

Work Zone Speed Camera Program

2025 Annual Report





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GLOSSARY

ADT - Annual Daily Traffic

AADT - Average Annual Daily Traffic

AGO - Washington Attorney Generals Office

CJIS - Criminal Justice Information System

DES - Department of Enterprise Services

DOL - Department of Licensing

NHS - National Highway System

PII - Personally Identifiable Information

RFP - Request for Proposals

RK&K - Rummel, Klepper and Kahl

WSDOT - Washington State Department of Transportation

WSP - Washington State Patrol

WTSC - Washington Traffic Safety Commission

INTRODUCTION

The Washington State Department of Transportation, in partnership with the Washington State Patrol, began a Work Zone Speed Camera Program in spring 2025. This program was authorized under ESSB 5272 (2023) which created RCW 46.63.200. This report is a required status update as described within ESSB 5161, Section 217 (3) and provides a summary of the latest information on the program.

Since program development began in 2023, the following tasks have been completed:

- Policy and program requirements
 - WSDOT worked with consultants and partner agencies to develop the program policy, requirements and structure. This included the involvement of WSP, the Washington Traffic Safety Commission (WTSC), the Attorney General's Office (AGO), Department of Licensing (DOL), Department of Enterprise Services (DES) and Office of Administrative Hearings (OAH).
 - WSDOT, WSP, OAH and DES entered into an interagency agreement that defined each agency's roles and responsibilities.
- Vendor Selection
 - WSDOT developed a Request for Proposals (RFP) with program technical requirements and schedule. The team then reviewed submissions from interested vendors, held on-site demonstrations to test potential vendor technology and selected a vendor for program operations.
 - WSDOT initiated this procurement in late 2023. However, after the inability to come to an agreement with the Apparent Successful Vendor for the first procurement, WSDOT canceled the initial procurement and restarted the process. WSDOT then reinitiated the procurement process in April 2024, with the final selection and contract initiation completed in September 2024.
- Program development
 - Beginning in September 2024, the selected vendor developed the turnkey program including the enforcement trailers and a full back-office setup. Program partners, WSP, DES, DOL, AGO and OAH, worked together to complete the development.
- Live program initiation
 - Live enforcement began April 16, 2025, with one enforcement unit (trailer). Today the program has six units that can be used for enforcement.
- Program effectiveness
 - Work zones with speed cameras consistently deployed to them have seen significant reductions in excessive speeding. Using speed data gathered from four projects before the Work Zone Speed Camera was used and then after its use, consultants RK&K calculated an

average of 17% reduction in speeding.

- As of September 30, 2025, program revenue received has been limited because of several factors, such as low number of drivers repeating their behavior (to date).
- Anecdotal improvement in driving behavior has been observed by both work crews and WSP field staff.
- Education about the program and the dangers of speeding through work zones has played a part in driving behavior improvement. WSDOT has received several unsolicited messages from drivers apologizing or acknowledging fault for driving too fast.

This report provides a summary of program implementation and operation to date, generally through September 30, 2025. This report includes a few lessons learned, as expected in a pilot program. This report also provides a summary of anticipated next steps and program enhancements over the next two years as the five-year pilot period continues.

PROGRAM GOALS

Nationally, during the last 10 years, there has been an increase in the overall number of crashes on U.S. roadways. Some of these crash statistics increased during the COVID-19 pandemic, when reduced traffic volumes allowed travelers' speeds to increase which led to an increase in the number of speed-related crashes. The State of Washington has seen an increase in work zone crashes, including fatal and serious injury crashes, over the last few years. This program aims to improve work zone safety by reducing travel speeds within work zones, particularly excessive speeding. General program goals include:

- Reduce speeds in work zones
- Promote work zone safety
- Improve driver behavior
- Save workers and traveler lives
- Complement existing speed enforcement by Washington State Patrol
- Increase driver understanding of the risks associated with speeding in work zones

With any safety program, the principles are built on the three traditional "E's" of traffic safety: engineering, education and enforcement. More recently, additional E's have been added, including equity and encouragement. At the highest level, the goal of the program is to determine if this technology would reduce fatalities and injuries resulting from speed-related crashes. To accomplish this goal, there are additional actions and goals that can be accomplished to aid in reducing crashes.

