



Automated Traffic Safety Camera Program Update

Seattle Bicycle Advisory Board
May 20, 2025

Our Vision, Values, & Goals

Vision:

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.

Values & Goals:

Safety, Equity, Sustainability, Mobility & Economic Vitality, Livability, Maintenance & Modernization, and Excellence.

Presentation Overview

- Vision Zero update and Safe System Approach
- Automated Traffic Safety Camera (ATSC) program background
- Key 2024 state law changes
- Allowable camera types
- Proposed program updates
- Programs to reduce fine impacts
- Privacy protection and data retention
- Safety camera implementation guidance
- School zone safety camera expansion
- Next steps





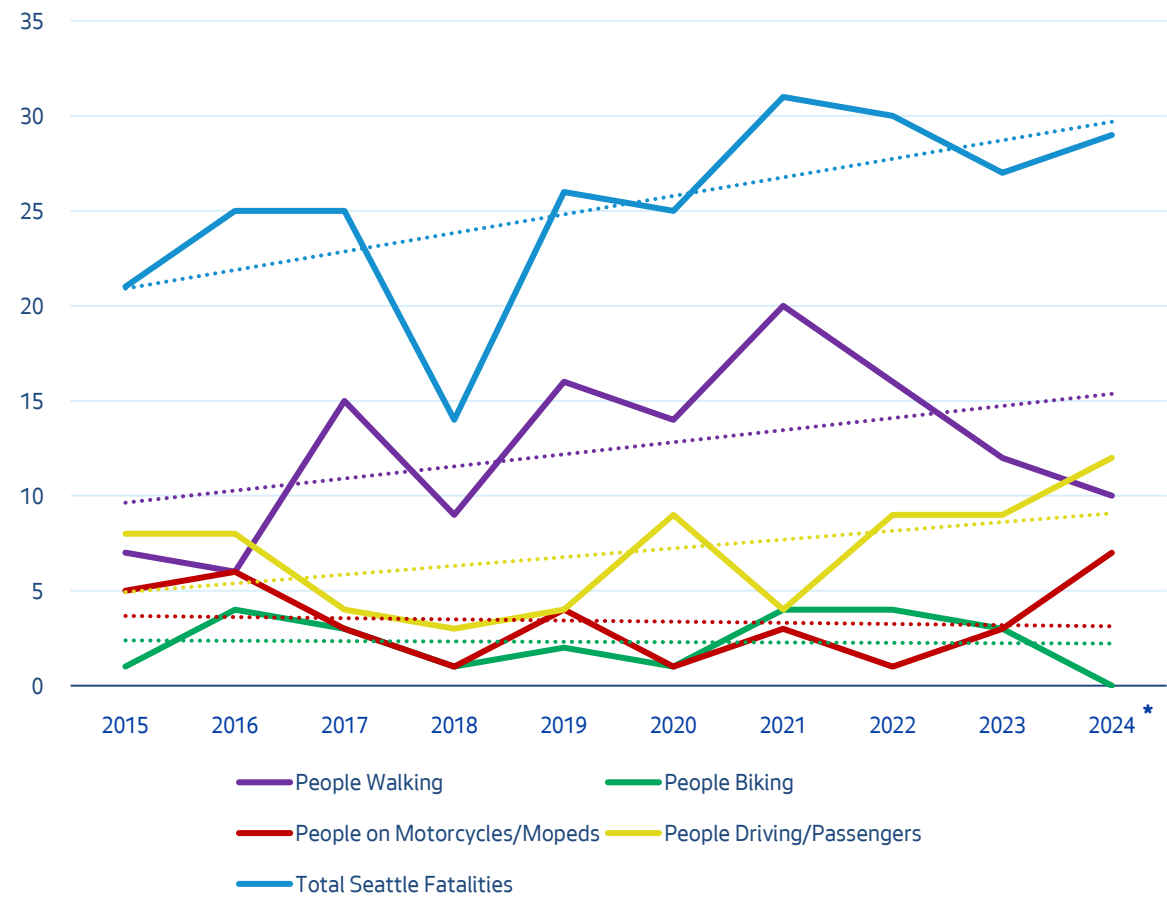
Since Seattle began its Vision Zero efforts in 2015, over **1,850 people** have been seriously injured and **253 people** have been killed in a traffic crash.

Together, we hold space for them.

