash data to national data for speed-related and intersection-involved fatal crashes

The contents of this survey included (as required by CFR):

- All ATES in Washington by jurisdiction and type
- Measures of transparency, accountability, and safety attributes for each system
- Comparisons of ATES in Washington with federal guidelines

1.2 Survey Process

The WTSC conducted a four-month survey to identify ATES in Washington, gather data to measure the transparency, accountability and safety attributes of each ATES, and compare each ATES system with federal guidelines.

The survey began with an assessment of jurisdictions currently using ATES in Washington. A comprehensive list of statewide law enforcement agencies was developed, and each agency was sent a request to complete an online assessment of their jurisdiction's ATES program. The survey was modeled after the Maryland Department of Transportation Automated Enforcement Survey Project.

Reminders were sent to agencies that had not completed the online assessment by the deadline. Of the agencies that did not respond, the survey coordinator contacted staff by phone or conducted additional research to identify which agencies did or did not use ATES. Agencies identified as using ATES were contacted by telephone and

were asked to complete the assessment during the conversation. This resulted in a 100 percent participation rate of agencies using ATES.

The survey coordinator reviewed Washington State law, comparing it to *Speed Enforcement Camera Systems Operational Guidelines* and *Red Light Camera Systems Operational Guidelines* to verify that it conformed to the guidelines of the USDOT and FHWA.

The survey coordinator confirmed that each agency using ATES had enacted an enabling ordinance as required by Washington state law.

The results of each survey process are presented in the remainder of this report.

2.0 Legal Authorization

2.1 Washington State Law

Washington State law provides authorization for local jurisdictions to conduct automated traffic enforcement, provided that the local jurisdiction enacts an ordinance that conforms to the federal guidelines. The Revised Code of Washington (RCW) Title 46, Chapter 63, Section 170 specifies the requirements for the use of Automated Traffic Safety Cameras (ATSC) as summarized in the following:

Analysis

The appropriate local legislative authority must prepare an analysis of the location within the jurisdiction where ATSC are proposed to be located:

- Before enacting an ordinance allowing for the initial use of ATSC
- Before adding additional cameras or relocating any existing camera to a new location

Detection Types Authorized

ATSC may be used to detect one or more of the following:

- Stoplight violations
- Railroad crossing violations
- School speed zone violations
- Speed violations

Reporting

Jurisdictions using ATSC must post an annual report of the number of traffic crashes that occurred at each location where an ATSC is located, as well as the number of notices of infraction issued for each camera and any other relevant information about the ATSC on the jurisdiction's website.

Limitations

Use of ATSC for stoplight violations are restricted to intersections of two arterials with traffic control signals that have yellow change interval durations in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Interval durations may not be reduced after placement of the camera.

Use of ATSC for speed violations is limited to school zones only, with one exception: The city of Tacoma is authorized to operate one non-school zone speed camera after meeting certain legislated conditions.

Picture Requirements

ATSC may only take pictures of the vehicle and vehicle license plate, and only while the infraction is occurring. The picture must not reveal the face of the driver or passengers in the vehicle.

Infractions

A notice of infraction (NOI) must be mailed to the registered owner of the vehicle within 14 days of the violation. The law enforcement officer issuing the NOI shall include documentation stating the facts supporting the infraction. The registered owner is responsible for the infraction unless the registered owner overcomes the presumption through a written statement to the court. Infractions detected through the use of ATSC are not part of the registered owner's driving record.

Advance Notice

All locations where an ATSC is used must be clearly marked at least 30 days prior to activation of the camera by placing signs at ATSC locations. Signs must follow the specifications of the MUTCD.

Compliance

A review of Washington state law confirms that it complies with the USDOT and FHWA documents:

- *Red Light Camera Systems Operational Guidelines*
- *Speed Enforcement Camera Systems Operational Guidelines*

2.2 Jurisdiction Ordinances

Cities and counties using ATSC are required to enact an ordinance allowing for the use of ATSC, with one exception: Jurisdictions using ATSC before July 24, 2005, are not required to enact an authorizing ordinance, but are subject to the restrictions of the state law.