Enforcement

A primary goal of the program is to reduce the number of speed-related crashes. One method to reduce speeding in work zone areas is to increase enforcement presence. When used appropriately and effectively, automated speed cameras allow for increased speed enforcement without diverting resources from other public safety needs. Enforcement goals for this program include:

- Ensuring the efficacy of the technology in terms of speed measurement
- Providing a back-office system which ensures timely and traceable processing of speeding violations, from capture to review to confirmation, and through to distribution, payment, and/or challenges
- Standing up a system to enable challenges by violating drivers to ensure program transparency
- Determining the impact of the cameras on driver behavior

Education

- Developing a notice that tells owners their vehicle was captured speeding and provides information on safe driving
- Provide education on the technology, method of capture and background for the program through public-facing websites, media outreach and through the provided notice of violation
- Reporting to stakeholders on the lessons learned from the program
- Collaborate with partners to share information about the dangers of speeding

Engineering

- Coordination with WSDOT Regional Staff, Project Managers and Contractors for appropriate projects for application of the Work Zone Cameras
- Ensuring regions are aware of the availability of the program for use on their projects
- Developing methods to ensure camera placement is considered during the design stage and as the program matures and not just inserted during construction

Equity

- Collecting data through this pilot program to be analyzed as part of WSDOT's ongoing Environmental Justice assessment in compliance with the Healthy Environment for All Act, also called the HEAL Act, Chapter 70A.02 RCW
- Identifying potential sites with a data-driven process that can be scaled and modified as appropriate

Encouragement

Encouraging speeding drivers to help save lives by driving the speed limit near work zones on Washington roadways and imposing penalties when those rules are not followed.

FHWA Safe System Approach and Washington Target Zero

The program also complements Washington State's Safe System Approach, which incorporates national and international models.

The Safe System Approach is founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. The six principles for the Safe System Approach are:

- Death/serious injury is unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

As part of a Safe System Approach, there are six system elements:

- Safe road users
- Safe vehicles
- Safe speeds
- Safe roads
- Post-crash care
- Safer land use



Automated speed enforcement, including within work zones, ties back to many of these principles. By reducing speeding, we help reduce serious injuries and deaths and mitigate some of the potential harm to vulnerable road users, including highway workers, that results from driving mistakes at high speeds. This enforcement technology also relates to one of the key system elements – safe speeds.

Washington Safe System Approach elements and principles

This program also supports the Washington Target Zero Plan, which incorporates the Safe System Approach into state goals and plans to reduce the number of traffic deaths and serious injuries on Washington's roadways to zero by the year 2030. Target Zero also serves as the state's Strategic Highway Safety Plan.

ROLES AND RESPONSIBILITIES

RCW 46.63.200 Section (3) established the main roles of the program and states that WSDOT is responsible for all actions related to the operation and administration of the program and that WSP is responsible for all actions related to the enforcement and adjudication of speed violations. WSDOT and WSP have worked closely and collaboratively to develop a cohesive program, in conjunction with DES and OAH. These agencies have defined each of their roles for the Work Zone Speed Camera Program and then signed an interagency agreement.

Each agency has been fulfilling the roles articulated in the Program Interagency Agreement, which are generally as follows:

- WSDOT
 - Primary administrator and operator for the Work Zone Speed Camera Program
 - Development of program policy and standards – focused on program operation and administration
 - Management of the procurement process for a program vendor
 - Contract manager of selected vendor
 - Scheduling and monitoring of deployments
 - Support miscellaneous project needs and overall reporting for program operations.
 - Required reporting to the State Legislature
- Washington State Patrol
 - Program policy and standards development – focused on adjudication.
 - Review of potential infractions
 - Ad-Hoc and overall reporting for program operations
 - Conducts quality control checks of vendor back-office
- Office of Administrative Hearings
 - Schedules Program hearings based on citizen request
 - Holds hearings and provides decision back to program
- Washington State Department of Enterprise Services
 - Infraction printing and mailing

The Interagency Agreement also includes the Washington State Office of the Attorney General, the Department of Licensing and the Washington Traffic Safety Commission for program policy development, public education and various aspects of program operation.

There are two contracted entities supporting the Work Zone Speed Camera program. WSDOT has contracted with an engineering firm to provide professional services on behalf of the department to assist in operation of the program. These services include program development, project selection and scheduling, program outreach, performance monitoring and reporting, and any additional support as requested. The firm also supports interagency coordination and provides services required for operation of the program as a single cohesive entity.

The second contracted entity is the System Administrator, a vendor responsible for providing a turnkey solution for program operation. The system administrator's responsibilities include:

- Field unit outfitting and deployment, including field staffing
- Violation review, vehicle record lookup and infraction notice development (for DES printing)
- Infraction database – used by System Administrator staff, WSP, and OAH to complete each step of the adjudication process per RCW 46.63.200 and all appropriate WAC
- Correspondence development – items such as admittance acknowledgements, payment receipts, contest confirmations and hearing results and other regular program communications to / from potential violators
- Return mail handling
- Secure web portal for citizen infraction review and action
- Customer service and record keeping

The system administrator provides most of the necessary day-to-day tools and required activities to complete both WSDOT and WSP's primary roles under a single contract.

PROGRAM STATUS

The formal development of the Work Zone Speed Camera Program began after the signing of ESSB 5272 on April 4, 2023. From that point forward, WSDOT, WSP and other program partners worked to develop roles, responsibilities, partnerships, and procurement activities to set the necessary elements in place for program operation. ESSB 6115, signed on March 26, 2024, modified or expanded the requirements in RCW 46.63.200. These requirements were incorporated into the program development.