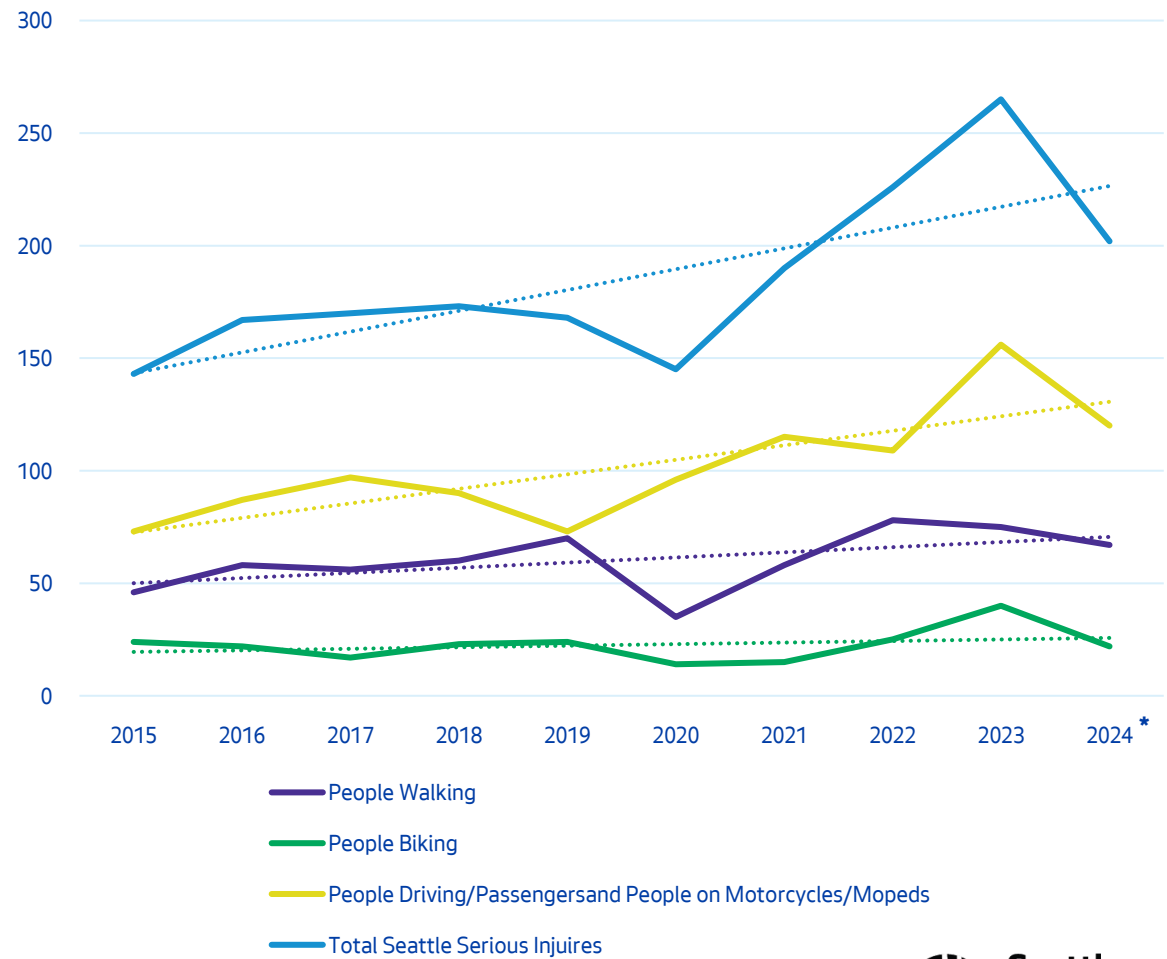
Together, we commit to taking action to end traffic deaths and serious injuries on city streets by 2030.

