

## NEW LEGISLATION

# WASHINGTON SPEED SAFETY



## WASHINGTON SPEED SAFETY SYSTEMS EXPANSION LEGISLATION SB5974

Legislation effective July 1, 2022 expands speed safety systems in school zones and enables the use of speed safety systems in public park speed zones, hospital speed zones and other zones subject to specific requirements.



### STATEWIDE SPEED EXPANSION ENFORCEMENT

Authorizes the use of automated traffic safety camera enforcement for speeding violations (speed safety systems) in the following areas:

- **School Speed Zone** – area one mile around a school where kids can walk on non-hazardous roads.
- **Public Park Speed Zone** – marked area within park property and extending 300 ft from the border of public park property and where signs are posted.
- **Hospital Speed Zone** – marked area within hospital property and extending 300 ft from the border of hospital property and where signs are posted.
- **Other Designated Areas** – pursuant to RCW 46.63.170(1)(d).

### LIABILITY & PENALTY

- The amount of the fine issued for an infraction generated through the use of an automated traffic safety camera shall not exceed the amount of a fine issued for other parking infractions within the jurisdiction.
- Annual reports must be posted on city or government website.
- Image of plate only.
- Notice must be mailed within 14 calendar days of violation.

### SAFETY PROGRAM SPECIFICS\*

Before enacting an ordinance the appropriate local legislative authority must prepare an analysis of the locations within the jurisdiction where speed safety systems are proposed to be located. Upon the enactment of an ordinance the city may operate speed safety system to enforce speeding in designated school, public park or hospital speed zones.

Additionally, pursuant to RCW 46.63.170(1)(d) a city may have one additional speed safety system for every 10,000 residents in the city if the location complies with one of the following:

- Is identified as a priority location in safety plan submitted to the WSDOT and other speed reduction measures are not feasible or have not worked.
- Has a significantly higher rate of collisions than the city average in a period of at least three years prior and demonstrates that other speed reduction measures are not feasible or have not worked.
- Is identified as an area designated by ordinance as a zone subject to specified penalties for racing and race attendance.

And the city conducts an equity analysis and uses the following criteria to consider locations:

- Economics, education, environmental health, livability, and accessibility.

Locations where a speed safety system is installed must be marked 30 days prior to activation and signage must indicate one of the following for the driver:

- Driver is entering a designated speed zone.
- Driver is entering a zone enforced by a speed safety system camera.

After operational costs are covered, remaining funds are split between the municipality and the state. Compensation is based on equipment and service not volume or revenue.

***\*This document is for informational purposes only and is not for providing legal advice. All interested parties should consult with their own legal counsel before implementing an automated traffic safety camera program.***

## TURN YOUR COMMUNITY ZONES INTO SAFE ZONES

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