Concurrently with system administrator development and location deployment, WSDOT and WSP completed the regulatory process required to establish all necessary administrative code modifications to operate the program. WSP created Chapter 105 in WAC 446 for modifications and rules required to operate the program. A hearing was held on January 7, 2025, for public comment, with no public comment provided. WAC 446-105 was filed on January 7, 2025, and went into effect on February 7, 2025. WSDOT created Chapter 90 in WAC 468 for rules required to operate the program. WAC 468-90 was filed on January 7, 2025, and went into effect on February 7, 2025.

The program entered live enforcement on April 16, 2025. Some highlights of live enforcement so far include:

- More than 300 deployments were completed in support of both construction and maintenance activities, through September 30, 2025.
- More than 34,000 Notices of Infraction have been issued to registered owners through September 30, 2025.
- A decrease in the number of vehicles speeding or excessively speeding in work zones has been reported. Data provided by traffic consulting firm RK&K shows a 17% decrease in excessive speeding, on average.

Field deployment approach

The primary goals of the program are to change driving behavior across all work zones in Washington, improve safety and save lives through reduced speed and increased driver attentiveness. With that in mind, the program team focused on a deployment approach that could be scaled in a manner that can be widely applied while minimizing field and back-office resources. The program team selected a mobile approach, where speed cameras are deployed to select scheduled work zones on a daily basis. Each enforcement unit consists of a speed camera system mounted on a portable work zone trailer. Each day, enforcement units are brought to scheduled work zones, where they are each individually tested and turned on.

Scheduled deployment shifts operate for up to eight hours at a time, then the enforcement units are returned to a centralized storage location, where they can be serviced and prepared for the next deployment. This approach allows flexibility for the enforcement units to be sent to a wide variety of work zones, including construction and maintenance. This flexibility also allows for the maximization of the speed camera as a tool, ensuring the requirement for active work (through RCW 46.63.200.(4)(b)) is met for each enforcement.

The program went live on April 16, 2025, with one enforcement unit available for use. Throughout late spring and summer, the program expanded to now have six enforcement units available. The program approach to field deployments currently consists of:

- Six enforcement units available for deployments within western Washington
- Units are available for two shifts daily: daytime and overnight
- Program supports both construction and maintenance activities
- Program supports both long-term and short-term work zones

Public outreach

Public outreach is a key element of the program as it helps educate the public about the cameras and the goals of the program. Outreach goals have included:

- Overall program awareness
- Program goals – changing driver behavior, improving road safety for travelers and work zone safety
- Consequences for violating the law

A media event was held in Olympia in February 2025. This event was used to showcase the trailer, teach about the enforcement equipment, communicate program goals and advise the traveling public that the program would begin live enforcement soon. Prior to the program go-live date, a press release was published and distributed two days beforehand, notifying that live enforcement would begin and reminding everyone about the potential penalties. In addition to the press release, WSDOT also posted about the program on social media channels to share information with the public. WSP also published a press release and social media three months after the start of enforcement. This outreach activity provided updates on program operations and infractions mailed in the first three months.

A dedicated program website is posted on the WSDOT website at wsdot.wa.gov/travel/work-zone-speed-camera-program. This website includes program information and [a link](#) to where a citizen can acknowledge, contest, or pay their infraction.

PROGRAM ACHIEVEMENTS

Program Development and Vendor Selection

Soon after legislation passed for the Work Zone Speed Camera Program, agency partners began collaborating to determine key members of the program development team. This team was responsible for creating processes, policies and standards that would be needed to successfully have a Vendor Selection Process. This team helped develop the requirements in the RFP that would be needed to build and begin a successful program.

System administrator selection

The System Administrator for this program was selected via a competitive Request for Proposals (RFP), administered by WSDOT, with WSP and OAH participation. The RFP was developed and reviewed by the program development team and detailed:

- Technical requirements for program operation
 - Field deployment requirements, including calibration, certification and validation of all enforcement requirements required by RCW 46.63.200.
 - Back-office system development and operation – ensuring all adjudication requirements noted in all applicable RCW and WAC are incorporated.
- Terms of payment
- Penalties for late and substandard program delivery
- Project delivery schedule for completion of the project

The program development team reviewed submissions, shortlisted applicants, held presentations and demonstrations of field equipment and back-office systems and selected a System Administrator using the scoring system that was pre-established for this procurement.

Program Implementation

The first of the enforcement units arrived in Washington in February 2025. At that point, WSDOT, WSP, the program administrator, the system administrator and other program partners such as DES began a rigorous testing process that lasted nearly two months. This process included both field testing of the enforcement unit and detailed testing of the back-office system. This effort led to the completion of an end-to-end testing process that validated the entire infraction process from a citizen's perspective. This included legal requirements, as well as testing system processes around citizen actions and confirming infractions meet legal standards required for issuing violations.