Collision Trends on Seattle's Streets

Lives Lost on Seattle Streets



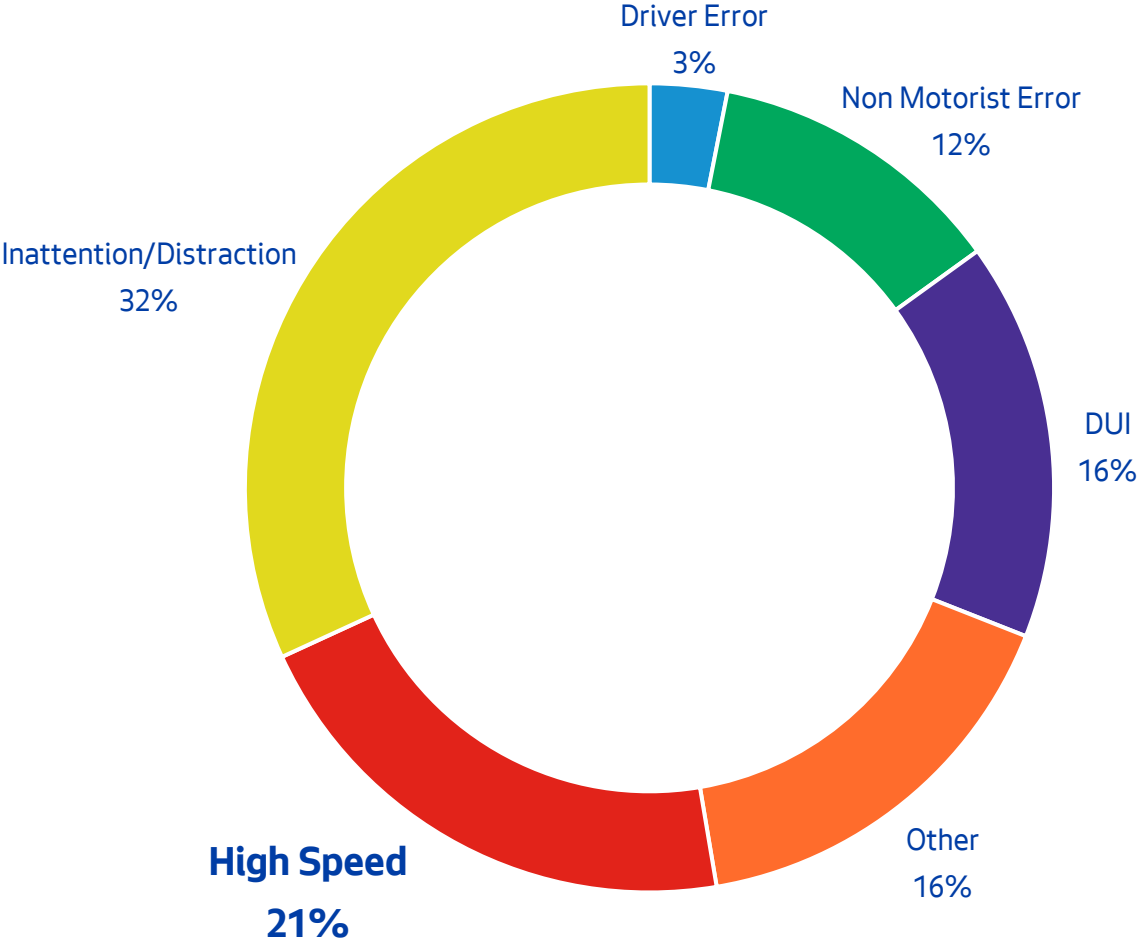
Serious Injuries on Seattle Streets



* Collision figures from 2024 are still preliminary and are subject to change

Major Contributing Factors

Primary Contributing Factors to Fatal Crashes (2015-2023)



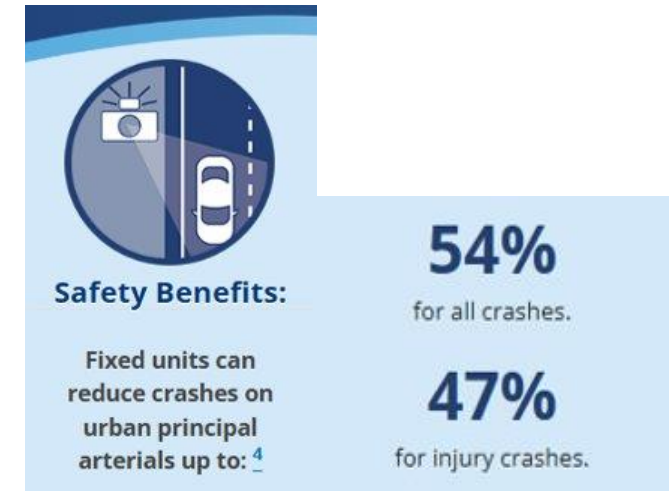
The Safe System Approach

- SDOT adopted the Safe System Approach in the updated **2024-2026 Vision Zero Action Plan**
- This framework approaches safety from **multiple angles** and includes **multiple layers of protection** to:
 - Reduce the likelihood of crashes
 - Reduce harm when crashes do occur
- The Safe System Approach has been **successful internationally**, including in Sweden, Norway, and Australia



Program Background

- Safer Speeds is a key element of the Safe System Approach
 - Speed safety cameras are a research-backed **Proven Safety Countermeasure** to reduce crashes
- Used in Seattle since 2006, currently operating:
 - 23 intersections with red-light cameras
 - 6 locations with public transportation-only lane (bus lane) cameras
 - 6 locations with block-the-box cameras
 - 19 locations with school speed zone cameras (with 19 new locations to be installed in 2025)
- 2024 **state law changes** provides opportunity to update Seattle's safety camera program
- ATSC **administration is shared** between SDOT, SPD, and Municipal Court