At a minimum, a local ordinance must contain the restrictions described in the state law and provisions for public notice and signage.

Twenty-eight jurisdictions in Washington have adopted an ordinance for ATSC. Not all jurisdictions with an ordinance have implemented automated traffic enforcement.

The following Washington jurisdictions have an authorizing ordinance for ATSC:

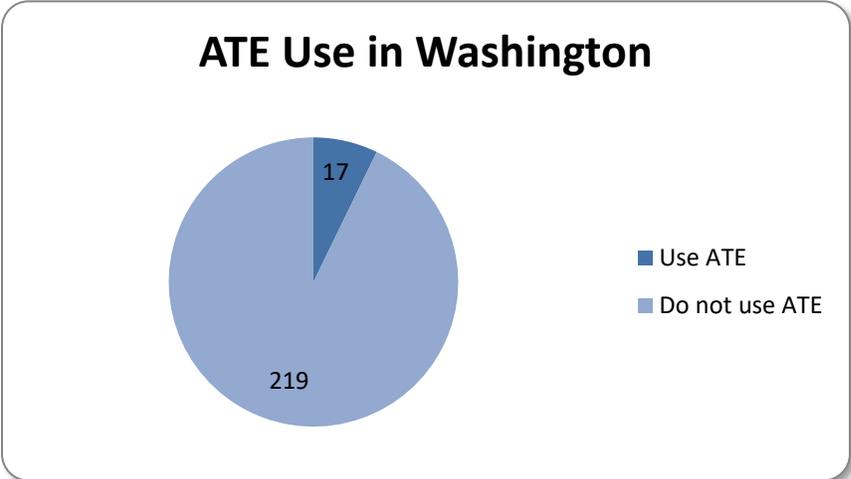
Jurisdiction	Type	Link to Authorizing Ordinance
Auburn	City	http://www.codepublishing.com/WA/Auburn/html/Auburn10/Auburn1042.html#10.42
Bellevue	City	http://www.codepublishing.com/WA/Bellevue/html/Bellevue11/Bellevue1149.html#11.49
Bellingham	City	http://www.codepublishing.com/WA/Bellingham/html/Bellingham11/Bellingham1116.html#11.16
Bonney Lake	City	http://www.codepublishing.com/WA/BonneyLake/html/BonneyLake10/BonneyLake1040.html#10.40
Bremerton	City	http://www.codepublishing.com/WA/Bremerton/html/Bremerton10/Bremerton1042.html
Burien	City	http://www.codepublishing.com/WA/Burien/html/Burien10/Burien1005.html#10.05.070
Des Moines	City	http://www.codepublishing.com/WA/DesMoines/html/DesMoines10/DesMoines1036.html#10.36
Federal Way	City	http://www.codepublishing.com/WA/FederalWay/html/FederalWay08/FederalWay0805.html#8.05.090
Fife	City	http://www.codepublishing.com/WA/Fife/html/Fife10/Fife1060.html#10.60
Issaquah	City	http://www.codepublishing.com/WA/Issaquah/html/Issaquah10/Issaquah1042.html#10.42
Kent	City	http://www.codepublishing.com/WA/Kent/html/Kent09/Kent0936.html#9.36.140
Lacey	City	http://www.codepublishing.com/WA/Lacey/html/Lacey10/Lacey1006.html#10.06
Lake Forest Park	City	http://www.codepublishing.com/WA/LakeForestPark/html/LakeForestPark10/LakeForestPark1006.html#10.06.030
Lakewood	City	http://www.codepublishing.com/WA/Lakewood/html/Lakewood10/Lakewood1004.html#10.04.040

