



Automated Enforcement Expansion Update

Public Works Department
Infrastructure, Planning, and Sustainability Committee
October 22, 2025

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Overview

Presentation Type:
Information Only

Purpose:
To continue the discussion from April 2025:

- Background
- Proposed methodology
- Program financials
- Equity considerations

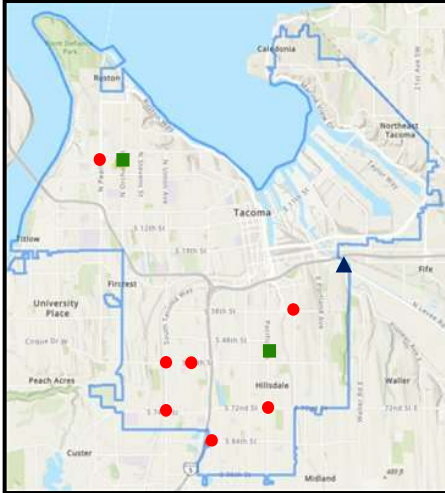


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Background



- Currently fourteen (14) Automated Enforcement (AE) cameras installed:
 - Fixed Speed (1) ▲
 - Red Light (9) ●
 - School Speed Zone (4) ■
- Research shows AE technology can have a positive impact on traffic safety

88% of Tacoma drivers who receive a ticket do not receive a second one

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Background

Effective 2024, HB 2384 expanded the use and guidance of AE cameras

Key provisions included:

- Updated penalties
- Increased transparency
- Revenue restricted
- Given to state after 4 years

Authorized Automated Enforcement Locations



School Zones



Park Zones



Hospital Zones



High Speed and Crash Locations*



Arterial intersections

* Limited to 22 cameras

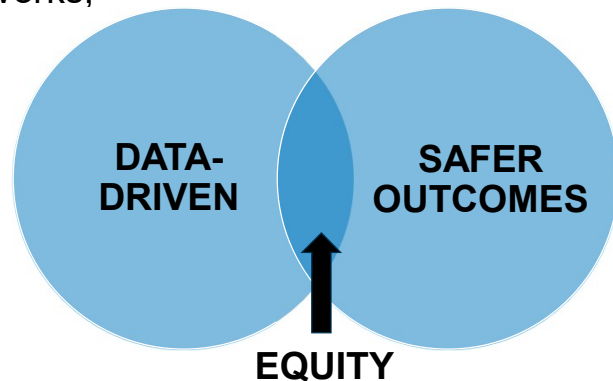
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Automated Enforcement Task Force

- Seven community members, along with staff from OEHR, Public Works, and TPD, met 6 times
- Strongly recommended a **data-driven approach** to site selection and clear, consistent communication to support transparency and build trust



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Data Privacy

Automated Enforcement Camera Systems governed by RCW 46.63.220, includes several key data privacy protections:

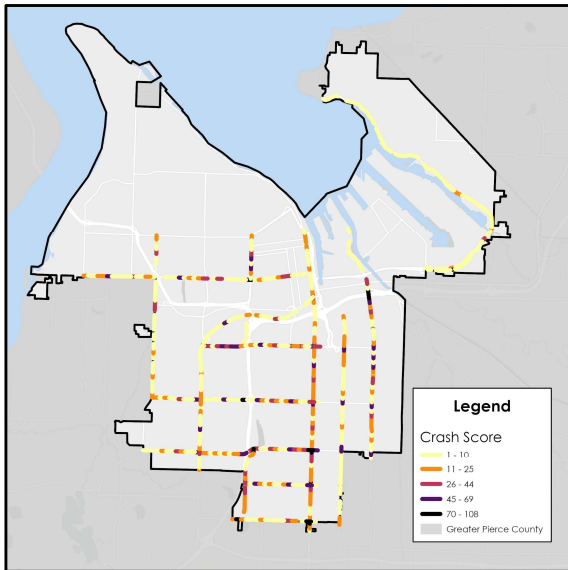
- **Image Restrictions:** Cameras may only capture the **vehicle and license plate**—**not faces** of drivers or passengers
- **Data Use:** Images and data are **only for authorized city/county use, not public**, and **not admissible** in unrelated court cases
- **Retention Limits:** Data must be **deleted when no longer needed** for enforcement