Graphic Sources: [FHWA Proven Safety Countermeasures](#)
[USDOT Safe System Approach](#)

Key 2024 State Law Changes

- Allows citation review by civilian employees
- Requires safety and equity analysis for siting new or relocating existing cameras
- Increases annual reporting requirements
- Permanently authorizes pilot authorities (block-the-box, public transportation/restricted lanes)
- Repeals racing zone speed camera authority
- Simplifies allowable types of full-time speed zone cameras
- May adopt ability-to-pay calculator to process and grant reduced penalties
- Requires granting 50% penalty reduction for first-violation to recipients of government assistance



Allowable Camera Types Under State Law

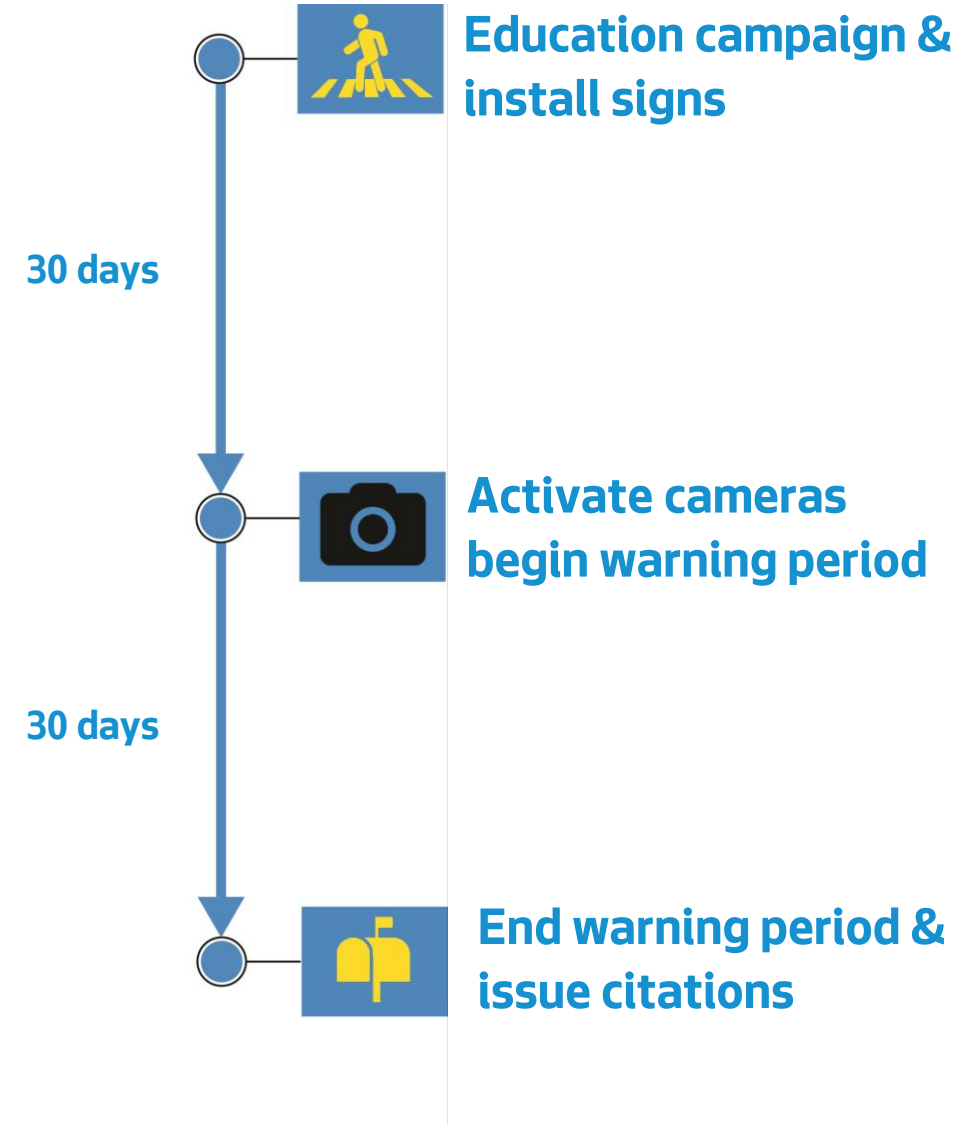
1. Red-Light
2. School Speed Zone
3. Restricted Lane (Deactivated)
4. Public Transit-Only Lane
5. Block-the-Box
6. Railroad crossing
7. Ferry queuing
8. Speeding:
 - High Crash Risk Locations
 - Park and Hospital Zones
 - School Walk Routes
 - Work Zones