On April 16, 2025, the first live enforcement shift was completed that resulted in the issuance of violation notifications.

Location selection process

One of the challenges the program team faced was finding potential project locations for enforcement unit placement. Before the program began, the design of the construction work zones was completed without consideration of speed cameras. The WZSC program team had to examine how to retrofit these zones to introduce speed cameras safely and effectively. The WSDOT team coordinated extensively with contractors, WSDOT Project Managers and WSDOT construction and maintenance staff. This coordination helped determine where excessive speeding was an issue in current road construction projects and if speed cameras would be effective in reducing speeds in those work zones. Additionally, the WSDOT team considered whether the enforcement unit and signage could be placed in a location without impacting the work crew's ability to safely complete their activities.

Early use of the enforcement units focused on placing the trailer as close to the active work as possible on any given day, during any given shift. This approach was taken for several reasons:

- Placing the enforcement unit next to the active work generally provides the greatest protection to the workers, who represent the most vulnerable people within or adjacent to a highway work zone.
- Typically, the active work area is adjacent to the most constrained portion of the adjacent roadway. Often in these places, traditional enforcement activities cannot be safely completed at/near the point where the infraction is committed. In many of these areas, there is limited or no place for a law enforcement officer to safely stop a vehicle.
- This approach allows the WZSC program to serve as a complementary tool to WSP enforcement activities – serving as a multiplier to improve safety outcomes.

In 2025, the candidate projects that were evaluated for WZSC deployment were limited to western Washington, notably, the Olympic and Northwest regions. As the pilot program expands and scales in 2026, the geographic reach of the program is expected to extend into all six WSDOT regions.

Program back-office development

While the field deployment is the most visible aspect of the enforcement program, of equal importance is the development of an efficient and effective back-office system. This system enables:

- Review of potential infractions
- Registered owner lookup
- Verification of infractions by WSP
- Notice creation
- A public platform that allows payments and hearing requests

The program development team worked with the vendor to create a back-office system that met the above goals and operations for the enforcement and adjudication aspects of the program. All program partners were committed to providing each potential violator with a system that allows for appropriate due process and a high level of customer service. WSP and AGO worked with OAH to ensure that they were provided with the information that they would need to successfully hold hearings related to the program. Back-office development took six months to complete, from beginning the discussion on requirements to the end-to-end testing completed before the program went into live enforcement.