Longview	City	http://www.codepublishing.com/WA/Longview/html/Longview11/Longview1104.html#11.04
Lynnwood	City	http://www.codepublishing.com/WA/Lynnwood/html/Lynnwood11/Lynnwood1118.html#11.18
Monroe	City	http://www.codepublishing.com/WA/Monroe/html/Monroe10/Monroe1014.html#10.14
Moses Lake	City	http://www.cityofml.com/DocumentCenter/Home/View/353
Pierce	County	http://www.codepublishing.com/WA/PierceCounty/#!/PierceCounty10/PierceCounty1042.html#10.42
Puyallup	City	http://www.codepublishing.com/WA/Puyallup/html/Puyallup10/Puyallup1033.html#10.33
Redmond	City	http://www.codepublishing.com/WA/Redmond/municode/Redmond10/Redmond1025.html#10.25
Renton	City	http://www.codepublishing.com/WA/Renton/#!/renton10/Renton1012.html#10-12-15
Seatac	City	http://www.codepublishing.com/WA/SeaTac/html/SeaTac09/SeaTac0935.html#9.35
Seattle	City	https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT11VETR_SUBTITLE_ITRCO_PT5DRRU_CH11.50BTRNTDE_11.50.570AUTRSACA
Spokane	City	https://my.spokanecity.org/smc/?Chapter=16A.64
Tacoma	City	http://cms.cityoftacoma.org/cityclerk/Files/MunicipalCode/Title11-Traffic.PDF#Page=93
Vancouver	City	http://www.cityofvancouver.us/sites/default/files/fileattachments/vmc/titles_chapters/009.097.pdf
Wenatchee	City	http://www.codepublishing.com/WA/Wenatchee/html/Wenatchee08/Wenatchee0806.html#8.06

3.0 Agency Assessment Results

3.1 Agencies Using Automated Traffic Enforcement

The survey identified 236 distinct law enforcement agencies, including state, county, city, tribal, and university agencies. Of those agencies, 17 were identified as using ATES. Currently, only city agencies have implemented ATES. Each of the agencies using ATES has a local enabling ordinance that conforms to the guidelines set forth by the USDOT and FHWA.



Every agency using ATES completed an assessment of their ATES program, which reviewed the transparency, accountability, and safety attributes of their ATES. The complete results of the assessment are included in Appendix B.

Responses to the assessment indicate that all local jurisdictions using ATES comply with federal guidelines. In some instances, assessment respondents answered questions with "Don't know." This was generally due to questions that asked about aspects of the system that the respondent was not involved with or were related to actions taken prior to the respondent's involvement in their jurisdiction's ATES program. In those cases a review of the jurisdiction's enabling ordinance was able to confirm that the ATES met the federal guidelines for speed enforcement or red light enforcement.

List of Agencies using ATES

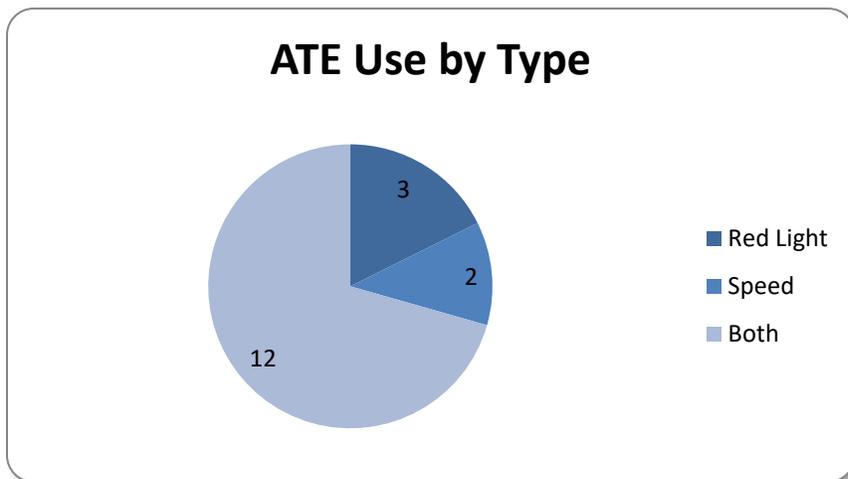
Among cities using ATES, the smallest city, by population served, is 10,000. The average population size of cities using ATES is 115,000 and the median is 40,000.

