Report to the Legislature

RCW 46.63.220(6)

Automated Safety Enforcement, 2025

Annual Report 1: ASE Program Scan

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Contents

Executive Summary ..... - 5 -

Cities with automated safety enforcement programs ..... - 5 -

Cameras ..... - 5 -

Infractions ..... - 6 -

Costs and revenues ..... - 6 -

Next steps ..... - 6 -

Background/Introduction ..... - 7 -

Literature Review ..... - 7 -

Introduction ..... - 7 -

Historic Background ..... - 7 -

Red-light Cameras ..... - 8 -

Speed Enforcement Cameras ..... - 9 -

Kenmore's Automated Safety Enforcement Study ..... - 9 -

Summary ..... - 10 -

Automated Enforcement Definitions ..... - 11 -

Definitions and Scope ..... - 11 -

How Automated Safety Enforcement Systems Operate: ..... - 13 -

Infraction court procedure ..... - 15 -

Program Scan Findings ..... - 15 -

Automated Enforcement Program Links ..... - 16 -

Program Operation Data Analysis ..... - 17 -

Automated Enforcement Program Details ..... - 17 -

Infraction report ..... - 18 -

Speed Limits for School Zone and Speed Cameras ..... - 28 -

Program Costs and Revenues ..... - 29 -

Spotlight on Tacoma's East Bay Street speed camera ..... - 30 -

Site Selection ..... - 30 -

The East Bay Street Camera in 2025 ..... - 31 -

Conclusion ..... - 32 -

APPENDICES ..... - 33 -

Appendix A: References ..... - 33 -
Appendix B: Supplementary Tables ..... - 35 -
Appendix C: RCW 46.63.220 ..... - 44 -
Appendix D: Data Collection Methodology ..... - 49 -
Program Scan Approach ..... - 49 -
Program Operation Data Collection ..... - 50 -

Executive Summary

This is the first annual statewide report on local automated safety enforcement programs in Washington. Reports will be expanded in future years to address additional enforcement types and data related to outcomes and equity. In the first year that the report is required, the Washington Traffic Safety Commission (WTSC) has focused on conducting an inventory of programs and cameras with a focus on the two most common types of automated safety enforcement: those designed to deter and detect red-light running and speeding incidents.

National and international data show that conspicuous enforcement cameras reduce high-risk driving behaviors, such as speeding and red-light running, that lead to serious and fatal crashes. Lower driving speeds directly reduce crash risk and injury severity, especially where vulnerable road users, including bicyclists and pedestrians, are present (Doecke, et al., 2018).

The Washington Legislature has authorized cities and counties to deploy automated safety enforcement programs based upon local ordinances. The statute has evolved over nearly two decades, with the most recent updates in 2024 passed under HB 2384.[1] Automated safety enforcement, particularly camera-based enforcement of red-light compliance and school zone speeds, is used in select jurisdictions across Washington State, with 29 incorporated municipalities currently operating automated enforcement programs. Cities using or planning to use some type of automated enforcement in 2025 (listed on pp. 16-17) represent just over one-third of the state's population. This report details red-light and speed camera implementation across the state, including how many cities have automated safety enforcement programs, how many cameras are deployed, and how many infractions were issued in 2025.

Cities with automated safety enforcement programs

The WTSC, working with the University of Washington Schools of Public Health and Medicine, identified 29 cities in Washington State with automated safety enforcement programs operating as of December 31, 2025, with four more in development. No counties have yet reported any automated enforcement programs. All cities contracted with one of two vendors, Novoa Global and Verra Mobility, to implement automated safety enforcement systems.

Cameras

Of the 416 cameras in operation as of December 31, 2025, there were 50 newly deployed in 2025. Six cities expanded their programs with additional installations, and 5 launched brand new programs. Slightly more than half of these cameras (215; 52 percent of all cameras) enforced red-light compliance and nearly all others represented speed enforcement cameras. Cameras were in operation throughout the state, especially in larger cities: Seattle, Renton, Spokane, and Kent accounted for nearly half of all deployments (194; 47 percent of all cameras).

[1] Additional changes were made with the passage of SB 6066 in 2026, which will allow the use of automated enforcement in designated "crash prevention zones." The law is effective June 11, 2026.

Infractions

Overall, 846,133 infractions were issued statewide in 2025, roughly half for red-light violations. Red-light infractions were lowest on Sundays, peaked on Fridays, and were more common in the summer months than the rest of the year. Speed infractions were most common on weekdays, largely because most speed cameras have been deployed in school zones, and many school zone cameras enforce speed limits only when school is in session.

Costs and revenues

Accounting differences between cities precluded a straightforward comparison of costs between cities, but most cities reported revenues higher than costs, with an estimated average revenue collected per camera of $172,459 against a cost per camera of $77,334. Informal discussions with cities suggested that court costs account for a considerable proportion of total program costs.

Next steps

This report focuses on identifying programs and the scope of their operations as of 2025. Reports in future years will focus on collision incidence and severity near cameras, equity aspects of camera placement, and will incorporate mobile cameras, including school bus cameras and city- or county-operated work zone cameras.

Background/Introduction

Washington House Bill 2384 (2024) included a requirement in RCW 46.63.220(6) that cities and counties using automated traffic safety enforcement programs post an annual report on the city's or county's website of the number of traffic crashes that occurred at each location where an automated traffic safety camera is located, as well as the number of notices of infraction issued for each camera.

This bill also requires that the Washington Traffic Safety Commission (WTSC) provide an annual report to the transportation committees of the legislature that includes aggregated information on the use of automated traffic safety enforcement in the state that includes an assessment of the impact of these programs. The present report, which WTSC contracted with the University of Washington to conduct, is responsive to this requirement. This is the first such report, focusing on red-light and speed camera installations and infractions. Future reports will include more details on costs, equity, crashes, and other types of automated safety enforcement such as work zone and school bus/transit mounted cameras.

Literature Review

Introduction

Automated safety enforcement technology has been deployed in the United States for almost four decades. Major applications include red-light cameras, which photograph vehicles travelling through an intersection after a red light has indicated that their direction of travel must stop; and speed enforcement cameras, which photograph vehicles travelling a specified number of miles per hour above the posted speed limit, with particular focus on active school zones. Other types of automated traffic safety cameras monitor transit only lanes, intersection blocking, railroad crossings, and school bus mounted stop-paddle infractions.

This report primarily focuses on red light and speed enforcement. Red-light cameras and speed enforcement cameras have shown improvements to community safety, vehicle speed reduction, and a correlation with a drop in aggressive driver behavior. Local governments often deploy automated traffic safety cameras to reduce injuries, fatalities, and property damage in their communities.

Historic Background

Automated speed enforcement cameras were first deployed in Paradise Valley, Arizona in 1987, and red-light cameras have been utilized in New York City since 1991 (Miller, et al., 2016). In Washington automated traffic enforcement cameras were authorized by the legislature in 2005 and codified into RCW 46.63.170. Initially, only school zone speed enforcement cameras, railroad crossing cameras, and red-light cameras were authorized at the city and county levels (Carlson, 2025). Seattle (2005), Bremerton (2006), and Lakewood (2006) were the earliest adopters of automated traffic safety camera technology in Washington State. In 2009 the Washington State Legislature authorized a budget proviso for a pilot program of automated speed enforcement cameras outside of school zones in Seattle and

Tacoma (Washington Traffic Safety Commission, 2011). Tacoma installed a fixed speed camera along East Bay Street in November 2009, which operates to this day.

Tacoma's East Bay Street camera had an initial two-week warning period, after which it began issuing monetary infractions to the registered owners of vehicles which were travelling above the posted speed limit. Along that section of East Bay Street, the number of monthly speeding infractions decreased by 53 percent between December 2009 (4,913 infractions) and October 2010 (2,308 infractions) (Washington Traffic Safety Commission, 2011).

Around the same time, Seattle began a mobile speed camera unit pilot, which alternated between two locations: Elliot Avenue West and 35th Avenue Southwest. Unlike Tacoma's pilot, Seattle's did not issue infractions but did take pictures and record the speeds of vehicles travelling above the posted speed limits. After several months, mean vehicle speed, as measured by the mobile speed camera, decreased by 5.6 mph along Elliot Avenue West and 2.5 mph along 35th Avenue Southwest. Both Tacoma and Seattle's programs indicated a positive correlation between the presence of an automated speed enforcement camera and a decrease in vehicle speeds in the enforcement zones (Washington Traffic Safety Commission, 2011).

RCW 46.63.170 was repealed in 2024 and replaced with expanded and updated statutes governing automated safety enforcement. This allowed for wider deployment of automated safety cameras than the original 2005 law. Cities and counties in Washington State are now allowed to utilize automated safety enforcement for intersections (red-light cameras), and speed cameras for park and hospital zones, school zones, work zones, and additional locations which are determined to have a higher crash risk due to vehicle speeding (Carlson, 2025). As of May 2026 the UW program scan discovered 29 currently operating automated enforcement camera programs in Washington State, and four additional programs expected soon.

Red-light Cameras

Research on red-light cameras has shown a positive association between the installation of red-light cameras at intersections and reduction in injuries and some crash types. A study of 27 red-light camera intersections in Maryland (Park, et al., 2018) found that side impact crashes decreased and driver behavior improved following camera installation. For example, drivers in those areas were more likely to stop when encountering a traffic light's yellow phase and reduce their vehicle speed when passing a red-light camera (Park, et al., 2018). The Maryland study also found that drivers' aggressive passing behavior and red light running decreased in the intersections where the red-light cameras were installed and that these positive effects also carried into downstream intersections.

A Missouri study compared 24 urban intersections with and without red-light camera installations (Claros, et al., 2017). The study demonstrated a 7.4 percent reduction in fatal injury crashes at intersections with red-light cameras compared to intersections without red-light cameras. Both the Missouri and Maryland studies also found that side impact (right-angle) crashes decreased in

intersections with red-light camera installations, but not rear-end crashes (Claros, et al., 2017; Park, et al., 2018). It should be noted that right-angle crashes are much more likely to result in serious and fatal injuries, compared to rear-end crashes. Red-light camera systems have shown a positive correlation between their installation and the reduction of fatal injuries and side impact crashes, and an increase in positive driver behaviors.

Speed Enforcement Cameras

Automated speed enforcement cameras have shown a positive connection with a reduction in speeding violations, collisions, and injuries. A study in Chicago (Tilahun, 2023) found that deploying automated speed enforcement cameras correlated with a 12 percent drop in injury crashes over a three-year period from 2015 to 2017. A study from New York City (Stagoff-Belfort, et al., 2025) found that speeding violations, injuries, and collisions all dropped in connection with the deployment of automated speed enforcement cameras. Over a 7-month period following speed camera installation, collisions dropped by 30 percent. Additionally, injuries fell by 16 percent over the same period, and speeding violations dropped by nearly 50 percent within the first five months of deployment (Stagoff-Belfort, et al., 2025).

Automated speed enforcement installations have demonstrated a positive correlation with their deployment and benefit to their communities. These systems have demonstrated a reduction in speeding, injuries, and collisions in areas where they are installed. Speed is a strong determinant of injury severity (Richards, 2009); therefore, speed cameras are likely to reduce serious bodily injury.

Kenmore's Automated Safety Enforcement Study

In 2025 the City of Kenmore published a study of its automated safety enforcement program, using data collected by Cambridge Mobile Telematics. This study examined the impact of extending automated safety camera enforcement hours near Arrowhead Elementary School and Kenmore Elementary School from times when students are present speed enforcement at all hours (Cambridge Mobile Telematics, 2025). This change occurred on November 2, 2025. At the beginning and end of each school day, yellow beacons near the automated speed enforcement cameras indicate that the enforced speed limit in those school zones is 20 mph. At all other times, the enforced speed limit is 30 mph. The registered owners of vehicles caught violating the speed limits during those times received warnings for the first 60 days of the change, after which violators received monetary infractions.

Telematics data was collected by Cambridge Mobile Telematics to measure changes in speeding behavior, phone motion (device motion while the vehicle is driving at 10 mph or more for 3 or more seconds), hard braking, and overspeed (driving above the speed limit for any length of time) in the automated enforcement areas near Arrowhead Elementary School and Kenmore Elementary. Telematics is the collection of sensor data from internet connected devices, such as smart phones (Cambridge Mobile Telematics, 2025).[2] Anonymized data from smartphones passing through these areas was used to measure impact of these enforcement changes. Findings indicate there was a reduction in the

[2] The telematics data used in this study was sourced solely from insurance or other applications that required user consent to collect this anonymized data.

number of vehicles exceeding posted limits due to the change to 24/7 enforcement in those areas. The number of vehicles speeding over 30 mph decreased by 30 percent, and the number of vehicles speeding above 35 mph decreased by 40 to 50 percent (Cambridge Mobile Telematics, 2025). These reductions extended up to a mile from the camera locations. Comparable reductions were not found in statistical control groups, suggesting automated speed enforcement programs can reduce vehicle speeds in monitored areas. As speeding contributes to an increased risk for serious injury crashes, these findings are consistent with other studies showing that automated speed enforcement programs can improve community safety by reducing vehicle speeds in enforced areas, which in turn can reduce the incidence and severity of collisions.