PROGRAM OPERATIONS

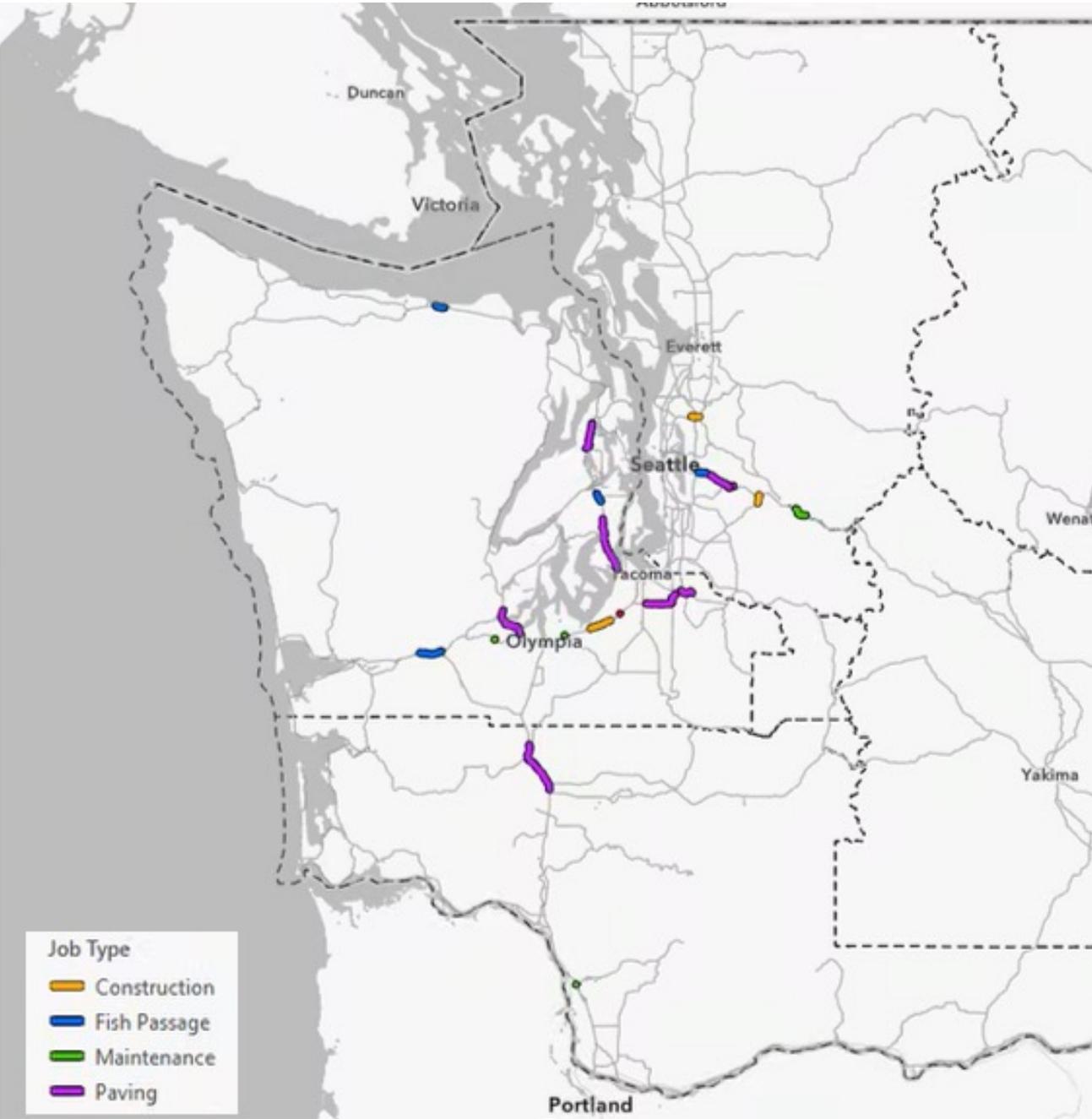
Deployment information

One of the program goals is to improve driver behavior in Washington work zones. Through September 30, 2025, 314 individual deployments have been completed by the program. Table 1 provides a month-by-month breakdown of those deployments. Feedback from field and project staff working in both construction and maintenance teams has been extremely positive. Many said they almost immediately saw a change in driver’s behavior when the enforcement units were present.

Month	Number of Deployments
April	12
May	22
June	36
July	60
August	65
September	117
TOTAL	314

Since program operation began, at least one live enforcement deployment shift has been completed in 20 different projects across Northwest, Olympic and Southwest Regions. The program has supported work zones in a variety of roadways, including I-5, I-90, US 101, SR 522, SR 16, SR 18, and US 12 / SR 8. Figure 1 shows a map of projects supported to date. Five of the 20 locations have supported WSDOT maintenance activities. WSDOT is committed to supporting both construction and maintenance activities and the program will continue to scale up as the program expands.

Figure 1: Map of Deployment Locations



Infraction Data

Through September 30, 2025, the program captured 48,242 speeding events over 314 enforcement shifts. Each of these events recorded excessive speeding as a potential infraction.

Similarly, through September 30, 2025, the program issued 34,109 infractions, a 70.7% issuance rate of the captured events. This reduction is due to the verification and review process completed to ensure that each violation meets all statutory requirements and is supported by the required evidence to ascertain that a violation of RCW 46.63.200 was committed. During the multi-step violation review process, speeding events may be rejected for a variety of reasons. These can be characterized as two main types: Controllable Rejects and Uncontrollable Rejects.

Controllable Rejects are issues that are within the Vendor's control that prevent the captured event from being issuable. These include issues surrounding WZSC operator error or processing issues, such as image clarity concerns. Uncontrollable rejects are issues with a captured event outside of the Vendor's control that prevent it from being issuable, such as:

- No DOL Record – After three attempts, no registered owner information is available for violation issuance.
- No Plate – Vehicle is fully in view, but no plate is visible in any of the collected images.
- Obstruction – Obstruction of license plate to prohibit plate read (trailer hitch, bike rack, etc.).

All infractions are reviewed by WSP Troopers prior to issuance, and the System Administrator performance is reviewed and evaluated to ensure accuracy levels are maintained. WSP's key program team members also continually review processes to improve the issuance rate. These process improvements are frequently revisited with the System Administrator and are documented in the program's Business Rules and other operational procedures to ensure the highest levels of accuracy.

Another key measurement of program effectiveness is the recidivism rate – how often are violators committing more than one violation. Infractions captured through September 30th resulted in a repeat rate of 8%. It is expected as the program grows, the recidivism rate will likely increase – however, a long-term plateau or reduction is the program goal.

Speed and crash data

Vehicle speeds around the enforcement have been used as a primary measure of program effectiveness to date but using specific speed data in enforcement zones provides a better look at the impact of the work zone speed cameras. Several data points, such as average or 85th percentile speed, are common measures used by engineers and planners. However, these measures do not always identify the high-level or outlier speeders, the targets of speed enforcement. As a result, the WSDOT team focused on **speeding** metrics first. The team settled on Excessive Speeding Percentage as the primary speeding metric evaluated for this report. This metric is defined as the percentage of vehicles that are detected going above the excessive speeding threshold used for infraction issuance, which was used through September 30, 2025.

