



Highway Speed Camera Pilot Program

Average Speed Method (Point to Point)

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Highway Speed Camera Pilot Program

Goals

- Test speed camera technology (average speed method).
- Determine the impact on speeding behavior.
- Compile public response on the use of speed cameras.
 - [WSDOT HSCPP Online Open House](#)



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Highway Speed Camera Pilot Program

Partnership with WSP and the Traffic Safety Commission

- Place cameras in high-speed, collision or fatality locations.
- Public notification and warning signs when approaching camera locations.
- Outreach and public engagement about the program and site selection process.
- Personally identifiable information will not be captured; license plates only.
- By mail: amount of potential fine and provide a safety message.
 - **Violations and fines will not be issued**
 - Courtesy Notices will be mailed at 1, 5, 10 ratio for instate residence only



Highway Speed Camera Pilot Program

Program Reporting

- Collect and report data to the Legislature.
 - Final report to be submitted fall of 2025, or sooner
- Describe public response to the program.
- Program runs until June 30, 2025.
 - Cameras will be removed from the field the week of 6/23/25

Highway Speed Camera Pilot Program Report -

Transportation Committees, OFM and Governor's Office

- Program overview & goals, explanation of technology, deployment approaches and next steps.



Highway Speed Camera Pilot Program

- **How and Why it Works**
 - Within automated speed enforcement, average speed method provides an alternative to single point speed capture
 - Involves installation of multiple cameras along a route (may or may not involve advance warning signing)
 - Can work 24 hours/day, 7 days/week
 - License Plates are captured at passing of each camera
 - Times are then captured, and calculations performed (based on set distance) to determine if vehicles have exceeded posted speed*
 - Violations are then mailed to offending driver
 - Show generally universal reductions in speed and (where studied) crash volume from pre-condition
 - Generally results in longer length of reduction of speed over point speed capture (time and distance halos)
 - *Dependent on Speed Buffer

Highway Speed Camera Pilot Program

- **Average Speed Method Detection and Enforcement is in place in the following locations:**
 - Scandinavia
 - Norway (20 sites as of 2013, half in Tunnels)
 - Finland
 - Germany (First application in Lower Saxony)
 - Austria (Tunnel Application in Vienna)
 - Switzerland
 - Netherlands (E19 Rotterdam/Delft)
 - France (101 cameras in place as of 2017)
 - Italy (Safety Tutor, 2500 km, 37% of highway network)
 - England/Scotland (51 sites total in 2016 RAC Study)
 - Others
 - Australia/New Zealand
 - Kuwait



Highway Speed Camera Pilot Program

- Coverage/Applications/Lengths
 - Bridges/Tunnels
 - Speed Deterrent on Facilities with Little Redundancy
 - Incidents have significant ripples on these types of facilities
 - Half of Norwegian Applications on Undersea Tunnels
 - Various Roadway Classes
 - More prevalent on 'freeway' type facilities
 - Spacing Lengths
 - Variable, Site Specific
 - By Country
 - Italy
 - » Typical 10-25 km
 - England
 - » 390m – 46km
 - Norway
 - » Minimum 2km, typically 2-5km
 - Violations/Citations
 - Generally Mail
 - Online Platforms for Payment/Adjudication



Highway Speed Camera Pilot Program

RFI released – July 2024

- Sent to approximately 10 vendors
- 6 vendors responded

RFQQ released Sept. 4, 2024

- RFQQ responses were due October 21, 2024
- Assumed successful vendor to be announced November 2024
- Contract effective start of December 2024
- Deployments April – June of 2025 (approx. 10-12 weeks of data collection)
- Close of contract June 30, 2025 (end of Proviso)