Summary

In other jurisdictions outside Washington State, both red-light and speed enforcement cameras have shown positive benefits for their communities. A reduction in injuries, fatalities, crashes, speeding, and aggressive driver behavior have all been scientifically measured and observed. These benefits are connected not only to the immediate locations in which they are deployed but also may improve safety on surrounding roadways. This may indicate automated traffic safety cameras increase drivers' traffic safety awareness and help create safe communities for the people who live and work there.

Automated Enforcement Definitions

Definitions and Scope

Fixed automated safety enforcement programs are physically installed camera systems designed to detect vehicle-linked traffic infractions. Automated traffic safety enforcement systems differ from and are not Flock Safety cameras, which are distinct systems used to track and monitor vehicles, neighborhoods, and other factors. Automated traffic safety enforcement systems only record traffic violation events and vehicle license plate numbers related to violations at the camera location. They do not capture the faces of drivers and passengers and are not used for real-time tracking purposes. Figure 1 shows an automated safety enforcement installation, including not only the camera but also the communications equipment needed to transmit the footage to the vendor systems. These cameras can detect multiple forms of infractions, and may be classified by how they are placed and what infractions they detect as follows:

Figure 1: An automated safety enforcement camera mounted next to a road.

1) *Red-light cameras,* which detect when vehicles pass through intersections despite the presence of a red light to stop traffic in the designated direction.
2) *Fixed placement speed enforcement cameras*, which detect when vehicles are traveling above a threshold speed limit (above posted speeds). These cameras include:
    a. *School zone cameras*: installed in school zones and operating during the days and hours school is in session.
    b. *Other fixed speed cameras*: installed outside school zones in areas of higher speed risk, including adjacent to hospitals and parks and on state highways operating as city streets, and typically operating continuously rather than only during school hours.
    c. *24/7 speed cameras in school zones*: as detailed below, these cameras operate under different sets of operating rules for cameras based on days of the week and times of day. For example, a speed enforcement camera may enforce a 20-mile-per-hour speed limit during the days and hours school is in session, and the regular posted speed limit at all other times.
3) *Transit lane enforcement cameras*: installed along transit lanes (bus-only lanes) to detect illegal vehicle access in those lanes to improve transit traffic flow.
4) *Intersection blocking* ('block-the-box') *cameras:* installed in intersections to detect illegal intersection blocking by vehicles. Intended to improve pedestrian access in crosswalks and improve traffic flow for vehicles.
5) *Work zone cameras* (not addressed in the 2026 report): Mobile trailer mounted cameras to enforce lower speed limits in active work zones. Intended to reduce injuries and fatalities of roadside workers and of others traveling through work zones.

6) *School bus mounted cameras* (not addressed in the 2026 report): School bus mounted cameras to detect illegal vehicle passing of school buses when the bus's red stop paddle is out and red flashing lights are on, indicating the presence of loading and unloading of student passengers.

This report describes the 2025 usage of the first four camera types in Washington. Future reports will incorporate all camera types.

Figure 2: Signage identifying a 24/7 speed zone camera enforcing different speeds at different times and days. These signs indicate a driver is approaching a camera that enforces different speed limits at different times.

Implementation Note: Photo Enforcement of Multiple Speed Limits in School Zones

Speed limits may vary by time of day and day of the week in school zones, with speed limits lower when school is in session. Several cities have deployed cameras that enforce these differing limits, often with a flashing light informing drivers when the lower limit is applied. In this report, we refer to such cameras as "24/7 speed cameras in school zones", because they enforce speed limits 24/7, with those limits lowered during school times. For example, a 24/7 camera will enforce a 20-mph speed limit during school times, and the regular posted speed limit at other times. This is illustrated in Figure 2.

How Automated Safety Enforcement Systems Operate:

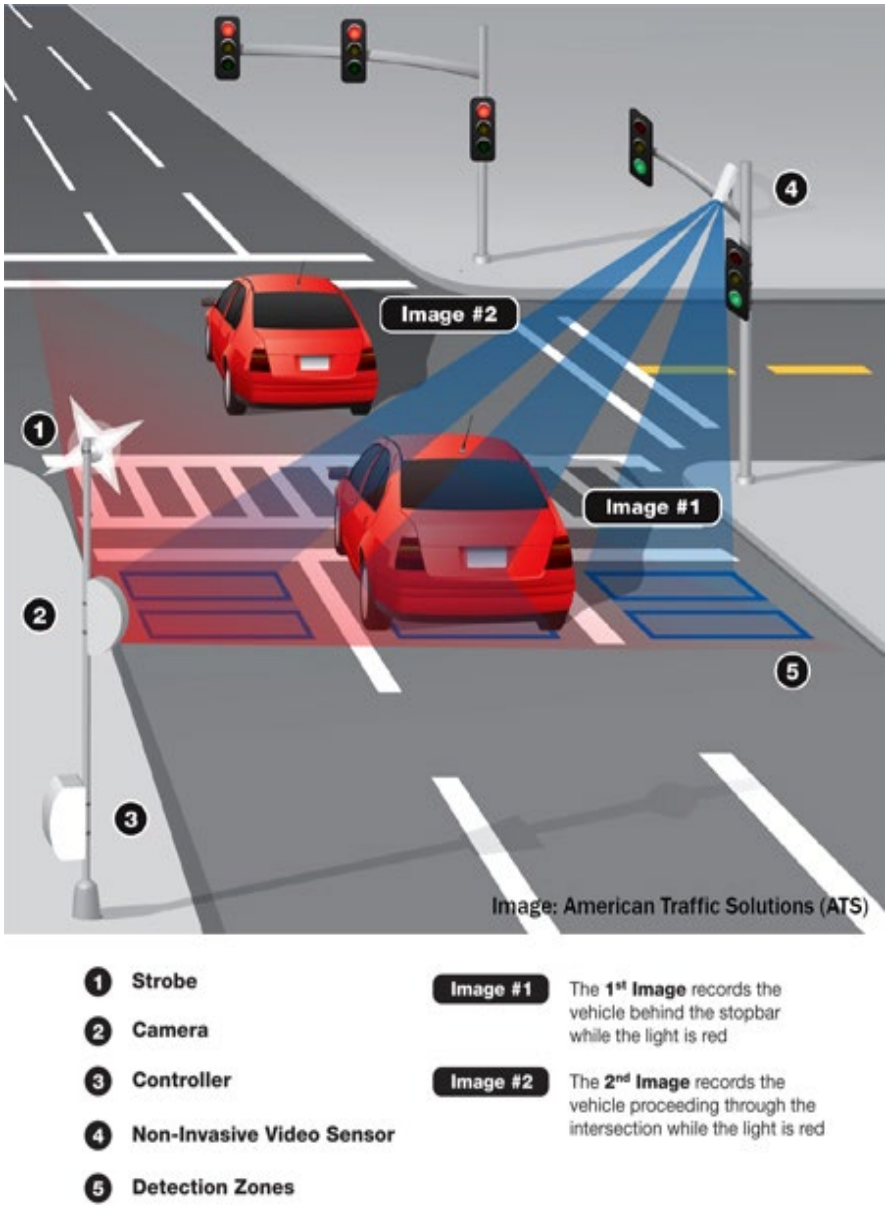


Figure 3: Schematic diagram showing how red-light cameras identify violations: (Credit to City of Seattle's website)

Municipal governments in Washington contract with vendors who supply automated safety enforcement services to include physical installation of a high-resolution color camera. Camera software is designed to 1) capture photographs of vehicles violating posted speed limits within an enforcement zone; 2) automatically process that footage to identify potentially offending vehicular traffic; 3) send footage to vendors and forward to cities for a detected violation event. The web interface allows city officials to approve or deny each violation event, as well as technical support for the full system. Figure 3 illustrates how such a system identifies potential red-light violations.

Importantly, the footage recorded by the camera is high enough resolution to read license plate numbers, which the software system can use to look up the registered owner of the potentially offending vehicle.

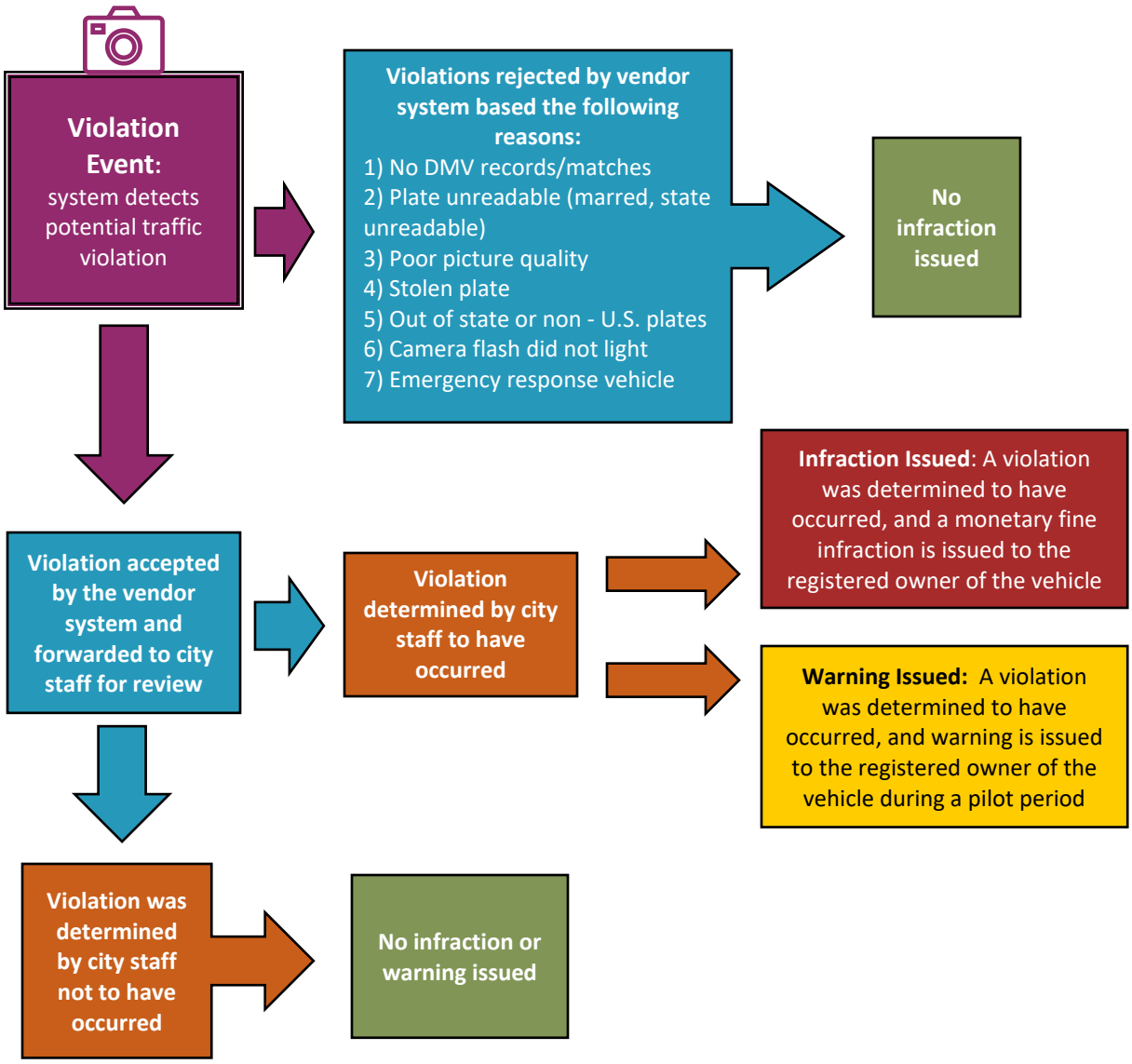


Figure 4: Violation review process. Reviewers are commissioned law enforcement officers or specially trained civilian staff, referred together as "city staff" in Figure 4. (Prior to House Bill HB 2384 - 2024, all footage had to be reviewed by sworn officers.)

Figure 4 indicates a general violation review process. In the event that the reviewer determines that the recorded footage indicates a violation event (e.g. the vehicle's reported speed is above the speed limit, or the vehicle truly did progress through a red light after it had changed) and there are no mitigating circumstances indicated by the camera footage (e.g. the red-light violation was incurred by EMS services transporting a patient), the reviewer approves the violation.