Previously-deployed camera types



Key ATSC Program Updates

- Update code to **adopt allowable camera types**
- **Remove racing zone cameras**, which are no longer authorized under state law
- Add **equity and safety siting analyses** for new or relocated cameras
- Align **annual report** with state law requirements
- Clarify language on **posting street signage** 30 days before camera activation
- Establish **30-day warnings-only period** upon activation for all camera types
- **Repeal first-violation warnings** for cameras (including school zone), block-the-box, restricted lane, and public transport-only lane
- Align with state law to **authorize trained employees** in SPD and SDOT to review infractions
- Update **fine schedule** for new camera types



Monetary Penalties

Municipal Code reference	Parking infraction short description	Base penalty amount
11.50.140	Red Light Camera Violation	\$139
11.52.040	Speeding Traffic Camera Violation	\$139
11.52.100	Speed School Crosswalks violation	\$237
11.53.230	High Occupancy Vehicle Lane Camera Violation	\$75
11.72.040	Block Traffic-Stop/Park Violation	\$75

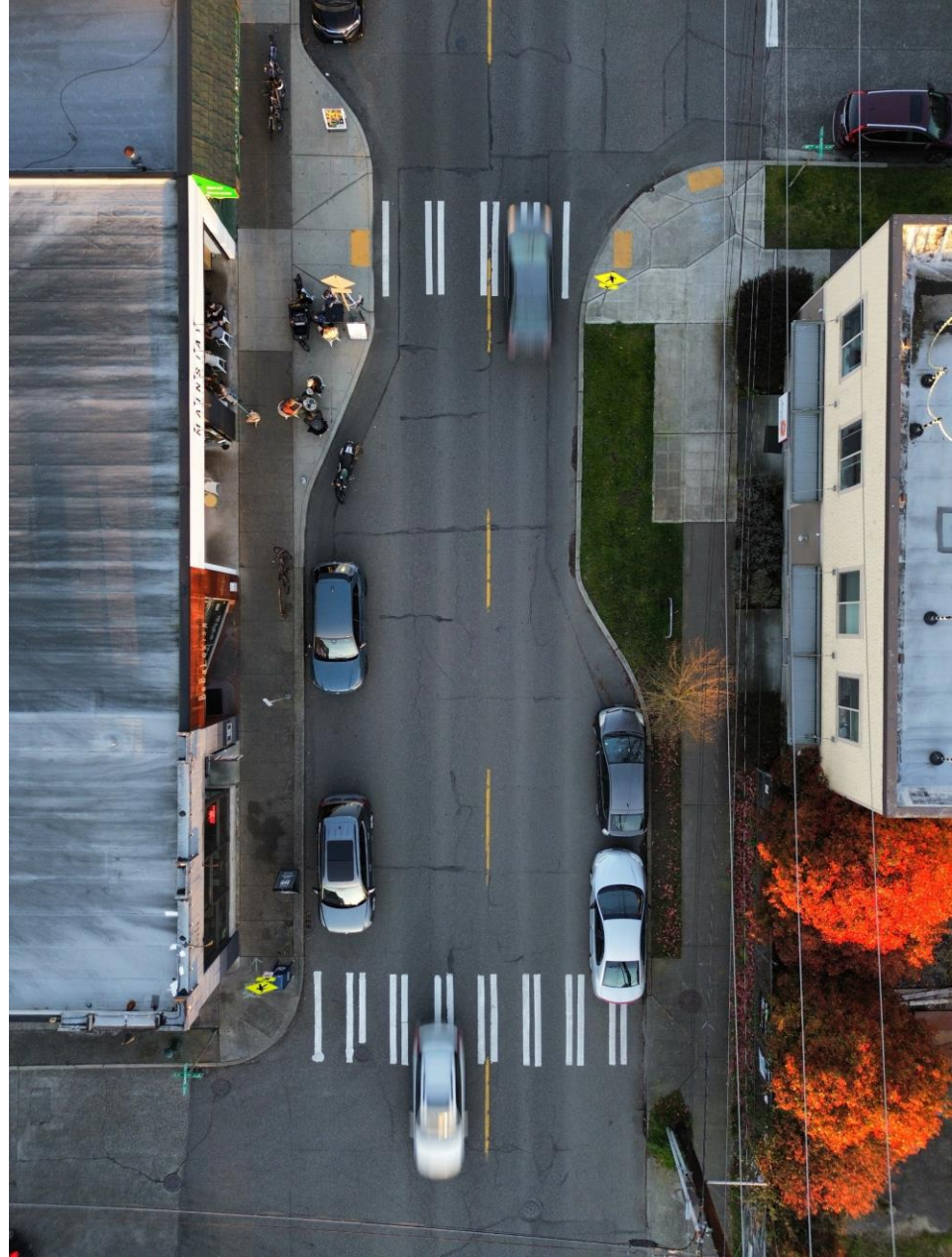
Existing - Fine Amounts

Municipal Code reference	Parking infraction short description	Base penalty amount
11.50.250	Signal Indicating Approach of Train Violation	\$139
11.50.260	Stop Railroad Grade Crossing Violation	\$139
11.58.272	Approaching Emergency or Work Zone Violation	\$237
11.58.295	Ferry Queue Violation	\$75