Agency	Approximate Population
Bellevue	141,000
Bremerton	40,500
Des Moines	30,000
Federal Way	100,000
Fife	10,000
Issaquah	37,000
Kent	128,000
Lake Forest Park	12,500
Lakewood	58,000
Lynnwood	38,000
Moses Lake	23,000
Puyallup	40,000
Renton	100,000
Seattle	705,000
Spokane	250,000
Tacoma	211,000
Wenatchee	34,000

3.2 Types of Automated Traffic Enforcement Used by Agencies

The 17 agencies currently using ATE, along with the type of ATE in use in the jurisdiction, are listed in the chart below:

Agency	Red Light	Speed	Both
Bellevue			
Bremerton			
Des Moines			
Federal Way			
Fife			
Issaquah			
Kent			
Lake Forest Park			
Lakewood			
Lynnwood			
Moses Lake			
Puyallup			
Renton			
Seattle			
Spokane			
Tacoma			
Wenatchee			

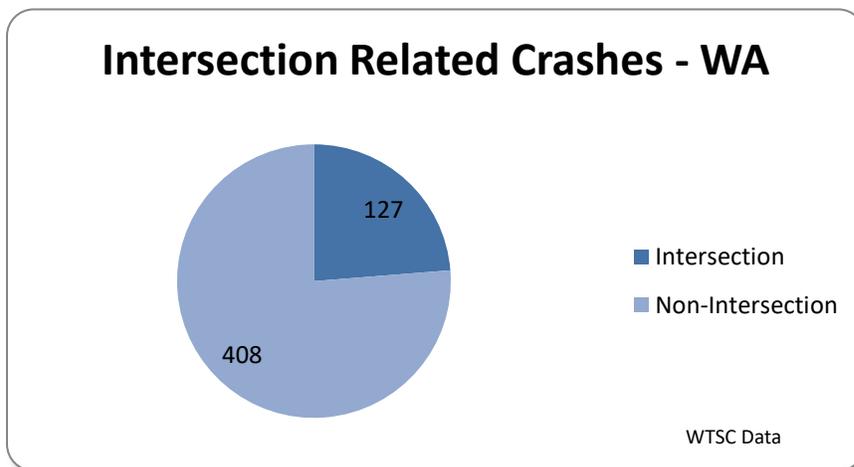


4.0 Crash Data

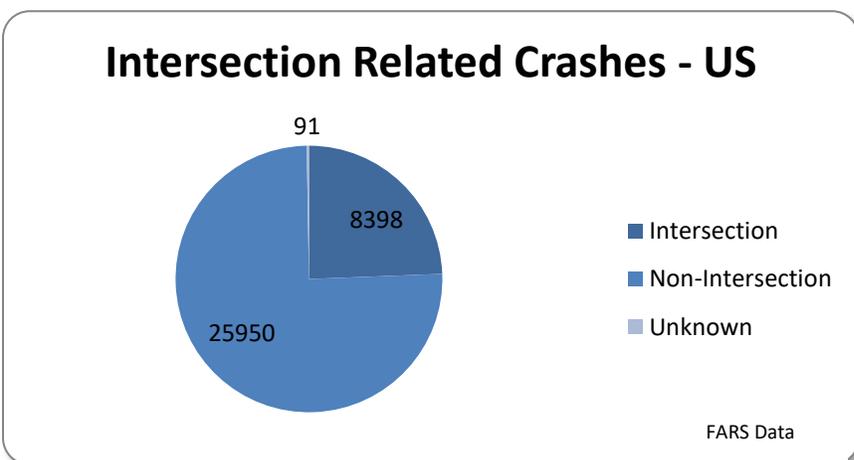
The implementation of any ATES should be supported by crash data indicating the need for the system. As stated earlier, Washington law requires each jurisdiction to conduct an analysis for each location where they intend to install an ATSC. From a broader perspective, statewide crash data supports the concept of ATES. A review of Washington crash data indicates that a significant percentage of fatal crashes in the state occur in intersections or include speed as a factor.