Depending on the city's policy, this violation approval results in either a warning during the camera grace period or an infraction fine mailed to the vehicle's registered owner. Warnings are typically issued only during a period shortly after the camera program began or after a camera was deployed, to give drivers an opportunity to correct their behavior before being fined. If approved by the authorized

city/county reviewer, the vendor issues a notice of this warning or infraction by mail to the registered owner of the vehicle involved. Automated safety enforcement infractions are civil penalties linked to a vehicle and based upon the presumption that the registered owner is the driver.

Infraction court procedure

When an infraction is received by the registered owner of a vehicle, the owner can choose from several responses:

1. *Pay the infraction:* through an online portal, mail, or in person; and those fines are paid to the appropriate city court.
2. *Contested, in-person hearing:* by indicating this on the infraction letter and mailing it back to the city. The owner is then notified in writing of the date of the contested hearing. The city then has the burden of proof (evidence) that the infraction was committed. The owner of the vehicle may subpoena witnesses. The court then determines if the infraction is upheld or dismissed. The owner of the vehicle can choose to pay the fine (if the decision is not in their favor) or appeal.
3. *Contested hearing by mail:* by indicating this on the infraction statement. The owner is not required to appear in court; they must write a Statement and Declaration contesting their infraction and mail it to the court. The city has the burden of proof (evidence) that the infraction was committed. The court will review the owner's Declaration and other evidence (photographic evidence, officer's statement). The court will render a decision, which the owner will receive by mail, and cannot appeal. The owner must agree to pay any infraction penalty issued by the court within 30 days.
4. *Mitigation hearing in person:* by indicating this on the infraction statement. The owner will be provided with a date to appear in court. The owner may not subpoena witnesses. The court will review the owner's testimony and other evidence (photographs, officer's statement). The infraction will be found committed, and a monetary penalty will be determined. The judge may reduce the penalty, based on mitigating circumstances. The owner will receive the decision by mail and cannot appeal. The owner must agree to pay any monetary penalty.
5. *Mitigation hearing, by mail:* The owner is not required to appear in court. They must write a Statement and Declaration and mail it to the court. The court will review the owners' declaration and other evidence (photographs, officer's statement). The infraction will be found committed, and a monetary penalty will be determined. The judge may reduce the penalty, based on mitigating circumstances. The owner will receive the decision by mail and cannot appeal. The owner must agree to pay any monetary penalty.
6. *Declaration of Non-Responsibility:* The owner completes a "Declaration of Non responsibility," declares they were not driving by indicating this on their infraction statement, and returning it by mail to the city. The infraction is dismissed.

Program Scan Findings

As of December 2025, the UW team identified 34 cities in Washington State with automated safety enforcement programs underway or in development. Cities and counties in Washington are authorized to enact automated safety enforcement programs by local ordinance. Thus far, no counties have elected

to implement such programs. Twenty-nine cities (Table 1) had currently operating fixed automated safety enforcement programs (i.e., stationary red-light and speed cameras) as of May 2026. One (Moses Lake) discontinued its program in July 2025 due to cost and technical issues. Four cities (Woodinville, Pacific, Orting, and Redmond) were in the process of setting up their programs. All currently operational programs in Washington State were contracting with either Verra Mobility or Novoa Global. While other automated safety enforcement vendors exist, none are known to operate in Washington at this time.

Automated Enforcement Program Links

These links provide direct access to each city's automated safety enforcement program (if available).

Auburn	Issaquah	Pasco
Bellevue	Kenmore	Poulsbo
Bothell	Kent	Puyallup
Bremerton	Kirkland	Redmond
Des Moines	Lake Forest Park	Renton
DuPont (administered by Lakewood)	Lakewood	Seattle
Edgewood	Lynnwood	Spokane
Edmonds	Milton (no link currently)	Tacoma
Everett	Mukilteo	Tukwila
Federal Way	Orting	Wenatchee
Fife	Pacific (no link currently)	Woodinville

The WTSC developed an interactive map of all cameral locations in Washington State. The interactive map shows the camera location, type of camera, city, and infraction fines. The interactive map can be accessed here.

Program Operation Data Analysis

Automated Enforcement Program Details

Twenty-nine cities were operating active programs in Washington as of December 31, 2025 (Table 1). There were 416 cameras in operation, of which 50 were newly deployed across eleven cities in 2025. Over half of these cameras (215; 52 percent of all cameras) enforced red lights, and Seattle, Renton, Spokane, and Kent accounted for nearly half of the deployments (194; 47 percent of all cameras). Table 1 shows the count of active cameras by city, sorted by the year each city started its program.

Table 1: Summary of Automated Safety Enforcement by City, 2025

City	Program Start Year	Total cameras	New cameras added in 2025	Red-light cameras	School zone cameras	24/7 cameras in school zones	Speed cameras (non-school zones)	Other camera types[a]
Seattle	2005	90	10	30	46	0	0	14
Bremerton	2006	9	0	9	0	0	0	0
Lakewood	2006	7	0	5	2	0	0	0
Fife	2007	12	0	8	4	0	0	0
Lynnwood	2007	16	0	12	4	0	0	0
Tacoma	2007	14	0	9	4	0	1	0
Federal Way	2008	14	0	6	8	0	0	0
Puyallup	2008	13	0	13	0	0	0	0
Renton	2008	26	0	14	12	0	0	0
Spokane	2008	25	2	17	8	0	0	0
Bellevue	2009	9	0	6	3	0	0	0
Lake Forest Park	2009	14	0	7	5	2	0	0
Wenatchee	2010	3	0	3	0	0	0	0
Des Moines	2011	13	0	7	2	0	4	0
Kent	2014	53	0	41	12	0	0	0
Edgewood	2019	7	0	0	7	0	0	0
Kirkland	2019	8	0	0	8	0	0	0
Pasco	2019	4	0	4	0	0	0	0
Auburn	2023	12	0	0	12	0	0	0
Bothell	2023	11	0	0	11	0	0	0
Kenmore	2023	7	2	1	0	6	0	0
Edmonds	2024	10	5	5	5	0	0	0
Everett	2024	11	4	9	2	0	0	0
Poulsbo	2024	3	2	1	1	0	1	0
DuPont	2025	7	7	5	2	0	0	0

City	Program Start Year	Total cameras	New cameras added in 2025	Red-light cameras	School zone cameras	24/7 cameras in school zones	Speed cameras (non-school zones)	Other camera types[a]
Issaquah	2025	4	4	0	4	0	0	0
Milton	2025	6	6	3	2	0	1	0
Mukilteo	2025	4	4	0	2	0	2	0
Tukwila	2025	4	4	0	2	0	2	0
Total		**416**	**50**	**215**	**168**	**8**	**11**	**14**

[a] Other camera: transit lane enforcement cameras and intersection blocking ('block-the-box')

Infraction report

The next section of this report will detail how infractions vary by city, by camera type, by day of the week, and by month of the year.

In 2025 there were 1,128,314 events submitted to 29 cities for review, resulting in 846,133 infractions issued and 120,081 warnings issued. As detailed in the violation process section, after city staff review, some events flagged by the vendor systems are determined not to be true violations. For example, the city staff member reviewing the footage might see that the vehicle that had proceeded through a red light was an ambulance with its lights flashing and thus was not in violation of the law. RCW 46.61.035 generally exempts authorized emergency vehicles from typical traffic laws when responding to an emergency call and displaying required warning lights.

Cities may also choose to issue warnings during a camera grace period rather than infractions, typically at the inception of a program to give drivers an opportunity to change behavior before they receive an infraction. For example, Woodinville is currently establishing an automated safety enforcement program. It will provide a two-month warning period following the activation of its school zone cameras, in which registered vehicle owners will receive warning letters rather than infractions. Similarly, Redmond began its speed safety camera pilot program on April 27, 2026. A 45-day period will inform registered owners of vehicles violating the speed limit in those enforcement zones with warnings, rather than fines. Redmond's program will begin issuing fines for infractions starting June 12, 2026.

Automated Enforcement Violations: January 1 through December 31, 2025

Table 2-1 shows the count of infractions issued for red-light violations in each city, with the number of cameras, daily infractions per camera, and average daily traffic volumes for context. Kent issued the most red-light infractions with 63,354, followed by Lynnwood with 47,035.

Table 2-1: Red-light camera infraction count, average daily infractions and average daily traffic volume, by city, 2025

City	Red-light cameras	Total infractions issued	Total infractions issued per camera	Average daily infractions issued per camera	Average daily traffic volume per camera
Bellevue	6	21,708	3,618	10	11,370
Bremerton	9	6,648	739	2	8,626
Des Moines	7	7,639	1,091	5	5,655
DuPont	5	3,116	623	2	5,776
Edmonds	5	23,152	4,630	18	15,674
Everett	9	15,513	1,724	6	9,572
Federal Way	6	14,978	2,496	7	12,821
Fife	8	31,122	3,890	11	7,952
Kenmore	1	254	254	1	1,680
Kent	41	62,354	1,521	4	7,454
Lake Forest Park	7	6,808	973	3	13,285
Lakewood	5	6,478	1,296	4	6,176
Lynnwood	12	47,035	3,920	11	8,661
Milton	3	273	91	1	4,782
Pasco	4	5,277	1,319	4	847
Poulsbo	1	2,053	2,053	22	17,628
Puyallup	13	36,491	2,807	8	11,900
Renton	14	23,904	1,707	5	8,011
Seattle	30	27,204	907	3	6,379
Spokane	17	21,009	1,236	4	11,621
Tacoma	9	14,488	1,610	4	8,618
Wenatchee	3	3,794	1,265	4	12,905

School zone camera infractions: January 1 through December 31, 2025

Table 2-2 shows the count of infractions issued for school zone speed violations in each city, with the number of cameras, daily infractions per camera, and average daily traffic volumes for context. In 2025 Seattle issued the most school zone infractions --38,814--followed by Spokane with 18,883.

Table 2-2: School zone camera infraction count, average daily infractions and average daily traffic volume, by city, 2025

City	School zone cameras	Total infractions issued	Total infractions issued per camera	Average daily infractions issued per camera	Average daily traffic volume per camera
Auburn	12	17,520	1,460	8	2,855
Bellevue	3	5,204	1,735	11	6,097
Bothell	11	15,962	1,451	8	2,990
Des Moines	2	819	410	3	7,480
DuPont	2	2,310	1,155	3	2,987
Edgewood	7	4,726	675	4	2,031
Edmonds	5	2,380	476	3	5,630
Everett	2	13,658	6,829	19	2,039
Federal Way	8	11,354	1,419	8	8,000
Fife	4	4,736	1,184	3	6,336
Issaquah	4	11,029	2,757	20	5,228
Kenmore	6	5,254	876	6	944
Kent	12	7,897	658	4	5,488
Kirkland	8	18,287	2,286	13	2,889
Lake Forest Park	7	10,773	1,539	9	1,439
Lakewood	2	6,963	3,482	22	1,470
Lynnwood	4	5,022	1,256	7	7,060
Milton	2	381	191	1	5,733
Mukilteo	2	1,233	617	3	5,785
Poulsbo	1	745	745	6	706
Renton	12	6,558	547	3	3,166
Seattle	46	38,814	844	7	5,610
Spokane	8	18,883	2,360	14	8,849
Tacoma	4	6,587	1,647	4	6,434
Tukwila	2	1,739	870	2	2,626

Speed camera infractions: January 1 through December 31, 2025

Table 2-3 shows the count of infractions for automated speed enforcement, including fixed speed cameras not in school zones, and 24/7 speed cameras in school zones when school is not in session. Kenmore issued the most speed infractions with 57,045, followed by Lake Forest Park with 38,041.

Table 2-3: Speed camera infraction count, average daily infractions and average daily traffic volume, by city, 2025

City	Speed cameras	Total infractions issued	Total infractions issued per camera	Average daily infractions issued per camera	Average daily traffic volume per camera
Des Moines	4	10,425	2,606	7	2,654
Kenmore	6	57,045	9,508	33	3,181
Lake Forest Park	2	30,841	15,421	42	1,915
Milton	1	4,142	4,142	26	5,309
Mukilteo	2	25,087	12,544	57	5,717
Poulsbo	1	2,830	2,830	8	2,402
Tacoma	1	28,933	28,933	79	19,739
Tukwila	2	5,701	2,851	14	2,399

Seattle was the only city operating transit lane enforcement cameras and intersection-blocking ('block-the-box') cameras in 2025. Seattle issued 80,997 infractions for violations captured by these cameras in 2025, corresponding to an average of 5,786 infractions per camera.

