

Work Zone Speed Safety Cameras

A National Perspective on Development, Implementation, and Results

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Presentation Outline

- Program Basics
- Development
- Implementation
- Results

Program Basics

What is a “WZSSC”?

- Wholesale, All-Encompassing Program
- Worker and Motorist Safety
- Field Activities
- Backoffice and Violation Tracking
- Payment Processing



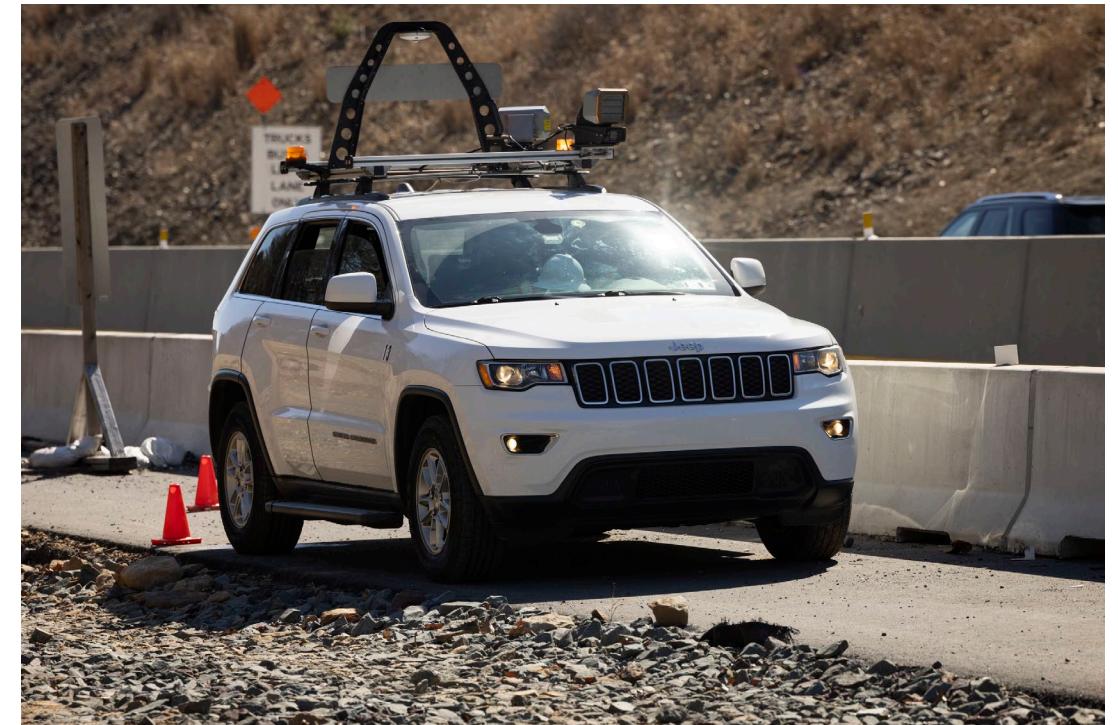
Basic Principles – Field Activities

- Mobile Unit in Work Zone
- Speed Timing and Image Capture Equipment
- Detects Speed of Passing Vehicles
- If Exceeding Threshold, Images Captured



Basic Principles – Backoffice Activities

- Images Captured and Associated Data become an “Event”
- Event Undergoes Multiple Reviews
- Registered Owner Lookup
- QA/QC Process
- Violation Generation
- Printing and Mailing



Development

Legislative Overview

- Each state is unique
- Typically identifies the agency/ies
- Contest/Appeal Processes
- Excess Revenue Disbursement
- “Amount” of Definition



Gaining Legislative Support

- Then: Studies and Reports
- Now: Proof of Concept from Other States
- Field Trips and Peer Exchanges with Other States
- Support from Other Agencies
- Lobbying



Common Concerns from Legislature

Concern

- Goal is Revenue Generation
- Invasion of Privacy
- Insufficient Warning

Solution

- Vendor paid flat fee, not based on violation volume
- Masked images or no front images
- Press Releases, Public Map/Website, Signing