4.1 Intersection

In Washington's 2016 Target Zero Plan, intersection related crashes were identified as a priority one concern. Intersection related crashes do not have a high overlap with other high priority emphasis areas in the 2016 Target Zero plan. This lack of overlap makes this emphasis area more independent to address and improve than most other emphasis areas in the plan. Intersection related crashes are mostly found within cities. From 2012 - 2014, 64 percent of all fatal and serious injury intersection related crashes occurred within city jurisdictions. State routes (outside cities) had 21 percent of these crashes, while county roads had 15 percent.



In 2016, crashes in Washington killed 535 people. Of those crashes, 127 occurred in intersections. Twenty-four percent of all fatal crashes in 2016 were intersection related.

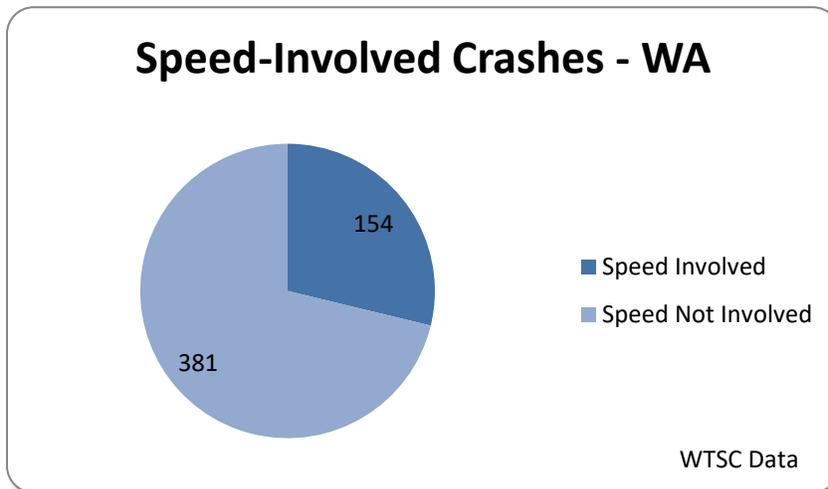


Washington's intersection related crash data was consistent with national crash data, which showed that intersection related crashes accounted for 24 percent of all fatal crashes in 2016.

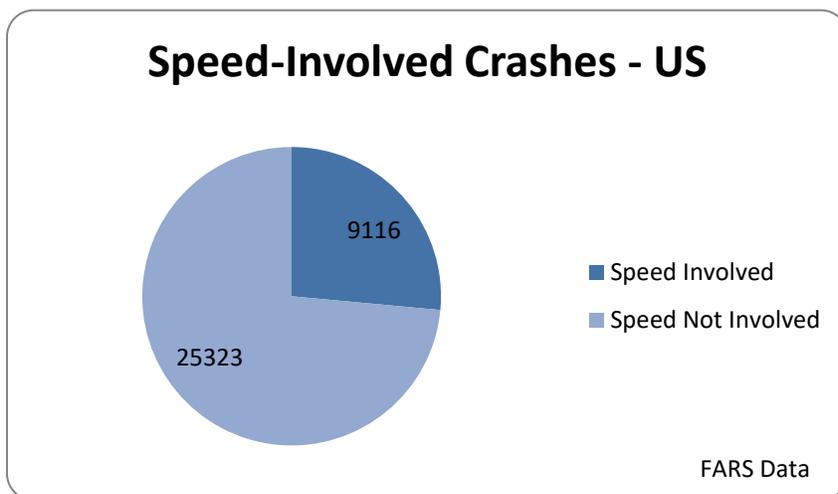
4.2 Speed

In Washington's 2016 Target Zero Plan, speed related crashes were identified as a priority one concern. Speeding involves drivers traveling either above the posted speed limit or too fast for conditions. Washington State laws require drivers to comply with the posted speed limit and adjust their rate of speed based on the conditions.

In 2016, speed was a factor in 154 fatal crashes. Twenty-nine percent of all fatal crashes included speed as a factor.



Nationally, speed was a factor in 26 percent of all fatal traffic crashes.