New - Fine Amounts

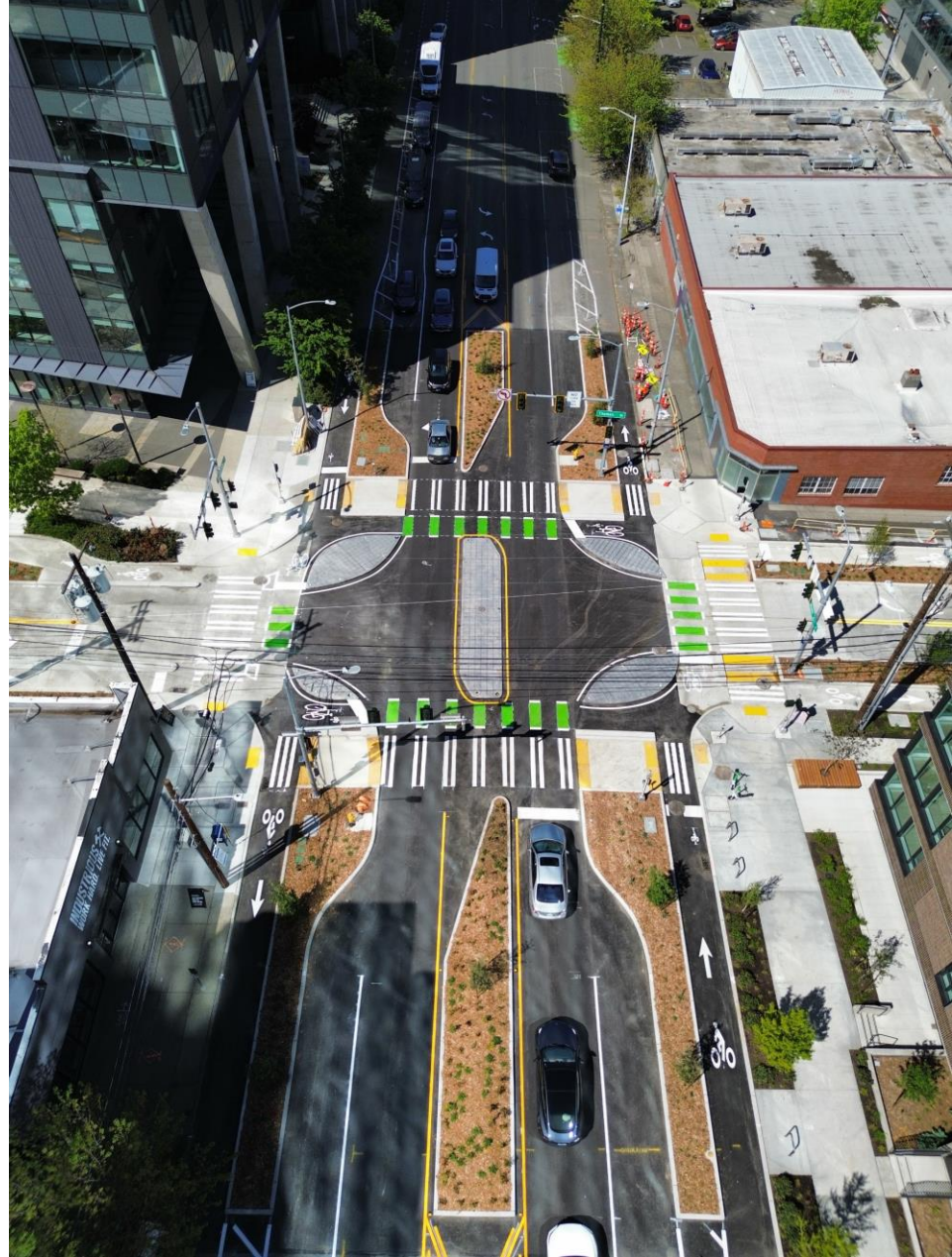
Program Financial Policies

- **Remove limitations** on using revenues from one camera type to administer another camera type
- Create **Automated Traffic Camera Safety Fund** to replace existing School Safety Traffic and Pedestrian Improvement Fund
 - All camera revenues will be deposited in the Automated Traffic Camera Safety Fund
 - Except 80% of red-light camera revenues, which continue to go to the General Fund