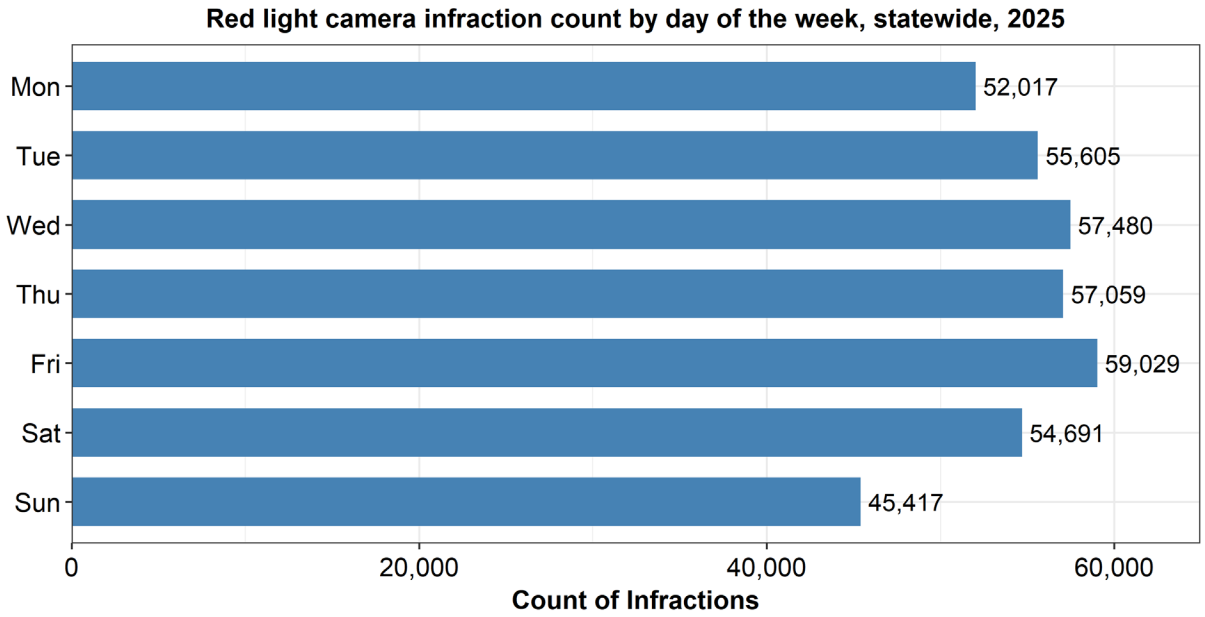
Supplemental Tables 1-3 include details on violation events generated for municipal review by city, as well as warnings issued.

Red-light cameras: infractions issued by day of the week

The volume and outcomes of automated enforcement events vary by day of the week, reflecting differences in travel patterns, enforcement contexts, and driver behavior.

Figure 5-1 shows the count of infractions by day of the week for red-light cameras statewide. Infractions peak on Fridays and are the lowest on Sundays. This may be because drivers feel time pressure around their work/life schedules, over-estimate how much time speeding may save them, and make riskier driving choices, or it may simply be a reflection of elevated weekday traffic volumes due to commuting.

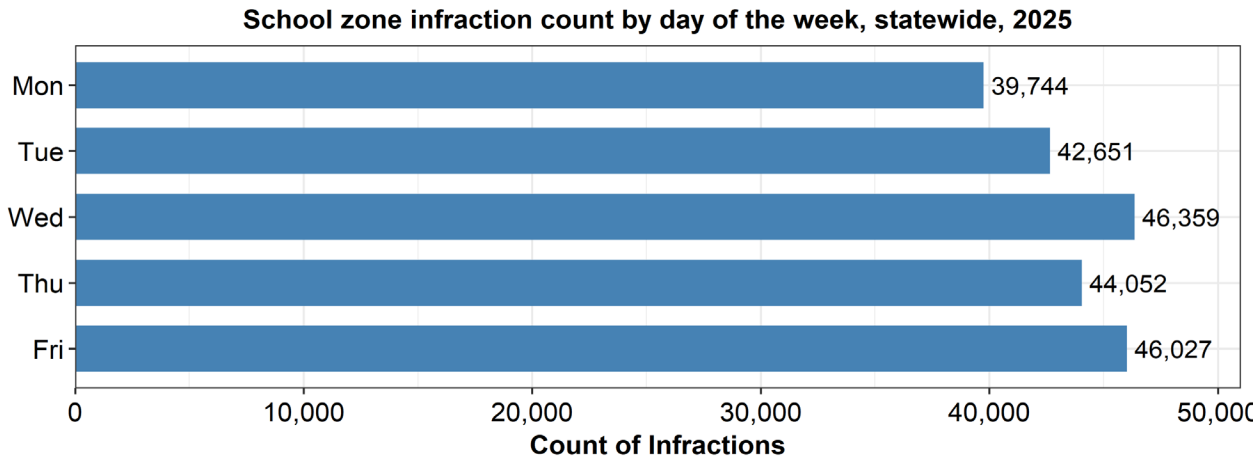
Figure 5-1. Red-light camera infraction count by day of the week, statewide, 2025



School zone cameras: issued by day of the week

Figure 5-2 shows the count of weekday infractions by day of the week for school zone cameras statewide. School zone camera infractions peak on Wednesdays, though they are nearly as prevalent on Fridays. These patterns could be because Wednesday and Friday are frequently early release days for Washington schools, which may elevate traffic volumes during the enforcement periods.

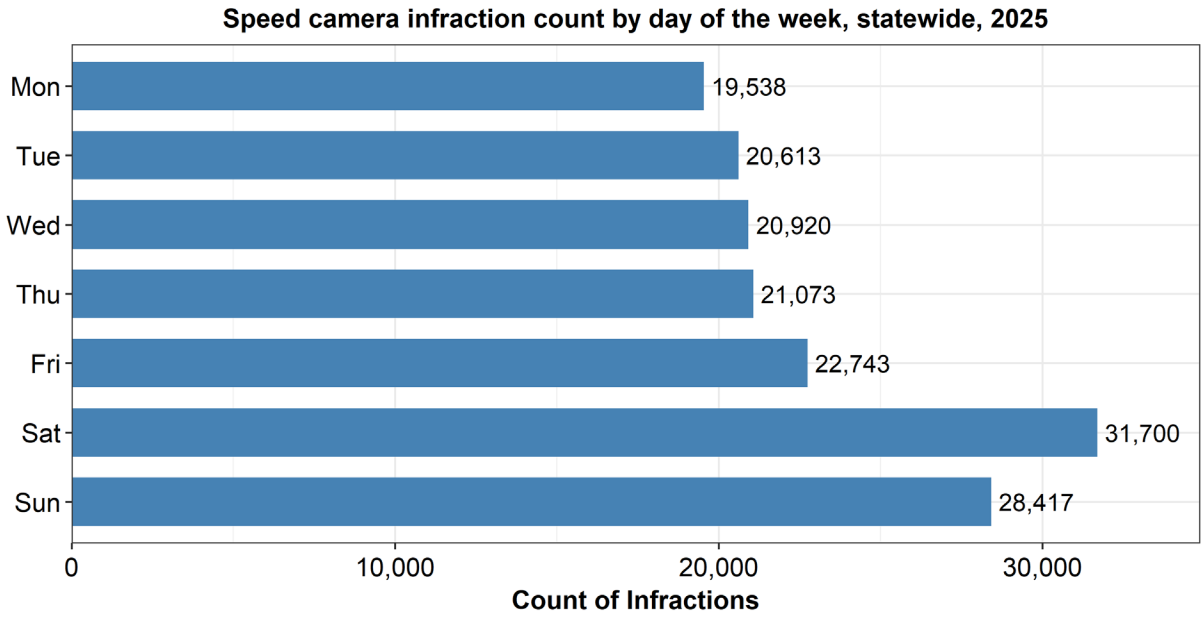
Figure 5-2. School zone infraction count by day of the week, statewide, 2025



Speed enforcement cameras: by day of week

Figure 5-3 shows the count of infractions by day of the week for speed enforcement cameras statewide, including any infractions issued by 24/7 speed cameras in school zones when enforcing the regular (rather than school in session) speed limit. This may be due to increases in speeding owing to lower traffic volumes on weekends. It may also be because 24/7 speed cameras enforce speed limits all day on weekends as compared with only during non-school hours on weekdays.

Figure 5-3. Speed camera infraction count by day of the week, statewide, 2025



Supplemental Table 4 includes details on violation events generated for municipal review by day of week. Future reports will include additional information about these infraction patterns as UW and WTSC continue to work with city automated enforcement programs.

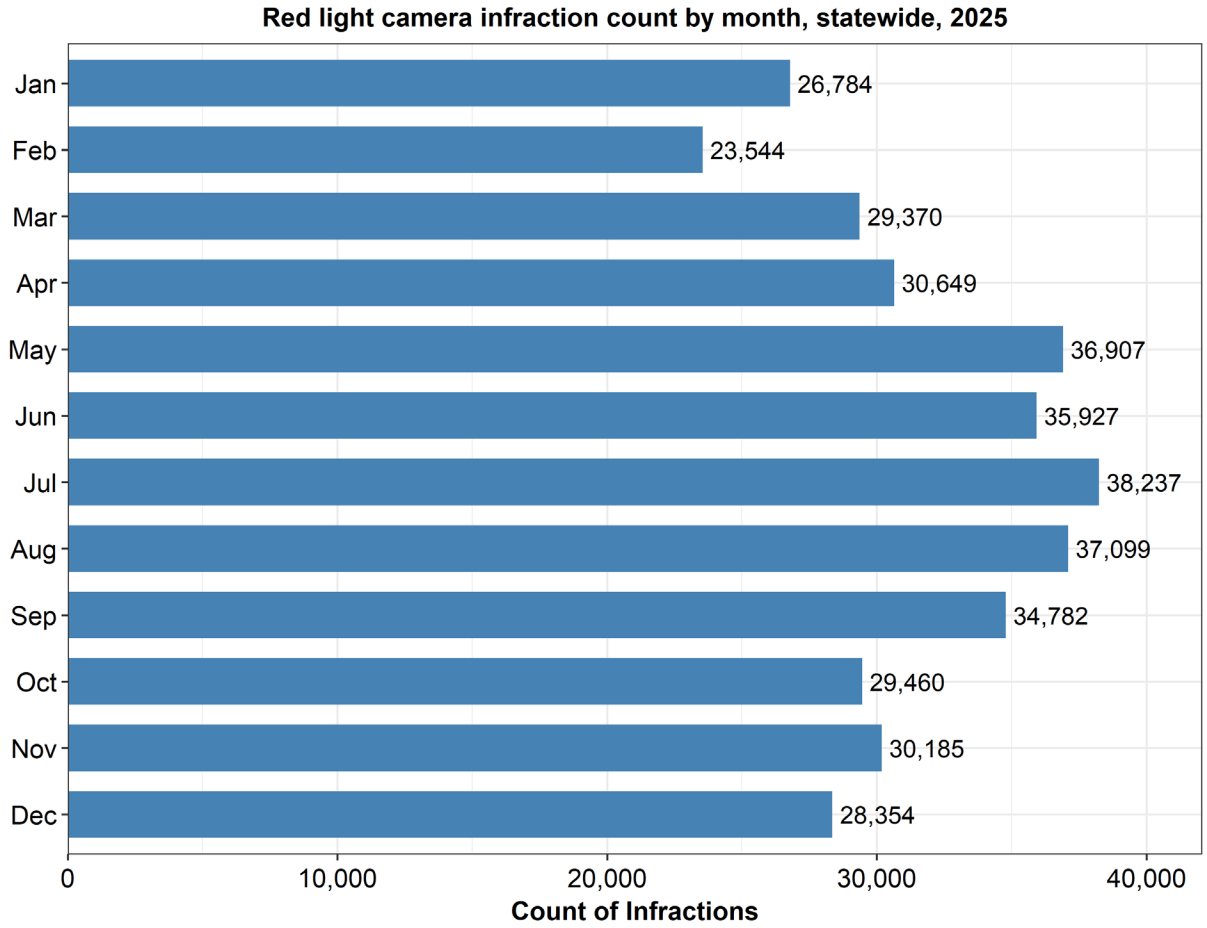
Red-light cameras: infractions issued by month

The volume and outcomes of automated safety enforcement events show distinct monthly patterns, reflecting seasonal changes in travel behavior, weather conditions, and enforcement operations.

Figure 6-1 shows the count of infractions issued at red-light cameras by month in 2025. These infractions increase in frequency from May through September, with a peak at 38,327 infractions in July. These are historically the same months when most traffic fatalities occur in Washington.

Though fewer cameras were in operation at the start of 2025 than the end, monthly trends in infractions were not sharply affected by cameras being deployed during the year. Supplementary Tables 7 and 8 detail infractions by month restricted to cameras that were in operation throughout 2025.