Due to the timing of this report, crash data was not formally evaluated.

Overall speeding evaluation

The WSDOT team used internal resources, along with third-party data (both vehicle probe and vehicle telematic providers) to obtain excessive speed data. Overall, the presence of speed cameras reduced excessive speeding by 17% on average. In each work zone studied, the only difference was whether speed cameras were used, along with clear signs showing photo enforcement and clearly marked speed limits in the active work area.

The multiple data sets used also allowed WSDOT to examine the impacts more closely at a few work zones, which were enforced for longer stretches from April to September 2025. A few key trends emerged:

- The installation of photo enforcement signs and outreach surrounding work zone camera placement generally resulted in excessive speeding reduction, prior to the initial enforcement shifts (as shown in Figure 2 below).
- Over the first 2-3 months after the initial enforcement shift, further reductions in excessive speeding occurred, as much as a 38% drop. These reductions were also sustained, as shown in Figure 2 below.
- A notable reduction is observed on days when deployment shifts occurred, compared to those days when deployment shifts were not completed, as illustrated in Figure 3 below.

Figure 2: Percent Excessive Speed Reductions over Time

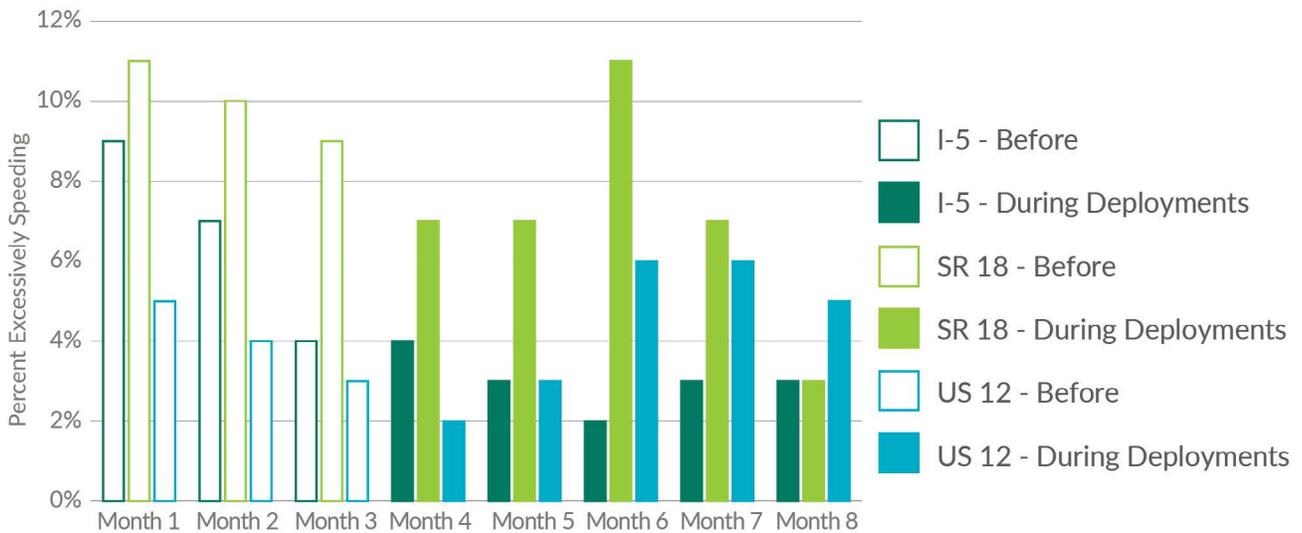
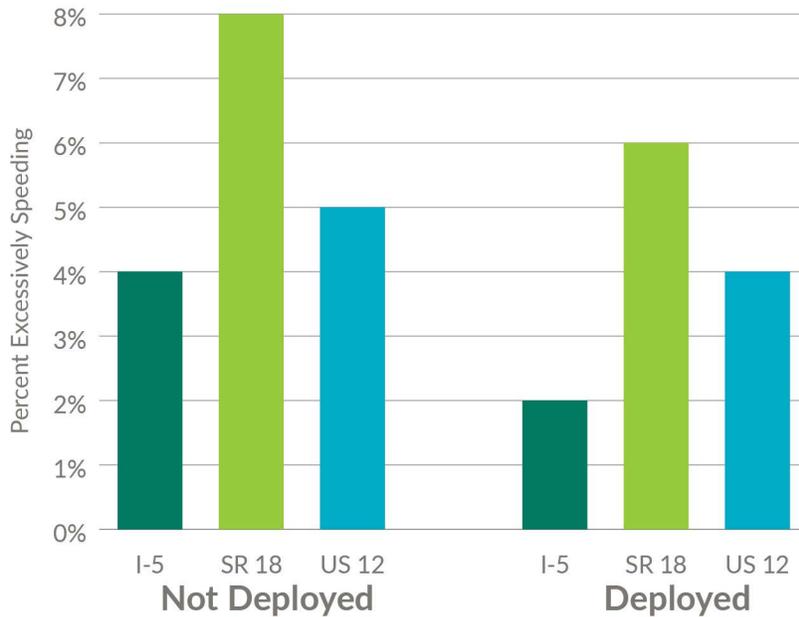


Figure 3: Days With and Without Deployments



These trends were seen in all the work zones where speed cameras were used. This shows that the desired changes in driver behavior can happen in different types of work zones.