Program Financial Policies

- **Net revenues** in Automated Traffic Camera Safety Fund may be used for:
 - Traffic, student, bicycle, and pedestrian safety and directly related infrastructure projects
 - Operational and maintenance investments
 - Transportation improvements supporting equitable access and mobility for persons with disabilities
 - Transportation projects to reduce driver speeds
 - Pedestrian, bicyclist, and driver education campaigns



Programs to Reduce Impact of Fines

- **Ticket Debt Reduction Hearings**

- Eligible residents can apply for a debt reduction hearing for parking, traffic, or camera ticket debt >\$300

- **Payment Plans**

- Reduced monthly payment plans (\$25-50) are available for eligible residents to pay fines and fees

- **Community Service Plans**

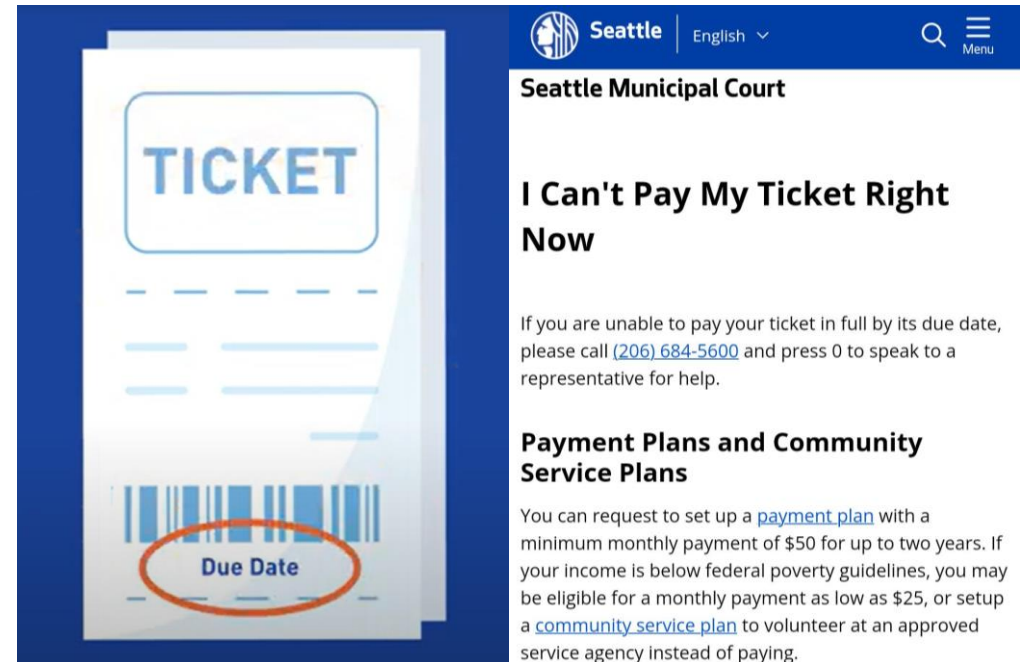
- Eligible residents may request to perform community service work in lieu of paying fines and fees

- **Unified Payment Program**

- Unpaid fines in more than one King County jurisdiction can be combined into a single monthly payment

- **50% First-violation penalty reduction**

- State law requirement - Recipients of government assistance may request reduction for first violations and those within 21 days of the first violation.



Privacy Protection and Data Retention

- Privacy requirements are unchanged :
 - Cameras only record images of vehicles and license plates while an infraction is occurring
 - Camera images cannot reveal the face of the driver or passengers
 - **Recorded images cannot be used for any purpose other than enforcing traffic violations under RCW 46.63.220**
- City specifies timelines for deleting recorded images:
 - 31-day retention for recordings that result in a warning/rejected event
 - 3-year retention for recordings that result in a citation

License Plate Image



Vehicle Image



Draft Safety Camera Implementation Guidance

1. Program administration, annual report, and programmatic modifications

- Unified annual report
- Satisfy requirements of the state law on equitable use of revenues, safety and performance measures
- Evaluate to remove, relocate and add cameras
- Budget procedures for SDOT, SPD, and Municipal Court

2. Siting analysis procedures

- Safety needs analysis
- Equity analysis

3. Community Engagement strategy



School Speed Zone Safety Camera Expansion

- Preparing to install 37 **new school speed zone cameras** at 19 locations in 2025
- Locations were identified through a system-wide **safety needs analysis** and **equitable distribution**
- Only prioritizing locations **after flashing beacons** are not sufficiently influencing speeds