Highway Speed Camera Pilot Program

HSCPP Location Identification

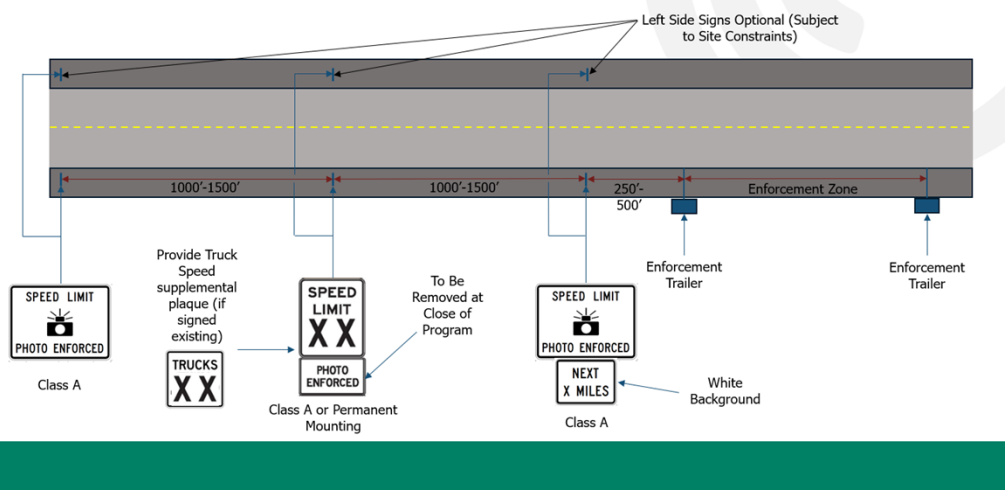
- Statewide Crash data from years 2019-2023
 - All injury classes included
 - Speed noted as a contributing circumstance
 - Ranking of Segments based on both crash frequency and severity
- Roadway Types
 - 55 mph+, two (or more) lanes, segments 1-3 miles in length
- Completed Google Earth Investigations on Feasibility
- Deploying at I-5 MP 233 – 236 (Skagit); I-90 MP 296 – 299 (Spokane)



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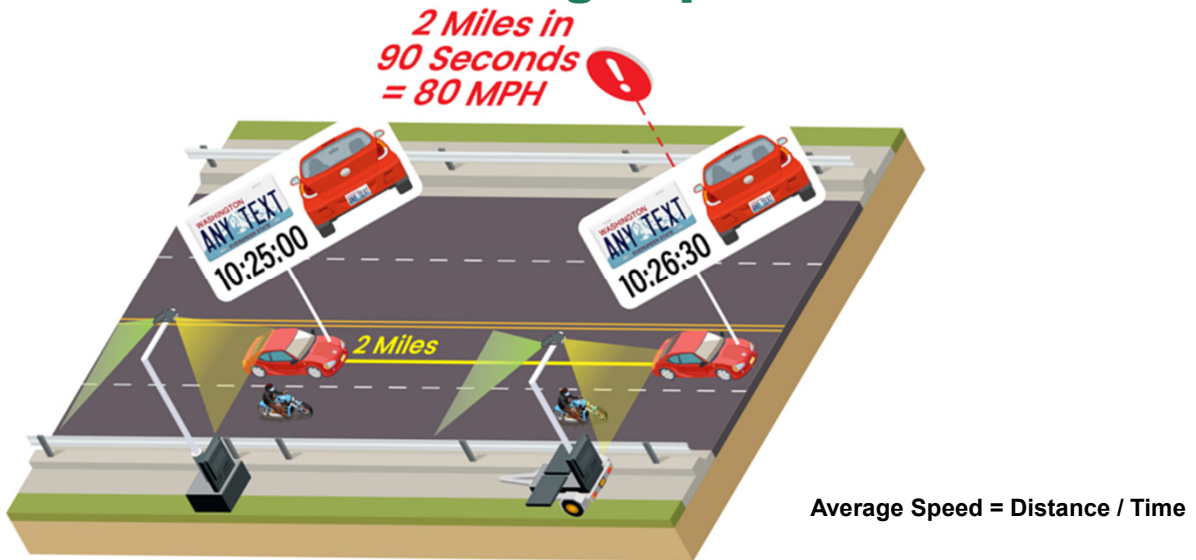
HSCPP Signing

Sample Advance Signing Detail



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How Does The Average Speed Method Work?