5.0 Summary

Of the 236 law enforcement agencies in Washington, 17 agencies currently utilize ATES. Each of the 17 agencies has an enabling ordinance in effect as required by Washington State law. State law and local ordinances conform to the USDOT and FHWA guidelines as set forth in the speed enforcement and red light camera systems documents.

The 17 agencies in Washington that utilize ATES completed a survey reviewing the transparency, accountability, and safety attributes of their respective ATES programs.

Based on the survey of state automated traffic enforcement systems, Washington State meets the requirements of 23 CFR Part 1300.13.

6.0 Appendix

6.1 Appendix A - Agency Assessment Tool

Individual agency data was gathered through an online survey (posted at <https://goo.gl/forms/WDseGITG4i25TYRo2>). Included below is the print version of the online survey.

Automated Traffic Enforcement Survey

Thank you for participating in this survey regarding automated traffic enforcement in Washington. The Washington Traffic Safety Commission appreciates your input. Your responses provide required information for the compliance with the FAST Act. If your agency does not use automated traffic enforcement this survey should take less than two minutes. If your agency uses automated traffic enforcement this survey should take less than 10 minutes.

Name of Jurisdiction

Your answer

Type of Government Entity

- State
- County
- City
- Tribal
- University

Does your jurisdiction use automated traffic enforcement? (photo radar or red light cameras)

- Yes
- No

Population served by jurisdiction (approximate number of residents):

Your answer

Type of automated enforcement system used:

- Red light camera
- Speed enforcement camera
- Both

Did your jurisdiction refer to and follow federal DOT “Speed Enforcement Camera Systems Operations Guidelines” when implementing its automated enforcement system?

- Yes
- No
- Not applicable (no automated speed cameras)
- Don't know

Did your jurisdiction refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?

- Yes
- No
- Not applicable (no automated speed cameras)
- Don't know

Ownership of system

- Jurisdiction owned
- Contracted/leased

Are placement locations of automated enforcement publicly available?

- Yes
- No
- Don't know

Is information regarding automated enforcement revenue publicly available?

- Yes
- No
- Don't know

Is information regarding the disbursement of this revenue publicly available?

- Yes
- No
- Don't know

Is the number of automated enforcement citations issued publicly available?

- Yes
- No
- Don't know

Upon deployment at a specific location, is there a warning period before citations are issued?

- Yes
- No
- Don't know

Are citations reviewed and signed by a sworn law enforcement officer?

- Yes
- No
- Don't know

Is there a system in place for dispute resolution?

- Yes
- No
- Don't know

Is the automated enforcement program audited?

- Yes
- No
- Don't know

If yes, how often?

Your answer

Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?

- Yes
- No
- Don't know

Does the jurisdiction analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?

- Yes
- No
- Don't know

Name of person completing this survey:

Your answer

6.2 Appendix B - Assessment Results

Qualifying Questions

Name of Jurisdiction	Type of Government Entity	Does your jurisdiction use automated traffic enforcement? (photo radar or red light cameras)
Bellevue	City	Yes
Bremerton	City	Yes
Des Moines	City	Yes
Federal Way	City	Yes
Fife	City	Yes
Issaquah	City	Yes
Kent	City	Yes
Lake Forest Park	City	Yes
Lakewood	City	Yes
Lynnwood	City	Yes
Moses Lake	City	Yes
Puyallup	City	Yes
Renton	City	Yes
Seattle	City	Yes
Spokane	City	Yes
Tacoma	City	Yes
Wenatchee	City	Yes