Additionally, the sustained nature of the reductions supports the general notion that the WZSC program goals can be achieved by delivering the pilot period using a well-orchestrated, programmatic approach.

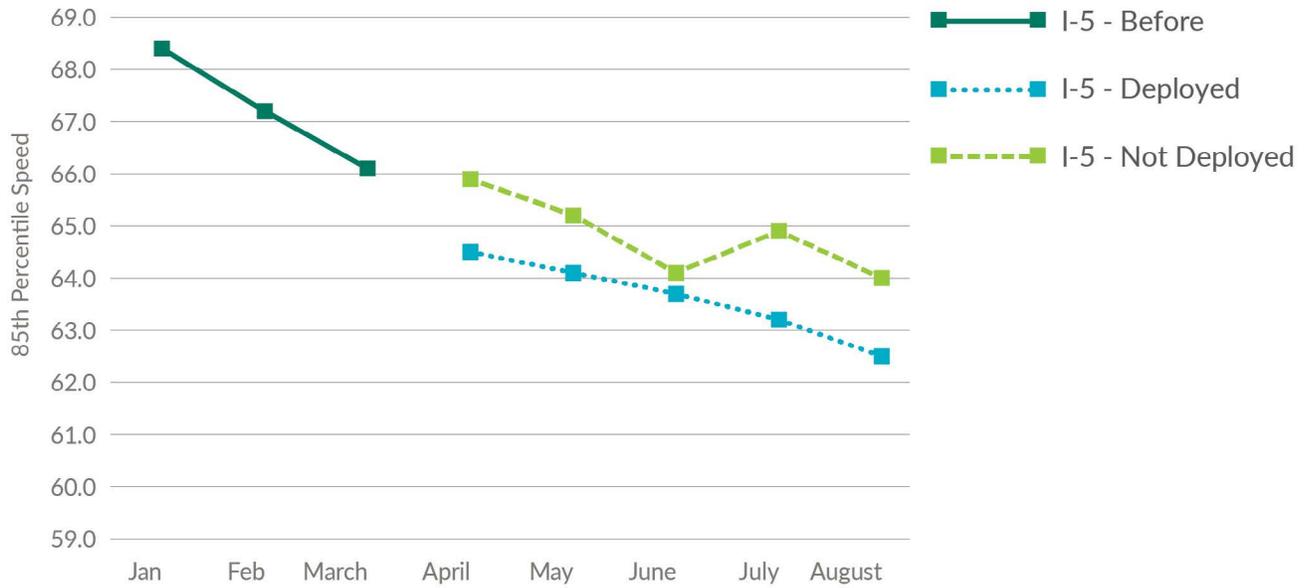
I-5 - Part of comprehensive approach

Further examination of the data also provided some insight into how the overall presence of the program affected speeds. As noted previously, the WZSC program completed a two-month testing period prior to the beginning of enforcement. Most of the testing was completed along I-5 between Mileposts 116 and 120, the Steilacoom – Dupont widening project near Joint Base Lewis-McCord. The field testing did not provide signing; however, a portion of the testing period occurred after the initial outreach activities discussed previously in the report.

Using the same approach and data, an evaluation in January 2025 showed that prior to testing, the 85th percentile speed was 68.5 mph, in an area posted at 60 mph. The 85th percentile speed is a baseline to understand what speed most drivers would naturally choose when the roads are open and safe. In this location, research showed it was at about 68.5 mph, 8 miles over the posted speed limit.

Despite the lack of signage or enforcement, the presence of the trailer and the press events reduced the 85th percentile speed as shown in Figure 4. Furthermore, once enforcement began at this location on April 16, the 85th percentile speeds dropped to 62.5 MPH during active enforcement. This initial review appears to indicate that the speed camera served as an effective deterrent and achieved a tangible reduction in speed in all three phases after the program was announced.

Figure 4: 85th Percentile Speeds for the I-5 Project



Anecdotal evidence

During the pilot period, the WZSC program will include data driven processes, including enforcement selection and effectiveness evaluations. However, anecdotal information can provide important feedback for program effectiveness and potential areas for improvement. Since the start of the program, WSP field staff have continually indicated that they observe differences in driving behavior in WZSC enforced work zones – particularly between the location of the photo enforcement sign ahead of the active work area, and the unit placement location. An example of this was along US 101 in Port Angeles, where WZSC was deployed to aid in solving an excessive speeding problem in a tightly constrained work zone. The program team (WSDOT and WSP) received feedback from WSP’s field office that the speed cameras made a significant difference, with most traffic reducing their speed and the number of speeding complaints received from citizens plummeting. This feedback was critical to validating the use of WZSC in this location and was further confirmed when the traffic data was obtained for this location.