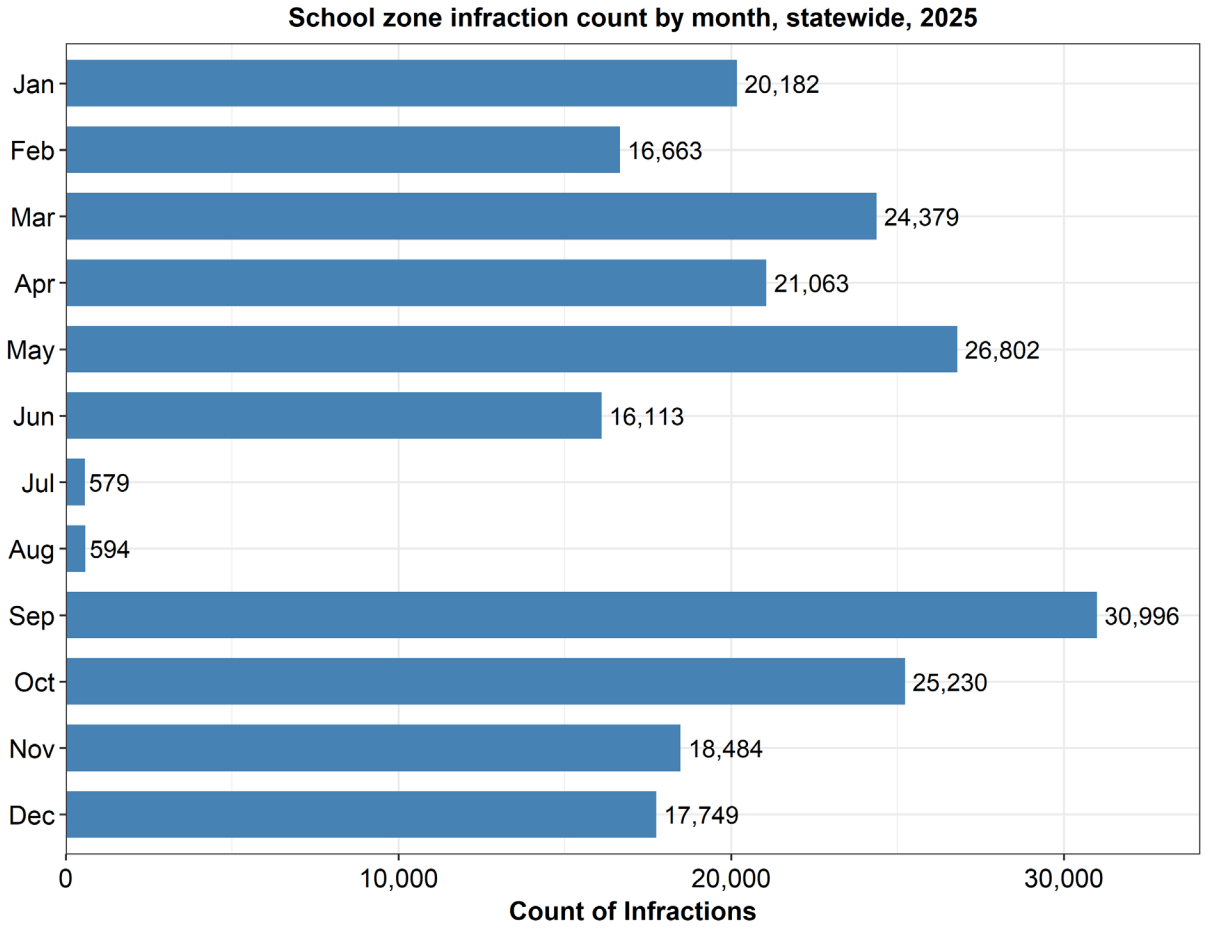
Figure 6-1. Red-light camera infraction count by month, statewide, 2025



School zone cameras: infractions issued by month

Figure 6-2 shows the count of infractions by month for school zone cameras statewide. There are many fewer infractions during July and August, when many school zone cameras do not operate because school is not in session. July infractions were associated with cameras in Lakewood and Seattle adjacent to schools operating summer school programs. August infractions occurred in districts where the school year begins in late August. Statewide infractions peak in September, when school returns to session after the summer period when cameras are not in operation.

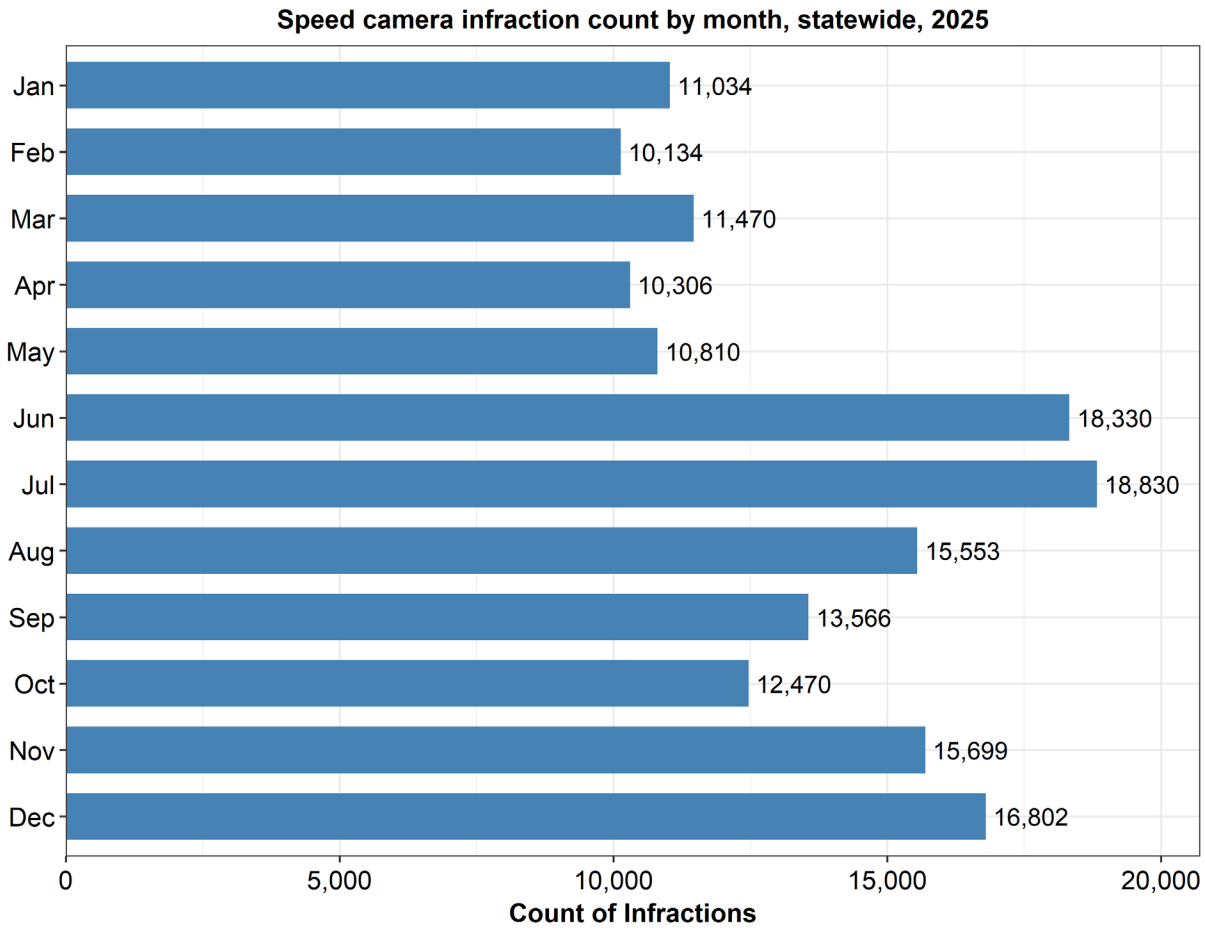
Figure 6-2. School zone infraction count by month, statewide, 2025



Speed Zone cameras: infractions issued by month

Figure 6-3 presents the count of infractions for each month for speed cameras, including any infractions issued by 24/7 speed cameras in school zones when enforcing the regular (rather than school in session) speed limit. Infractions for these cameras peak in June and July.

Figure 6-3. Speed camera infraction count by month, statewide, 2025



Supplemental Table 5 includes details on violation events generated for municipal review by month.

Speed Limits for School Zone and Speed Cameras

Lower driving speeds directly reduce crash risk and injury severity, especially where vulnerable road users, such as pedestrians, are present (Doecke, et al., 2018). All 176 school zone cameras have a standard speed limit of 20 mph. For other automated speed enforcement cameras, nine enforce posted speed limits of 25 mph, six enforce a 30-mph limit, and four enforce a 35-mph limit. The travel speed over the posted speed limit at which an infraction is issued varies by jurisdiction. NHTSA (2008) recommends a threshold of up to 11 mph on most roads, and no more than six mph above the posted speed limit in school zones and other locations with lower speed limits where pedestrians and children might be present, such as neighborhoods, playgrounds, and parks. Jurisdictions do not advertise the specific thresholds set for their cameras because it could encourage drivers to travel above the limit but below the camera threshold.

Program Costs and Revenues

The WTSC/UW team requested program operation costs, court costs, and other program costs from each city with an operating automated safety enforcement program. Review of the reported data and conversations with partners representing the cities indicated that cities use a wide range of program structures and accounting strategies to assess costs and revenues from these programs. At this time, uniform accounting and cost data are not available due to the variability of how costs are recorded and calculated in each city. For example, some cities process infractions and infraction fees through their own municipal court systems, while others contract with a county court. To our knowledge, court costs such as hearings, paperwork, and fee processing vary widely according to several factors, including the size and structure of the city government and its relationship with the local judicial system. Moreover, differences in accounting for staff time and other costs further complicate the picture. This reality precludes combining the cost data to perform a rigorous analysis of the costs per city or per camera statewide for 2025. Nonetheless, we can roughly estimate the costs.

There were 16 cities[3] with 228 cameras wherein all cameras were in operation for the full year, and the total program cost—including operations costs, court costs, and other costs incurred in 2025—was reported by the jurisdiction. Within those cities, the average total program cost per camera was $77,334.35. Within these same 16 cities, average revenue collected per camera was $172,458.84. Thus, the average program costs were 45 percent of the revenue received.

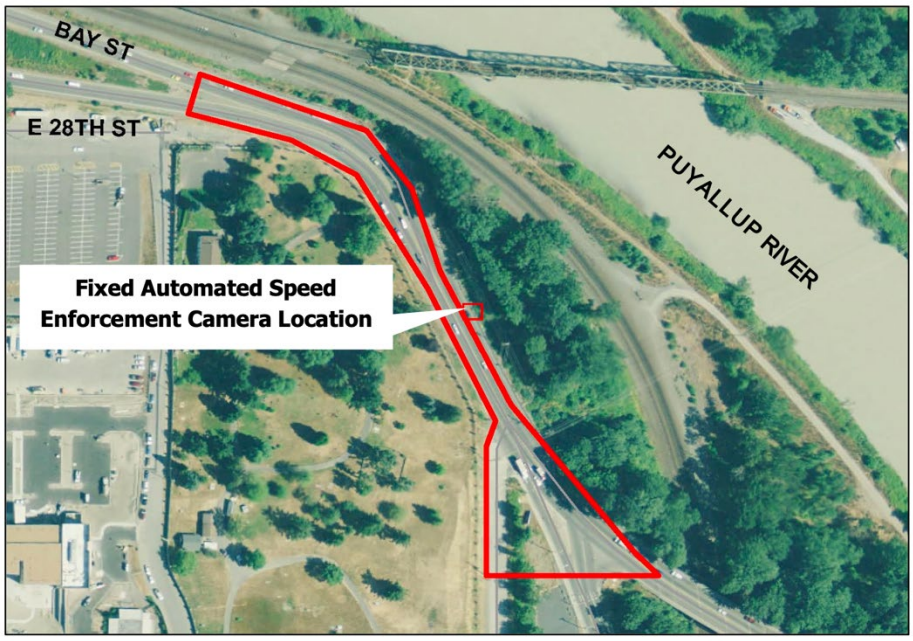
Fines varied by city, camera type, and severity of infraction (for speed cameras). The lowest fines were $75 for blocking the box or violating a transit lane in Seattle and ranged up to $387 for being more than 16 mph above the speed limit in a school zone in DuPont. Most red-light infractions were $124 or $145. Supplementary Table 9 details fines by city, camera type, and severity of violation.

An important step for future program scans and program data collection will be to track accounting variations, including how court costs are accounted for, whether engineering costs to prepare for camera deployment are considered, how costs to review violation events are attributed, and other potential variations in accounting, in order to request consistent data from all cities with active automated enforcement programs.