Existing and New School Speed Zone Camera Locations

Existing and Planned School Speed Zone Enforcement Locations by Racial and Social Equity Index

Existing

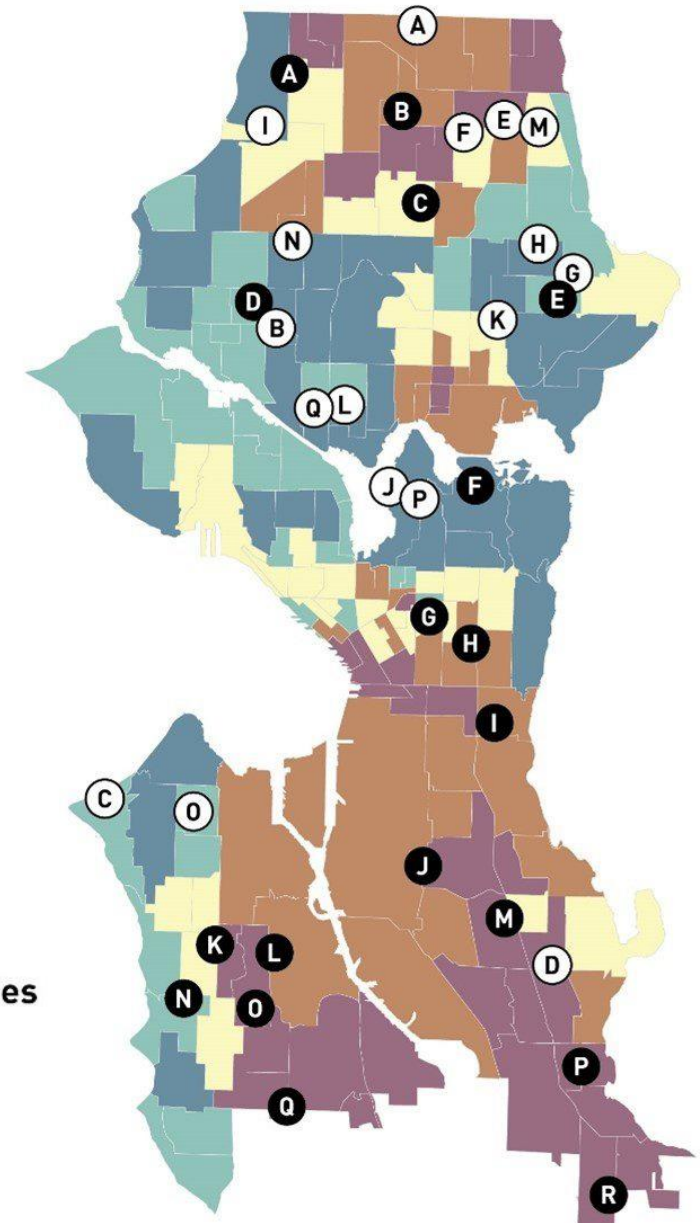
- A** Broadview-Thomson K-8
- B** Northgate Elementary
- C** Olympic View Elementary
- D** Whittier Elementary
- E** Eckstein Middle School
- F** Montlake Elementary
- G** Bailey Gatzert Elementary
- H** Garfield High School
- I** Thurgood Marshall Elementary
- J** Mercer Middle School
- K** Fairmount Park Elementary
- L** STEM at Boren
- M** Dearborn Park Elementary
- N** Gatewood Elementary
- O** Our Lady of Guadalupe School
- P** South Shore K-8
- Q** Holy Family Elementary
- R** Rainier View Elementary

Planned

- A** St Matthew School
- B** West Woodland Elementary
- C** Alki Elementary
- D** Rainier Valley Leadership Academy
- E** Nathan Hale High School
- F** Hazel Wolf K-8
- G** View Ridge Elementary
- H** Our Lady of the Lake School
- I** Viewlands Elementary
- J** TOPS K-8
- K** Bryant Elementary
- L** Hamilton Middle School
- M** John Rogers Elementary
- N** Greenwood Elementary
- O** West Seattle High School
- P** Bertschi School
- Q** BF Day Elementary

Disadvantaged Communities

- Lowest
- Second lowest
- Middle
- Second highest
- Highest



Next Steps

Date	Action
Spring 2025	City Council to finalize ATSC legislation
Spring - Summer 2025	SDOT to publish ATSC Implementation Guidance and develop equity and safety needs analysis for new camera locations
Spring 2025 - Winter 2026	Deploy and activate new school zone safety cameras
Early 2026	Deploy and activate initial full-time speed cameras at priority locations





From the entire SDOT Team
Thank you!