Another interesting piece of anecdotal evidence is the number of handwritten notes received by the program office from violators. One manner that violators can acknowledge their infraction is to mail in a written acknowledgement, even for first violations which currently do not have a financial penalty. Several of these notices have included handwritten notes in which vehicle owners have apologized. Many of these notes appreciate that the program partners are using this tool to keep workers and travelers safe and they have pledged to change their behavior as a result.

NEXT STEPS

Program growth

In 2026, the program plans to expand into other parts of the state and support construction projects in regions in central and eastern Washington. Coordination has already begun with the Olympic, Northwest and Southwest Regions about potential projects for upcoming deployments. Other regions will be engaged in the coming months. The program plans to meet with all regions during the winter months to evaluate potential enforcement locations statewide in 2026.

This effort will also coincide with further expansion of the program. The System Administrator contract requires that they provide ten units by July 1, 2026, and 15 units available by July 1, 2027. This level of available resources will allow the program to better achieve the balance of statewide deployments, with the overall goal of reducing excessive speed and improving safety across all Washington work zones.

Vendor coordination

As the pilot program moves into its second year of active operation in 2026, there are several opportunities for improved program operation. These include:

- Increased system administrator staffing to enable an increased number of deployments
- Expanded program reporting
- Back-office processing review
- Interagency coordination for violation review

The System Administrator continues to work with DOL to connect to their system for Washington State vehicle registration data. This aspect of the program was delayed at launch, due to an agencywide system upgrade. At this time, the System Administrator has been able to use their out-of-state vehicle record source to also receive Washington State data. However, the connection to DOL systems directly should improve accuracy.

The connection to DOL will also ensure that the registration hold process for unpaid infractions will be implemented. This process places a hold on vehicle records with unpaid infraction fines, requiring payment of these fines prior to the owner having the ability to process their renewal. This process is similar to how unpaid tolls are collected.

Finally, the program team is preparing for the change to the program that will go into effect on July 1, 2026, that changes the first infraction from a \$0 fine to a \$125 fine. Over the next several months, the process to transition to this new fine structure will be tested and implemented.

Data collection and trend determination

One of the benefits of advancing program operations is the opportunity to continue to collect data from the existing implementations to determine the impact of the program on vehicle speeds. With the relatively short timeframe for data collection at the writing of this report, some trends are emerging from the earlier implementations. However, when evaluating traffic data, longer time frames will allow for a more comprehensive evaluation over the course of the pilot. Future analysis will include:

- Pre-, during, and post-implementation profiles of speed
- Spatial analysis of speed (i.e., where do vehicles slow down and impact of signage vs. camera location)
- Crash data and other potential safety surrogate data
- Infraction data including payment rate, hearing rate and information about hearing outcomes

CONCLUSIONS

The WZSC program was successfully established, and despite challenges associated with program launch, there are several signs that the program is showing early success:

- **Reduced speeds in work zones** – Work zone speeds are trending downward throughout WZSC enforced work zones, with an average of 17% reductions in excessive speeding in the first six months of active enforcement. Figures 2 and 3 above further illustrate this decrease.
- **Promote work zone safety** – WSDOT has promoted the use of the WZSC program as a tool to enhance work zone safety and have incorporated this messaging into their overall work zone safety messaging programs. Several press articles and efforts have highlighted the start of the program and have focused on the safety benefits of the program. Feedback provided as a response to violations has indicated that the overall message of work zone safety has been delivered effectively through this program.
- **Improve driver behavior** – Data has shown that overall work zone speeds have declined in projects that have had deployments, with sustained reductions over several months. There has also been a reduction in travel speeds in these work zones, regardless of active enforcement on any given day.
- **Save worker and traveler lives** – While crash data is not available yet for the program; to date the program there has not been a work zone crash in a location with an active enforcement occurring.
- **Complement existing speed enforcement by the Washington State Patrol** – WSP is a committed program partner and serves a vital role in the program. WSP has continued providing traditional speed enforcement in Work Zones, and the combination of both types of enforcement appears to be complementing each other and yielding benefits. WSP field patrols have indicated that they observe a change in behavior and appreciate the program's ability to provide enforcement in those situations.

The WZSC program is focused on continuing to meet these program goals and is taking steps in 2026 and beyond to refine and improve the program. All partner agencies are committed to increasing the use of this tool in 2026, building upon the program successes to date. Applying the lessons learned from program startup will be critical to achieving the desired safety improvements and continues to be an emphasis point for all involved in the program.