[3]The 16 cities included in this analysis were: Auburn, Bellevue, Bothell, Bremerton, Des Moines, Edgewood, Federal Way, Fife, Kent, Kirkland, Lake Forest Park, Lakewood, Lynnwood, Renton, Tacoma, Wenatchee.

Spotlight on Tacoma's East Bay Street speed camera

Each of the 416 automated safety enforcement cameras in the state was assigned to its location because of community-based safety concerns and impacts speeds in both immediate and surrounding areas. Tacoma's East Bay Street Camera was the first fixed-location speed enforcement camera in Washington, and its history helps to illustrate the impact that has led Washington to expand the use of automated safety enforcement to supplement other traffic enforcement efforts.



Source: Tacoma Police Department Crime Analysis Unit. Aerial photo 2009; plot date 12/1/2010.

Figure 7: East Bay Street speed enforcement camera

Site Selection

As of 2009, Tacoma had a challenge with drivers speeding along East Bay Street (Washington Traffic Safety Commission, 2013). East Bay Street is a divided connector arterial with two lanes in each direction, and at a site just beyond where East Bay converges with River Road (see Figure 7), the speed limit drops from 50 to 35 mph. A 25-mph advisory speed is posted on East Bay Street just ahead of a roughly 60-degree curve to the northwest where eastbound traffic from East 28th St merges onto East Bay Street.

A 12-hour speed study conducted in June 2009 documented 859 vehicles traveling more than 45 mph in the eastbound direction and 359 such violators traveling westbound, despite the 35-mph speed limit. The higher prevalence of eastbound speeding may be attributed to speed adaptation, a well-documented phenomenon in which drivers entering a lower-speed road from a highway are less likely to reduce their speed to the posted limit than they would be when coming from another lower-speed road.

This site is not suitable for conventional officer enforcement patrols. The roadway lacks adequate shoulders, so officers cannot park or pull over speeding drivers to ticket them in this location.

Moreover, because of the curve, sight distance is limited and the roadway carries heavy volumes of traffic traveling at high speeds. As a result, Tacoma selected East Bay Street in 2009 as a location for a pilot automated speed camera (Washington Traffic Safety Commission, 2011). This camera has been operating continuously, with signage indicating its presence, since 2009. It is the longest-operating automated speed enforcement camera in the state, thus providing a unique case study with significant data to examine for analysis.

The East Bay Street Camera in 2025

In 2025 this camera was in operation, enforcing safe speeds 24 hours a day, 7 days a week. Roughly 20,000 vehicles passed the camera each day, at a mean speed of 31.4 mph, safely below the 35-mph speed limit. Some drivers do continue to speed in this location – roughly 80 infractions a day were issued at this location, providing enforcement that would be impossible without a camera.

Concerns have been raised that speed cameras penalize the communities in which they are placed. Using data from the automated speed enforcement camera on Tacoma's East Bay Street, the UW team was able to examine this issue more thoroughly.

The UW team mapped the registration locations of vehicles associated with monetary infractions issued by the East Bay Street camera in 2025. Figure 8 is a map of Pierce County zip codes colored by the count of infractions issued to vehicles registered in that zip code.

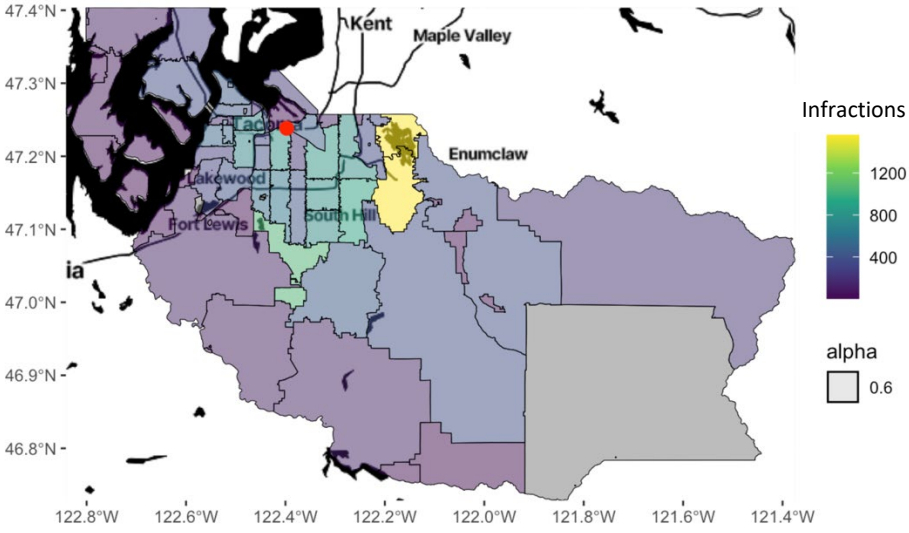


Figure 8: Map of Pierce County ZIP codes colored by the count of infractions issued to vehicles registered in that ZIP code.

The zip code with the most issued tickets was 98391, which is the Lake Tapps/Bonney Lake area, which is roughly 15 miles away from the camera. The fastest route from Bonney Lake to Downtown Tacoma runs along East Bay Street right past the camera – likely because East Bay Street is essentially the terminal section of westbound SR-167 before it merges into city traffic on East 26th Street and East R Street. This indicates the East Bay Street camera is not overly penalizing the community in or around which it is located, or those bordering its specific deployment area. Rather, these data indicate that speeding on East Bay Street is a more regional phenomenon, with those entering and exiting Tacoma from the east incurring the most infractions.

Conclusion

Automated safety enforcement programs in Washington State have expanded steadily since the first program began in 2005, with 29 cities operating systems as of the end of 2025, and four cities readying deployments that will launch in 2026. This continued growth in camera deployments demonstrates both the scalability of these systems, and the prioritization of traffic enforcement in higher-density areas where vulnerable road users also travel.

Among red-light and speed cameras deployed across 29 cities in 2025, 966,214 violations were captured for which an infraction or warning notice was issued. Combined, these cities are home to more than 2.5 million Washingtonians, who comprise roughly one-third of the state's population. The violations committed increase the likelihood that a crash will occur and the severity of a crash should one occur.

Aggregated city-level data on camera deployment and infractions show clear patterns in driver behavior and enforcement focus. There were a substantial number of automated safety enforcement events statewide, with violations varying predictably by day of the week and season. Red-light violations peaked during summer, which coincides with the period when the largest share of traffic fatalities occur annually. As most speed cameras are used in school zones, a spike in violations was observed in September when most schools start their new school years and school zone limits become active again.

These trends suggest that automated enforcement is capturing consistent behavioral patterns, such as increased red-light violations at the end of the work week and heightened speed enforcement during school days and at the start of the school year. Such insights can help inform future deployment strategies and public safety messaging.

Future Automated Safety Enforcement reports, including the report planned for 2026 data, will focus on collision incidence, collision injury severity near fixed cameras, and equity aspects of fixed camera placement. Future annual reports will also include information on mobile cameras, including school bus cameras and city or county work zone cameras. This work will help identify how fixed and mobile camera deployments address safety needs and whether deployment is equitably distributed within jurisdictions where they are being used.

APPENDICES

Appendix A: References

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Appendix B: Supplementary Tables

Supplemental Table 1: Red-light cameras - events submitted to cities for review, counts of infractions issued, and warnings issued during grace periods

City	Events Submitted to Cities (officers or staff) for Review	Infractions Issued	Warnings Issued
Red-light cameras			
Bellevue	23,733	21,708	0
Bremerton	9,098	6,648	0
Des Moines	7,869	7,639	0
DuPont	5,891	3,116	0
Edmonds	32,780	23,152	3,095
Everett	21,948	15,513	1,688
Federal Way	16,491	14,978	0
Fife	31,987	31,122	0
Kenmore	281	254	0
Kent	69,204	62,354	0
Lake Forest Park	7,523	6,808	0
Lakewood	8,560	6,478	0
Lynnwood	61,130	47,035	0
Milton	568	273	250
Pasco	5,670	5,277	3,744
Poulsbo	4,508	2,053	1,229
Puyallup	44,894	36,491	0
Renton	38,933	23,904	0
Seattle	42,850	27,204	0
Spokane	29,242	21,009	377
Tacoma	15,045	14,488	0
Wenatchee	5,282	3,794	0
Total	**483,487**	**381,298**	**10,383**

Supplemental Table 2: School zone cameras - events submitted to cities for review, counts of infractions issued, and warnings issued during grace periods

City	Events Submitted to Cities (officers or staff) for Review	Infractions Issued	Warnings Issued
School zone cameras			
Auburn	18,782	17,520	0
Bellevue	5,386	5,204	0
Bothell	19,164	15,962	0
Des Moines	1,023	819	0
DuPont	3,373	2,310	0
Edgewood	5,155	4,726	0
Edmonds	4,431	2,380	0
Everett	13,861	13,658	0
Federal Way	11,722	11,354	0
Fife	4,790	4,736	0
Issaquah	15,787	11,029	4,139
Kenmore	5,981	5,254	654
Kent	10,075	7,897	0
Kirkland	18,577	18,287	0
Lake Forest Park	10,906	10,773	0
Lakewood	8,366	6,963	0
Lynnwood	5,570	5,022	0
Milton	1,711	381	1,185
Mukilteo	2,011	1,233	769
Poulsbo	1,305	745	488
Renton	7,174	6,558	0
Seattle	55,404	38,814	3,295
Spokane	19,930	18,883	0
Tacoma	6,691	6,587	0
Tukwila	1,861	1,739	0
Total	**259,036**	**218,834**	**10,530**

Supplemental Table 3: Speed and other cameras - events submitted to cities for review, counts of infractions issued, and warnings issued during grace periods for speed and other cameras

City	Events Submitted to Cities (officers or staff) for Review	Infractions Issued	Warnings Issued
Speed cameras			
Des Moines	10,734	10,425	0
Kenmore	74,021	57,045	14,688
Lake Forest Park	31,031	30,841	0
Milton	7,001	4,142	1,979
Mukilteo	37,994	25,087	12,801
Poulsbo	2,885	2,830	0
Tacoma	29,268	28,933	0
Tukwila	15,604	5,701	9,874
Total	208,538	165,004	39,342
Other cameras			
Seattle	177,253	80,997	59,826

Supplemental Table 4: Events submitted to cities for review, counts of infractions issued, and warnings issued during grace periods for each camera type by day of week

Day of Week	Events Submitted to Cities (officers or staff) for Review	Infractions Issued (Total percent by day of week)	Warnings Issued
Red-light cameras			
Sun	60,479	45,417 (11.9%)	1,184
Mon	66,129	52,017 (13.6%)	1,517
Tue	69,950	55,605 (14.6%)	1,606
Wed	71,354	57,480 (15.1%)	1,474
Thu	71,269	57,059 (15.0%)	1,513
Fri	74,097	59,029 (15.5%)	1,616
Sat	70,209	54,691 (14.3%)	1,473
Total	483,487	381,298	10,383
School zone cameras (reported only for weekdays when school is in session)			
Mon	47,846	39,744 (18.2%)	2,350
Tue	49,983	42,651 (19.5%)	1,887
Wed	54,486	46,359 (21.2%)	1,862
Thu	52,430	44,052 (20.1%)	2,028
Fri	53,805	46,027 (21.0%)	2,403
Total	258,550	218,833	10,530
Speed cameras			
Sun	36,079	28,417 (17.2%)	6,705
Mon	24,563	19,538 (11.8%)	4,768
Tue	25,841	20,613 (12.5%)	4,961
Wed	26,214	20,920 (12.7%)	4,930
Thu	26,542	21,073 (12.8%)	4,925
Fri	28,955	22,743 (13.8%)	5,459
Sat	40,344	31,700 (19.2%)	7,594
Total	208,538	165,004	39,342
Other cameras			
Sun	17,655	7,019 (8.7%)	6,039
Mon	19,863	8,963 (11.1%)	6,521
Tue	25,742	11,995 (14.8%)	8,795
Wed	26,981	13,121 (16.2%)	8,418
Thu	31,885	15,131 (18.7%)	10,495
Fri	29,567	13,873 (17.1%)	10,158
Sat	25,560	10,895 (13.5%)	9,400
Total	177,253	80,997	59,826

Supplemental Table 5: Red-light and school zone cameras - events submitted to cities for review, counts of infractions issued, and warnings issued during grace periods for each camera type by month