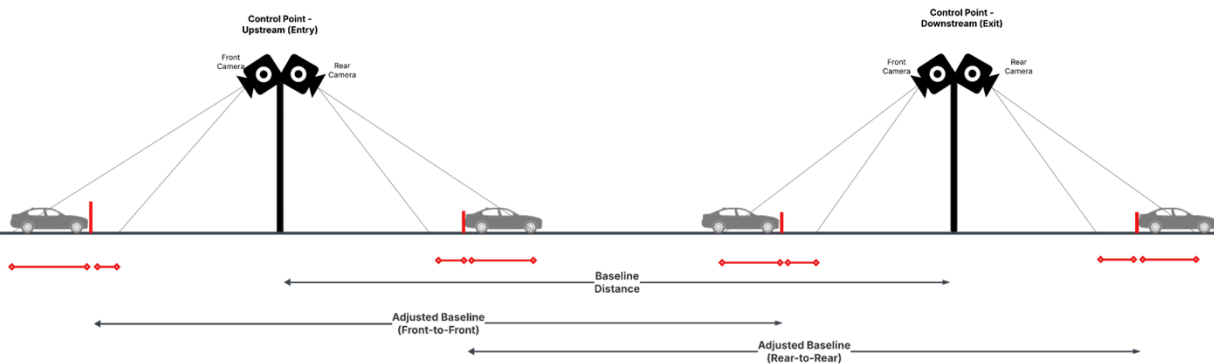
WSDOT

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Matching & Average Speed Calculation

neoBOSS Average Speed Enforcement Baseline Distance Calculation



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Speed camera technology



Testing the week of Feb. 24, 2025, at Texas A&M Transportation Institute (TTI)

Highway Speed Camera Pilot Program

Highway Speed Camera Pilot Program cameras are here!



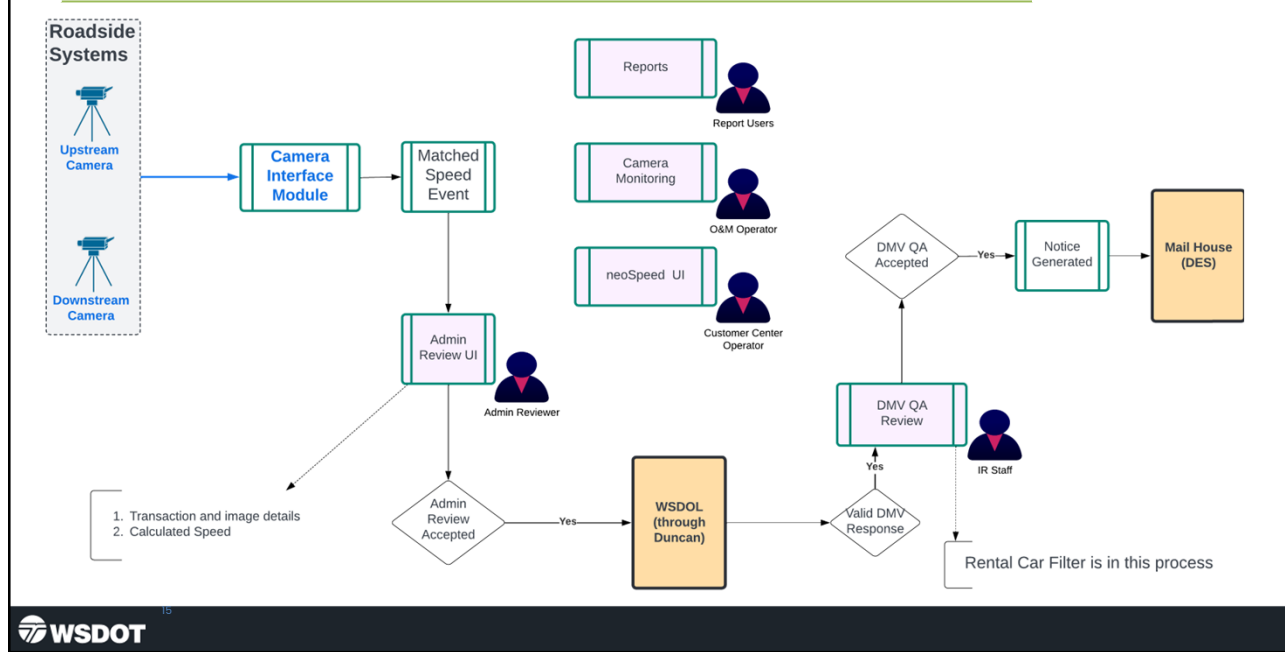
[WSDOT HSCPP Online Open House](#)