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Methodology

Focusing on speed cameras for 1st phase of expansion

- Identified top crash corridors
- Applied 3:1 crash scoring (KSI = 3 pts, Non-KSI = 1 pt)
- Mapped crash intensity per 1/10 mile



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Methodology – Next Steps

- Analyzing crashes and collecting speed data for each potential location - *underway*
- Begin prioritization based on speed, volume, land use, geographic distribution
- Conduct state-mandated equity analysis for each new location:
 1. Accessibility
 2. Livability
 3. Education
 4. Economics
 5. Environmental Health

**Goal is to install
five AE speed
cameras in 2026
for 1st phase**

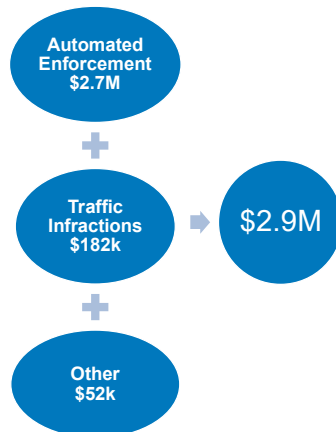
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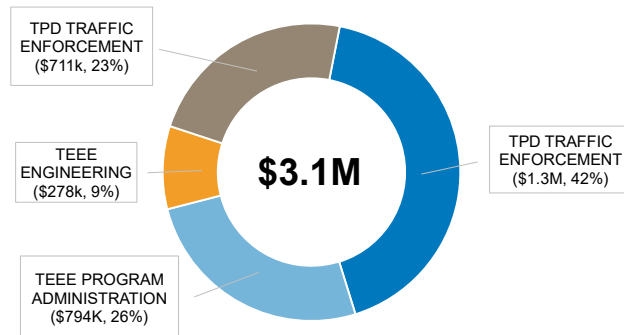
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TEEE Fund Financials (2024)

TEEE Fund Revenues



TEEE Expenses



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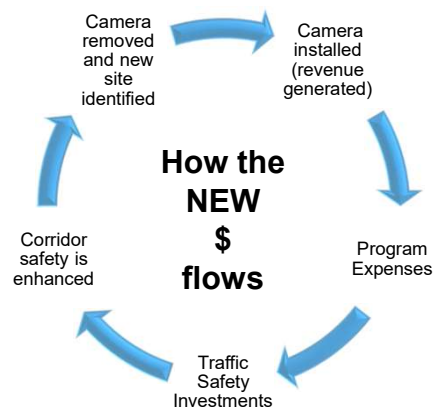


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Revenue and Financials

New (Expanded) Program

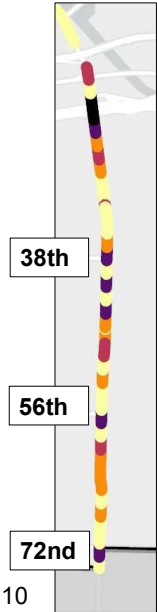
- Use of funds and other considerations for revenue use pursuant to RCW 46.63.220
- Operating and administration costs first—equipment maintenance, infraction processing, vendor services
- All remaining funds may ONLY be used for—traffic safety activities related to construction and preservation projects (i.e. complete streets implementation, speed-reducing road design, safety improvements for active transportation, accessibility improvements)



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Example Corridor – Portland Avenue

High crash intensity between 38th St – 44th St
 2022 speed data: 85th percentile was 40 MPH
 Number of speeding vehicles (6+mph): 450k (annually)

Education and Outreach

- Sign posted 30 days before activation
- After activation, first offense is a warning during the first 30 days
- Multilingual outreach – citywide and targeted



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Summary

- First phase is five speed cameras
- Equity embedded throughout program:
 - Data-driven
 - 30-day warning period
 - 50% off first citation (income eligible)
 - Optional payment plan
 - No impact insurance or driving record
 - Revenue reinvested into infrastructure
 - Improved safety for all road users
 - Multilingual outreach
- Next step is to present to City Council





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