Month	Events Submitted to Cities (officers or staff) for Review	Infractions Issued (Total % by month)	Warnings Issued
Red-light cameras			
Jan	32,458	26,784 (7.0%)	1,163
Feb	28,464	23,544 (6.2%)	816
Mar	36,173	29,370 (7.7%)	241
Apr	42,447	30,649 (8.0%)	1,577
May	47,345	36,907 (9.7%)	1,518
Jun	46,754	35,927 (9.4%)	19
Jul	49,687	38,237 (10.0%)	1,213
Aug	45,677	37,099 (9.7%)	477
Sep	43,678	34,782 (9.1%)	599
Oct	37,344	29,460 (7.7%)	1,776
Nov	36,698	30,185 (7.9%)	263
Dec	36,762	28,354 (7.4%)	721
Total	483,487	381,298	10,383
School zone cameras			
Jan	21,442	20,182 (9.2%)	0
Feb	19,720	16,663 (7.6%)	0
Mar	26,357	24,379 (11.1%)	453
Apr	23,402	21,063 (9.6%)	35
May	29,027	26,802 (12.2%)	576
Jun	19,057	16,113 (7.4%)	193
Jul	771	579 (0.3%)	0
Aug	710	594 (0.3%)	0
Sep	34,267	30,996 (14.2%)	300
Oct	38,263	25,230 (11.5%)	4,773
Nov	24,980	18,484 (8.4%)	3,875
Dec	21,040	17,749 (8.1%)	325
Total	259,036	218,834	10,530

Supplemental Table 6: Speed and other cameras - events submitted to cities for review, counts of infractions issued, and warnings issued during grace periods for each camera type by month

Month	Events Submitted to Cities (officers or staff) for Review	Infractions Issued (Total % by month)	Warnings Issued
Speed cameras			
Jan	13,979	11,034 (6.7%)	2,797
Feb	10,221	10,134 (6.1%)	0
Mar	11,541	11,470 (7.0%)	0
Apr	10,661	10,306 (6.2%)	0
May	20,301	10,810 (6.6%)	9,435
Jun	28,954	18,330 (11.1%)	10,564
Jul	21,582	18,830 (11.4%)	2,676
Aug	15,608	15,553 (9.4%)	0
Sep	20,743	13,566 (8.2%)	5,159
Oct	20,898	12,470 (7.6%)	7,615
Nov	17,118	15,699 (9.5%)	1,096
Dec	16,932	16,802 (10.2%)	0
Total	208,538	165,004	39,342
Other cameras			
Jan	10,119	2,283 (2.8%)	5,958
Feb	11,280	2,719 (3.4%)	6,537
Mar	17,497	3,708 (4.6%)	10,330
Apr	13,393	3,226 (4.0%)	8,688
May	16,768	3,944 (4.9%)	10,700
Jun	18,804	3,330 (4.1%)	8,107
Jul	15,451	2,724 (3.4%)	5,520
Aug	18,713	11,445 (14.1%)	3,986
Sep	14,437	12,822 (15.8%)	0
Oct	16,299	14,318 (17.7%)	0
Nov	13,017	10,816 (13.4%)	0
Dec	11,475	9,662 (11.9%)	0
Total	177,253	80,997	59,826

Supplemental Table 7: Red-light and school zone cameras - events submitted to cities for review, counts of infractions issued, and warnings issued during grace periods for each camera type by month (only cameras in operation for all of 2025)

Month	Events Submitted to Cities (officers or staff) for Review	Infractions Issued (Total % by month)	Warnings Issued
Red-light cameras			
Jan	31,016	25,477 (7.5%)	972
Feb	27,239	22,491 (6.6%)	638
Mar	34,873	28,268 (8.3%)	166
Apr	36,989	29,516 (8.7%)	0
May	40,616	32,346 (9.5%)	0
Jun	40,733	30,823 (9.1%)	0
Jul	42,961	33,404 (9.8%)	253
Aug	40,298	32,660 (9.6%)	326
Sep	39,243	30,981 (9.1%)	417
Oct	30,756	25,363 (7.5%)	247
Nov	29,632	24,959 (7.4%)	217
Dec	28,655	23,120 (6.8%)	344
Total	423,011	339,408	3,580
School zone cameras			
Jan	4,367	4,251 (9.6%)	0
Feb	3,847	3,644 (8.2%)	0
Mar	5,133	4,967 (11.2%)	0
Apr	4,811	4,577 (10.4%)	0
May	5,747	5,539 (12.5%)	0
Jun	3,778	3,531 (8.0%)	0
Jul	288	195 (0.4%)	0
Aug	156	109 (0.2%)	0
Sep	6,114	5,924 (13.4%)	0
Oct	5,698	4,990 (11.3%)	0
Nov	3,554	3,417 (7.7%)	0
Dec	3,230	3,049 (6.9%)	0
Total	46,723	44,193	0

Supplemental Table 8: Speed and other cameras - events submitted to cities for review, counts of infractions issued, and warnings issued during grace periods for each camera type by month (only cameras in operation for all of 2025)

Month	Events Submitted to Cities (officers or staff) for Review	Infractions Issued (Total % by month)	Warnings Issued
Speed cameras			
Jan	13,979	11,034 (9.0%)	2,797
Feb	10,221	10,134 (8.2%)	0
Mar	11,541	11,470 (9.3%)	0
Apr	10,661	10,306 (8.4%)	0
May	10,849	10,810 (8.8%)	0
Jun	10,291	10,249 (8.3%)	0
Jul	12,783	12,717 (10.3%)	0
Aug	12,619	12,566 (10.2%)	0
Sep	9,764	9,705 (7.9%)	0
Oct	8,778	8,750 (7.1%)	0
Nov	7,879	7,819 (6.4%)	0
Dec	7,353	7,318 (6.0%)	0
Total	126,718	122,878	2,797
Other cameras			
Jan	9,197	1,982 (2.6%)	5,468
Feb	10,295	2,353 (3.1%)	6,020
Mar	16,368	3,246 (4.2%)	9,733
Apr	12,570	2,927 (3.8%)	8,204
May	15,820	3,581 (4.6%)	10,173
Jun	18,804	3,330 (4.3%)	8,107
Jul	15,451	2,724 (3.5%)	5,520
Aug	18,713	11,445 (14.9%)	3,986
Sep	14,035	12,435 (16.1%)	0
Oct	15,860	13,895 (18.0%)	0
Nov	11,774	9,819 (12.7%)	0
Dec	11,094	9,303 (12.1%)	0
Total	169,981	77,040	57,211

Supplemental Table 9. Infraction fines by city and camera type

City	Red-light cameras	School zone cameras		Speed cameras		Other cameras
	Standard fine	Min. fine	Max. fine	Min. fine	Max. fine	Standard fine
Auburn		$200	$200			
Bellevue	$124	$124	$124			
Bothell		$139	$250			
Bremerton	$139					
Des Moines	$145	$243	$290	$145	$145	
DuPont	$145	$243	$387			
Edgewood		$166	$250			
Edmonds	$145	$145	$145			
Everett	$124	$124	$124			
Federal Way	$170	$268	$315			
Fife	$145	$101	$250			
Issaquah		$124	$124			
Kenmore	$110	$110	$250	$110	$110	
Kent	$145	$145	$290			
Kirkland		$136	$250			
Lake Forest Park	$145	$145	$290	$145	$290	
Lakewood	$145	$100	$250			
Lynnwood	$145	$175	$290			
Milton	$145	$230	$271	$166	$207	
Mukilteo		$180	$290	$125	$145	
Pasco	$125					
Poulsbo	$145	$150	$250	$145	$145	
Puyallup	$124					
Renton	$124	$124	$250			
Seattle	$145	$243	$243			$75
Spokane	$145	$243	$290			
Tacoma	$124	$124	$124	$124	$124	
Tukwila		$290	$290	$145	$145	
Wenatchee	$124					

Appendix C: RCW 46.63.220

Automated traffic safety cameras—City or county may authorize use—Local legislative authority analysis—Traffic ordinances—Annual reports—Signage—Images—Notice of infraction—Compensation for equipment—Revenue.

*** CHANGE IN 2026 *** (SEE 6066-S2.SL) ***

(1) Nothing in this section prohibits a law enforcement officer from issuing a notice of traffic infraction to a person in control of a vehicle at the time a violation occurs under RCW 46.63.030(1) (a), (b), or (c).

(2) Any city or county may authorize the use of automated traffic safety cameras and must adopt an ordinance authorizing such use through its local legislative authority.

(3) The local legislative authority must prepare an analysis of the locations within the city where automated traffic safety cameras are proposed to be located before adding traffic safety cameras to a new location or relocating any existing camera to a new location within the city. The analysis must include equity considerations including the impact of the camera placement on livability, accessibility, economics, education, and environmental health when identifying where to locate an automated traffic safety camera. The analysis must also show a demonstrated need for traffic cameras based on one or more of the following in the vicinity of the proposed camera location: Travel by vulnerable road users, evidence of vehicles speeding, rates of collision, reports showing near collisions, and anticipated or actual ineffectiveness or infeasibility of other mitigation measures.

(4) Automated traffic safety cameras may not be used on an on-ramp to a limited access facility as defined in RCW 47.52.010.

(5) A city may use automated traffic safety cameras to enforce traffic ordinances in this section on state highways that are also classified as city streets under chapter 47.24 RCW. A city government must notify the department of transportation when it installs an automated traffic safety camera to enforce traffic ordinances as authorized in this subsection.

(6)(a) At a minimum, a local ordinance adopted pursuant to this section must contain the restrictions described in this section and provisions for public notice and signage. Cities and counties must also post such restrictions and other automated traffic safety camera policies on the city's or county's website. Cities and counties using automated traffic safety cameras before July 24, 2005, are subject to the restrictions described in this section, but are not required to adopt an authorizing ordinance.

(b)(i) Cities and counties using automated traffic safety cameras must post an annual report on the city's or county's website of the number of traffic crashes that occurred at each location where an automated traffic safety camera is located, as well as the number of notices of infraction issued for each camera. Beginning January 1, 2026, the annual report must include the percentage of revenues received from fines issued from automated traffic safety camera infractions that were used to pay for the costs of the automated traffic safety camera program and must describe the uses of revenues that exceeded the costs of operation and administration of the automated traffic safety camera program by the city or county.

(ii) The Washington traffic safety commission must provide an annual report to the transportation committees of the legislature, and post the report to its website for public access, beginning July 1, 2026, that includes aggregated information on the use of automated traffic safety cameras in the state that includes an assessment of the impact of their use, information required in city and county annual

reports under (b)(i) of this subsection, and information on the number of automated traffic safety cameras in use by type and location, with an analysis of camera placement in the context of area demographics and household incomes. To the extent practicable, the commission must also provide in its annual report the number of traffic accidents, speeding violations, single vehicle accidents, pedestrian accidents, and driving under the influence violations that occurred at each location where an automated traffic safety camera is located in the five years before each camera's authorization and after each camera's authorization. Cities and counties using automated traffic safety cameras must provide the commission with the data it requests for the report required under this subsection in a form and manner specified by the commission.

(7) All locations where an automated traffic safety camera is used on roadways or intersections must be clearly marked by placing signs at least 30 days prior to activation of the camera in locations that clearly indicate to a driver either that:

(a) The driver is within an area where automated traffic safety cameras are authorized; or

(b) the driver is entering an area where violations are enforced by an automated traffic safety camera. The signs must be readily visible to a driver approaching an automated traffic safety camera. Signs placed in automated traffic safety camera locations after June 7, 2012, must follow the specifications and guidelines under the manual of uniform traffic control devices for streets and highways as adopted by the department of transportation under chapter 47.36 RCW. All public transportation vehicles utilizing a vehicle-mounted system must post a sign on the rear of the vehicle indicating to drivers that the vehicle is equipped with an automated traffic safety camera to enforce bus stop zone violations and public transportation only lane violations.

(8) Automated traffic safety cameras may only record images of the vehicle and vehicle license plate and only while an infraction is occurring. The image must not reveal the face of the driver or of passengers in the vehicle. The primary purpose of camera placement is to record images of the vehicle and vehicle license plate when an infraction is occurring. Cities and counties must consider installing automated traffic safety cameras in a manner that minimizes the impact of camera flash on drivers.

(9) A notice of infraction must be mailed to the registered owner of the vehicle within 14 days of the violation, or to the renter of a vehicle within 14 days of establishing the renter's name and address under subsection (17) of this section. The notice of infraction must include with it a certificate or facsimile thereof, based upon inspection of photographs, microphotographs, or electronic images produced by an automated traffic safety camera, stating the facts supporting the notice of infraction. This certificate or facsimile is prima facie evidence of the facts contained in it and is admissible in a proceeding charging a violation under this chapter. The photographs, microphotographs, or electronic images evidencing the violation must be available for inspection and admission into evidence in a proceeding to adjudicate the liability for the infraction. A person receiving a notice of infraction based on evidence detected by an automated traffic safety camera may respond to the notice by mail.

(10) The registered owner of a vehicle is responsible for an infraction under RCW 46.63.030(1)(d) unless the registered owner overcomes the presumption in RCW 46.63.075, or, in the case of a rental car business, satisfies the conditions under subsection (17) of this section. If appropriate under the circumstances, a renter identified under subsection (17)(a) of this section is responsible for an infraction.

