

WSDOT's Agency Request Legislation Update for Automated Speed Enforcement using Speed Safety Camera Systems (SSCS) in Work Zones

FHWA Work Zone Safety Peer Exchange
Crystal City, Virginia
March 7 – 8, 2023

Tony Leingang

Acting State ITS Operations Engineer

Incident Management and Operations Administrator

Work Zone Safety Initiatives



Why does Washington State need this bill?

Reducing speeding in work zones is critical to increasing the safety of workers and the traveling public

Trends in higher speeds on state highways have been increasing:

- Since the COVID-19 pandemic, WSDOT has seen a shift in traffic patterns. Traffic volumes outside of general commuting hours have trended lighter, which has led to an increase in speeding drivers
- As of July 31, 2021, motorists' speeds in several Washington counties showed an average increase of 10% over those driven for the same days in 2019
 - For our largest three counties (King, Pierce and Snohomish) between March and July daily speeds averaged 12% higher compared to pre-pandemic levels
- Of 1232 work zone collisions reported in 2020, 230 crashes can be attributed to high speed alone
- WSDOT and the highway contracting community continue to see a high number of speed related collisions and near misses inside work zones



Higher speeds in work zones can and have often led to more severe injury and fatalities when collisions occur

What would this legislation accomplish?

The current Senate and House bill versions would generally authorize:

- WSDOT to make rules to implement, administer and operate speed safety camera systems on state highway work zones.
- Washington State Patrol (WSP) to make rules and manage law enforcement activities such as issuing infractions and adjudication processes with Washington's Office of Administrative Hearings

The current bill versions also require rulemaking to be done with input from agency partners including, but not limited to:

- Department of Licensing
- Washington Traffic Safety Commission
- Organizations dedicated to the protection of civil liberties to ensure equity and access to justice for all



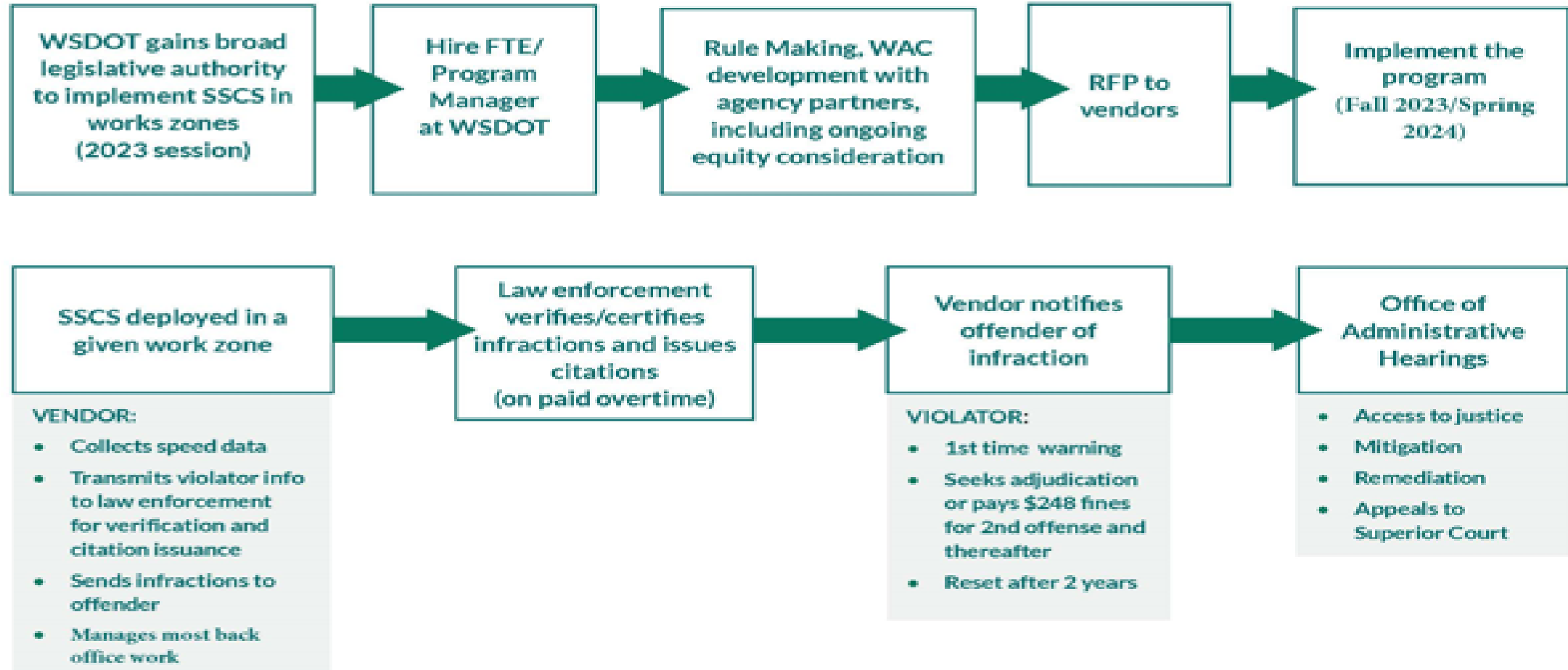
Next Steps – Assuming Passage in the 2023 Legislative Session (April Timeframe):

Rulemaking by both WSDOT and WSP

- Develop Washington Administrative Code (WAC) details – multiple stakeholder meetings:
 - Criteria for when and where to deploy SSCS in work zones such as location, volumes, average speeds, etc. performance metrics and reporting
 - Speeding thresholds – maintain WSP discretion when issuing infractions
 - Defined fine structures – current vision is 1st time warning, 2nd and thereafter, two-year reset
 - Adjudication processes with Office of Administrative Hearings
 - Enhancing the framework for ongoing equity considerations
- Other: Request for Proposals, hiring a vendor, contract administration processes, hiring program management staff

Timeline – Begin rulemaking by July 1, 2023 - Launch the SSCS Program by July 1, 2024 (or earlier)

Automated Enforcement Speed Safety Camera Systems



Anticipated Process

How You Can Help



1. What examples of RFQ/RFP/specifications are available?
2. We are looking for recommendations on vendors
3. What lessons can we learn from other states?

Thank you!

**For more information, or if you have questions,
please contact:**

Tony Leingang

Acting State ITS Operations Engineer

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Tony.Leingang@wsdot.wa.gov

360-239-0843