Skagit Co



Spokane Co

Highway Speed Camera Pilot Program – Data Flow



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Highway Speed Camera Pilot Program - Admin Review

The screenshot shows the **Admin Review** interface for the Highway Speed Camera Pilot Program. The interface includes a header with the Washington State Department of Transportation logo and the title **Admin Review**. Below the header, there are tabs for **Reviews**, **Time**, **Approved**, **Rejected**, and **Next Update**. The **Reviews** tab is active, showing a list of reviews with columns for **Time**, **Approved**, **Rejected**, and **Next Update**. The **Time** column shows **00:11:59**, the **Approved** column shows **87.5 %**, and the **Rejected** column shows **12.5 %**. The **Next Update** column shows **PAUSE II**. Below the tabs, there are two main image panels. The left panel shows a car on a road with a **SPEED LIMIT 70 mph** sign and a **VEHICLE SPEED 81.2 mph** sign. The right panel shows a car on a road. Below the image panels, there are input fields for **PLATE NUMBER** and **REASON CODE**, and an **APPROVE** button. Below the input fields, there is a **REVIEW HISTORY** section with a **Shortcuts** button and a **REVIEW HISTORY** table. The **REVIEW HISTORY** table has columns for **Matched Event Id**, **Direction**, **Entry Point**, **Exit Point**, **Event Start Date**, and **Event End Date**. The **Matched Event Id** column shows **3290**, the **Direction** column shows **AWAY**, the **Entry Point** column shows **TTI - WSDOT Trailer 2**, the **Exit Point** column shows **TTI - WSDOT Trailer 4**, the **Event Start Date** column shows **03/29/2025 6:19:34 PM**, and the **Event End Date** column shows **03/29/2025 6:21:47 PM**. Below the **REVIEW HISTORY** table, there are several buttons for **Bright Image Cbfr6**, **Blurry Cbfr1**, **Dark Image Cbfr2**, **LP Mismatch Cbfr8**, **LP Damage On Dirt Cbfr9**, **No Plate Cbfr5**, **Obstructed Cbfr7**, and **Sun Glare Cbfr9**.

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HSCPP – Drive-Thru

- Went Live 4/9/2025



HSCPP – Public Response

- Feedback received from Virtual Open House and in response to news outlet postings ([WSDOT HSCPP Online Open House](#))
- General Themes
 - Some support from public...
 - ‘This needs to be done.’
 - ‘Speed is crazy at that spot...’
 - Some not so supportive:
 - ‘Big Brother’
 - ‘Cash Grab’
 - ‘Why don’t you fix potholes and build better roads?’
 - ‘Why not more police?’

HSCPP - Media

The screenshot displays a media gallery for the HSCPP project. It features three news articles:

- KOMONews:** "WSDOT tests speed cameras on I-5, I-90 to curb collisions and improve safety". The article, dated April 9, 2025, includes a video showing a construction vehicle installing a camera on a highway overpass.
- NonStopLOCAL:** "Speed cameras installed along portion of I-90 in Spokane County". The article, dated April 10, 2025, includes a video titled "I-90 Gets Speed Cameras" showing a camera being installed on a highway.
- K5:** "Speed cameras are rolling on I-5". The article mentions that the pilot program will issue notices, not tickets, and that permanent cameras will be up to the state legislature. It includes a video showing a camera being installed on a highway.

The WSDOT logo is visible in the bottom left corner of the media gallery.

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HSCPP – Next Steps

- Data Collection and Pilot
 - Active
- Decommissioning
- Final Reporting
 - Lessons Learned
- Future Permanent Program?

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Questions?

For additional information on
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