(11) Notwithstanding any other provision of law, all photographs, microphotographs, or electronic images, or any other personally identifying data prepared under this section are for the exclusive use of authorized city or county employees, as specified in RCW 46.63.030(1)(d), in the discharge of duties under this section and are not open to the public and may not be used in a court in a pending action or proceeding unless the action or proceeding relates to a violation under this section. No photograph, microphotograph, or electronic image, or any other personally identifying data may be used for any purpose other than enforcement of violations under this section nor retained longer than necessary to enforce this section. Transit authorities must provide to the appropriate local city that has authorized traffic safety camera use under RCW 46.63.260(3) any images or evidence collected establishing that a violation of stopping, standing, or parking in a bus stop zone or traveling, stopping, standing, or parking in a public transportation only lane has occurred for infraction processing purposes consistent with this section.

(12) If a county or city has established an automated traffic safety camera program as authorized under this section, the compensation paid to the manufacturer or vendor of the equipment used must be based only upon the value of the equipment and services provided or rendered in support of the system and may not be based upon a portion of the fine or civil penalty imposed or the revenue generated by the equipment. If the contract between the city or county and manufacturer or vendor of the equipment does not provide for performance or quality control measures regarding camera images, the city or county must perform a performance audit of the manufacturer or vendor of the equipment every three years to review and ensure that images produced from automated traffic safety cameras are sufficient for evidentiary purposes as described in subsection (9) of this section.

(13)(a) Except as provided in (d) of this subsection, a county or a city may only use revenue generated by an automated traffic safety camera program as authorized under this section for:

(i) Traffic safety activities related to construction and preservation projects and maintenance and operations purposes including, but not limited to, projects designed to implement the complete streets approach as defined in RCW 47.04.010, changes in physical infrastructure to reduce speeds through road design, and changes to improve safety for active transportation users, including improvements to access and safety for road users with mobility, sight, or other disabilities; and

(ii) The cost to administer, install, operate, and maintain the automated traffic safety cameras, including the cost of processing infractions.

(b) Except as provided in (d) of this subsection:

(i) The automated traffic safety camera program revenue used by a county or city with a population of 10,000 or more for purposes described in (a)(i) of this subsection must include the use of revenue in census tracts of the city or county that have household incomes in the lowest quartile determined by the most currently available census data and areas that experience rates of injury crashes that are above average for the city or county. Funding contributed from traffic safety program revenue must be, at a minimum, proportionate to the share of the population of the county or city who are residents of these low-income communities and communities experiencing high injury crash rates. This share must be directed to investments that provide direct and meaningful traffic safety benefits to these communities. Revenue used to administer, install, operate, and maintain automated traffic safety cameras, including the cost of processing infractions, are excluded from determination of the proportionate share of revenues under this subsection (13)(b); and

(ii) The automated traffic safety camera program revenue used by a city or county with a population under 10,000 for traffic safety activities under (a)(i) of this subsection must be informed by the department of health's environmental health disparities map.
(c) Except as provided in (d) of this subsection, beginning four years after an automated traffic safety camera authorized under this section is initially placed and in use after June 6, 2024, 25 percent of the noninterest money received for infractions issued by such cameras in excess of the cost to administer, install, operate, and maintain the cameras, including the cost of processing infractions, must be deposited into the Cooper Jones active transportation safety account created in RCW 46.68.480.
(d)(i)(A) Cities with an automated traffic safety camera program in effect before January 1, 2024, may continue to allocate revenue generated from automated traffic safety cameras authorized under RCW 46.63.230 and 46.63.250(2)(c) as determined by the city, as well as for the purposes established in (a) through (c) of this subsection, by:
(I) Up to a 10 percent increase in the number of traffic safety camera locations authorized to detect violations for automated traffic safety cameras authorized under RCW 46.63.230; and
(II) Up to a 10 percent increase in the number of traffic safety camera locations authorized to detect violations for automated traffic safety cameras authorized under RCW 46.63.250(2)(c).
(B)(I) Any automated traffic safety camera program in effect before January 1, 2024, with fewer than 10 traffic safety camera locations for automated traffic safety cameras authorized under RCW 46.63.230, which adds automated traffic safety cameras to one additional location for the use of cameras authorized under RCW 46.63.230, may continue to allocate revenue generated from automated traffic safety cameras authorized under RCW 46.63.230 as determined by the city, as well as for the purposes established in (a) through (c) of this subsection.
(II) Any automated traffic safety camera program in effect before January 1, 2024, with fewer than 10 traffic safety camera locations for automated traffic safety cameras authorized under RCW 46.63.250(2)(c) as of January 1, 2024, which adds automated traffic safety cameras to one additional location for the use of cameras authorized under RCW 46.63.250(2)(c), may continue to allocate revenue generated from automated traffic safety cameras authorized under RCW 46.63.250(2)(c) as determined by the city, as well as for the purposes established in (a) through (c) of this subsection.
(C) For the purposes of this subsection (13)(d)(i), a location is:
(I) An intersection for automated traffic safety cameras authorized under RCW 46.63.230 where cameras authorized under RCW 46.63.230 are in use; and
(II) A school speed zone for automated traffic safety cameras authorized under RCW 46.63.250(2)(c) where cameras authorized under RCW 46.63.250(2)(c) are in use.
(ii) The revenue distribution requirements under (a) through (d)(i) of this subsection do not apply to automated traffic safety camera programs in effect before January 1, 2024, for which an ordinance in effect as of January 1, 2024, directs the manner in which revenue generated from automated traffic safety cameras authorized under RCW 46.63.230 or 46.63.250(2)(c) must be used.
(14) A county or city may adopt the use of an online ability-to-pay calculator to process and grant requests for reduced fines or reduced civil penalties for automated traffic safety camera violations.
(15) Except as provided in this subsection, registered owners of vehicles who receive notices of infraction for automated traffic safety camera-enforced infractions and are recipients of public

assistance under Title 74 RCW or participants in the Washington women, infants, and children program, and who request reduced penalties for infractions detected through the use of automated traffic safety camera violations, must be granted reduced penalty amounts of 50 percent of what would otherwise be assessed for a first automated traffic safety camera violation and for subsequent automated traffic safety camera violations issued within 21 days of issuance of the first automated traffic safety camera violation. Eligibility for Medicaid under RCW 74.09.510 is not a qualifying criterion under this subsection. Registered owners of vehicles who receive notices of infraction must be provided with information on their eligibility and the opportunity to apply for a reduction in penalty amounts through the mail or internet.

(16) Infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record under RCW 46.52.101 and 46.52.120. Additionally, infractions generated by the use of automated traffic safety cameras under this section must be processed in the same manner as parking infractions, including for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(2). The amount of the fine issued for an infraction generated through the use of an automated traffic safety camera may not exceed $145, as adjusted for inflation by the office of financial management every five years, beginning January 1, 2029, based upon changes in the consumer price index during that time period, but may be doubled for a school speed zone infraction generated through the use of an automated traffic safety camera.

(17) If the registered owner of the vehicle is a rental car business, the issuing agency must, before a notice of infraction being issued under this section, provide a written notice to the rental car business that a notice of infraction may be issued to the rental car business if the rental car business does not, within 18 days of receiving the written notice, provide to the issuing agency by return mail:

(a) A statement under oath stating the name and known mailing address of the individual driving or renting the vehicle when the infraction occurred; or

(b) A statement under oath that the business is unable to determine who was driving or renting the vehicle at the time the infraction occurred because the vehicle was stolen at the time of the infraction. A statement provided under this subsection must be accompanied by a copy of a filed police report regarding the vehicle theft; or

(c) In lieu of identifying the vehicle operator, the rental car business may pay the applicable penalty. Timely mailing of this statement to the issuing agency relieves a rental car business of any liability under this chapter for the notice of infraction.

Appendix D: Data Collection Methodology

Program Scan Approach

The University of Washington's program scan to identify cities with active automated enforcement programs had several steps:

1. Members of the University of Washington team contacted individuals and entities already assembling lists of cities deploying cameras. They included Seattle-King County Department of Health Injury Prevention group, the Target Zero team, and the Bellevue Department of Transportation. To facilitate this contact, the UW team members attended Zoom meetings with state and regional partners to gather information about automated camera enforcement programs in Washington State, and to provide information about the state reporting process. Several of these partners were able to share contact information and program details for established automated enforcement programs in Washington State.
2. Members of the UW team previously established relationships with local law enforcement agencies and local government leaders through earlier studies. By reaching out to these contacts through phone calls and emails, members of the UW team were able to gain further understanding of cities with automated camera enforcement.
3. The UW team scanned each city's municipal website for automated camera enforcement reports in larger counties, including King (38 cities), Pierce (21 cities), Snohomish (19 cities), Spokane (11 cities), Chelan (5 cities), and Clark (8 cities). For the remaining 33 counties in Washington, the team scanned each county website for automated camera enforcement reports.
4. The UW team further searched the web for reports using combinations of the following keywords: city/county name, WA state, automated photo enforcement, school zone, speed camera, traffic safety program, and annual report 2024. For each identified report, the team attempted to contact the municipal department (typically police) listed in the report to ensure the identified programs were still active. Among responsive cities, the team asked practitioners if they knew of other cities deploying automated enforcement cameras. For the few cities that did not respond, the team was able to confirm program existence through annual reports and speaking with regional Target Zero Managers.
5. The UW team contacted each of the 17 regional Target Zero Managers statewide to ask if they knew of any cities in their region that were deploying automated enforcement cameras. The team asked the Target Zero managers to inquire about automated enforcement programs in their regions and then followed up to make sure they received a response. Several Target Zero managers were instrumental in providing contact information for cities with automated enforcement camera programs that were initially unresponsive to requests. Once the team assembled a list of identified cities with automated safety enforcement cameras, team members emailed the finalized list to Target Zero Managers to double check.
6. As the UW team identified the two vendors in the state operating cameras, team members contacted these vendors to learn if they were working with any cities not on the program list. The contacts of these vendors were provided by city partners who were responsive to earlier inquiries

and willing to help ensure successful statewide data collection. Many of these vendor contacts and discussions were iterative, and included successive Zoom meetings and phone calls, to establish a rapport and better understand the nature of their services. Sharing the list of cities in Washington State with identified automated enforcement programs with the two vendors also allowed the team to ensure the program scan was complete, based on their knowledge. Further, one vendor was also able to provide the team with the names of cities that were establishing new automated safety programs.

Program Operation Data Collection

After the program scan, a contact protocol and a package of documents were created to facilitate data collection. The document package included an introduction explaining the nature of the study, a three-part data collection instrument, and data reporting guidance explaining the specialized terms and required data points of the study. The UW and the WTSC teams also hosted a live webinar to explain the study and answer questions for cities. The document package and webinar recording were also made available on the WTSC Automated Safety Enforcement website.

Data Collection Instruments

The three-part data collection instrument included Part A (data at the program level); Part B (data for individual cameras); and Part C (daily information for each camera deployment). As a team, WTSC and UW revised the data collection protocol and document package to ensure the data collection requirements were feasible and adequately explained to cities. To provide further clarification and ease of data collection, the UW team separately met with the two identified automated safety enforcement camera vendors to clarify Part C so that vendors could help cities provide the correct data to meet the requirements of the study.

The WTSC team emailed the data collection package to the 34 cities identified by UW, including Moses Lake (which discontinued its program in July 2025, and therefore its data was not included in the report), along with a deadline to submit the required data. Four cities (Redmond, Pacific, Woodinville, and Orting) are in the process of setting their programs up and, therefore, did not have program data from 2025 to contribute to this report. As they were identified in the scan, the WTSC team emailed them the data collection package to alert them of the study, and to inform them of future reporting requirements. They were not expected to contribute to the study at this time. Cities were directed to work with their vendors to obtain the necessary data. In all, 29 cities provided data for this iteration of the automated safety enforcement camera study, representing 100 percent reporting compliance.

Webinar

The WSTC and UW teams hosted a live webinar to explain the new reporting requirements to cities with automated safety enforcement cameras after emailing the data collection package. The webinar explained new RCW language authorizing the study and changes to annual automated traffic safety camera reporting requirements. Additionally, the webinar introduced members of the study team from both WTSC and UW and their respective roles. Parts A, B, and C data collection templates were explained in detail so cities could have a clear “why” behind the data collection and understand what

data they were to provide to WTSC by the submission deadline. Cities were also given the opportunity to ask questions about data collection requirements and about study goals.

Data Analysis

The UW team compiled program-level and camera-level data from all cities to report on camera deployments statewide as detailed in the Program Operation Data Analysis section below. For this report, the team focused on (a) camera installations both by type and by where the cameras were deployed, and (b) infractions, including what days of the week and months of the year issued the most infractions in 2025, and how these differed by camera type and city.