General Questions

Name of Jurisdiction	Population served by jurisdiction	Type of automated enforcement system used	Did your jurisdiction refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?	Did your jurisdiction refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?	Ownership of system
Bellevue	140000	Both	Yes	Yes	Contracted/leased
Bremerton	40500	Red light camera	Not applicable	Yes	Contracted/leased
Des Moines	30000	Both	Don't know	Don't know	Contracted/leased
Federal Way	100000	Both	Yes	Yes	Contracted/leased
Fife	10000	Both	Don't know	Don't know	Contracted/leased
Issaquah	37000	Speed camera	Don't know	Not applicable	Contracted/leased
Kent	128000	Speed camera	Yes	Not applicable	Contracted/leased
Lake Forest Park	12500	Both	Yes	Don't know	Contracted/leased
Lakewood	58000	Both	Yes	Yes	Contracted/leased
Lynnwood	45000	Both	Yes	Yes	Contracted/leased
Moses Lake	23000	Both	Yes	Yes	Contracted/leased
Puyallup	40000	Red light camera	Yes	Yes	Jurisdiction owned
Renton	100000	Both	Don't know	Don't know	Contracted/leased
Seattle	705000	Both	Don't know	Don't know	Contracted/leased
Spokane	250000	Both	Don't know	Don't know	Contracted/leased
Tacoma	250000	Both	Yes	Yes	Contracted/leased
Wenatchee	35000	Red light camera	Not applicable	Yes	Contracted/leased

Transparency Questions

Name of Jurisdiction	Are placement locations of automated enforcement publicly available?	Is information regarding automated enforcement revenue publicly available?	Is information regarding the disbursement of this revenue publicly available?	Is the number of automated enforcement citations issued publicly available?	Upon deployment at a specific location, is there a warning period before citations are issued?
Bellevue	Yes	Yes	Yes	Yes	Yes
Bremerton	Yes	Yes	Yes	Yes	Yes
Des Moines	Yes	Yes	Yes	Yes	Yes
Federal Way	Yes	Yes	Don't know	Yes	Yes
Fife	Yes	Yes	Yes	Yes	Yes
Issaquah	Yes	Don't know	Don't know	Don't know	Yes
Kent	Yes	Yes	Yes	Yes	Yes
Lake Forest Park	Yes	Yes	Yes	Yes	Yes
Lakewood	Yes	Yes	Don't know	Yes	Yes
Lynnwood	Yes	Yes	Don't know	Yes	Yes
Moses Lake	Yes	Yes	Yes	Yes	Yes
Puyallup	Yes	Don't know	Don't know	Don't know	Yes
Renton	Yes	Yes	Don't know	Yes	Yes
Seattle	Yes	Yes	Yes	Yes	Yes
Spokane	Yes	Yes	Yes	Yes	Yes
Tacoma	Yes	Yes	Don't know	Yes	Yes
Wenatchee	Yes	Yes	Don't know	Yes	Yes

Accountability Questions

Name of Jurisdiction	Are citations reviewed and signed by a sworn law enforcement officer?	Is there a system in place for dispute resolution?	Is the automated enforcement program audited?	If yes, how often?
Bellevue	Yes	Yes	Don't know	
Bremerton	Yes	Yes	Yes	yearly
Des Moines	Yes	Yes	Don't know	
Federal Way	Yes	Yes	Don't know	
Fife	No	Yes	Yes	
Issaquah	Yes	Yes	Don't know	
Kent	Yes	Yes	Don't know	
Lake Forest Park	Yes	Yes	No	
Lakewood	Yes	Yes	Yes	I don't know
Lynnwood	Yes	Yes	Yes	annual
Moses Lake	Yes	Yes	Yes	annual
Puyallup	Yes	Yes	Yes	Annually
Renton	Yes	Yes	Don't know	
Seattle	Yes	Yes	No	
Spokane	Yes	Yes	No	
Tacoma	Yes	Yes	Yes	unknown
Wenatchee	Yes	Yes	Don't know	

Safety Attributes Questions

Name of Jurisdiction	Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?	Does the jurisdiction analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
Bellevue	Yes	Yes
Bremerton	Yes	Don't know
Des Moines	Yes	Yes
Federal Way	Yes	Yes
Fife	Yes	Yes
Issaquah	Don't know	Don't know
Kent	Yes	Don't know
Lake Forest Park Police	Yes	Yes
Lakewood	Yes	Yes
Lynnwood	Yes	Yes
Moses Lake	Yes	Yes
Puyallup	Yes	Yes
Renton	Yes	Yes
Seattle	Yes	Yes
Spokane	Yes	Yes
Tacoma	Yes	Yes
Wenatchee	Yes	Yes