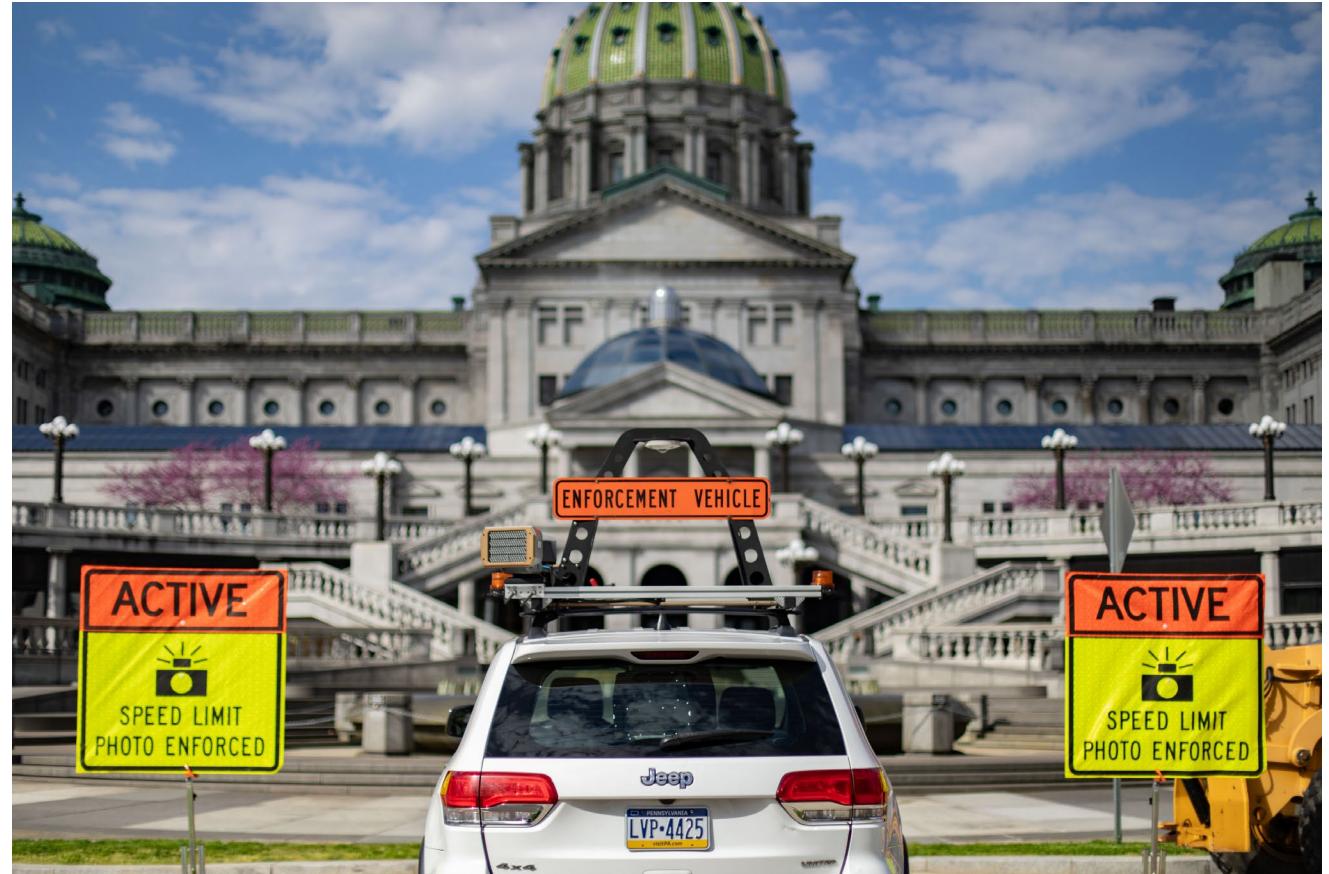
Legislative Case Study – Pennsylvania (Pilot)

- Act 86 of 2018
- Five Year Pilot Program
- Civil Penalties
- Registered Owner Liability
- Speed Threshold: 11+ MPH over
- Defined Contest Processes
- Defined Defenses
- Defined Fund Disbursement



Legislative Case Study – Pennsylvania (Perm.)

- Act 38 of 2023
- Made Program Permanent
- Began operation March 2024
- Changes from Pilot
 - Hard reset from pilot period
 - 15-Day Grace Period
 - Registered Owner Liability*
 - Added Defense – Not the Driver
 - Refined Fund Disbursement



Legislative Case Study – Indiana

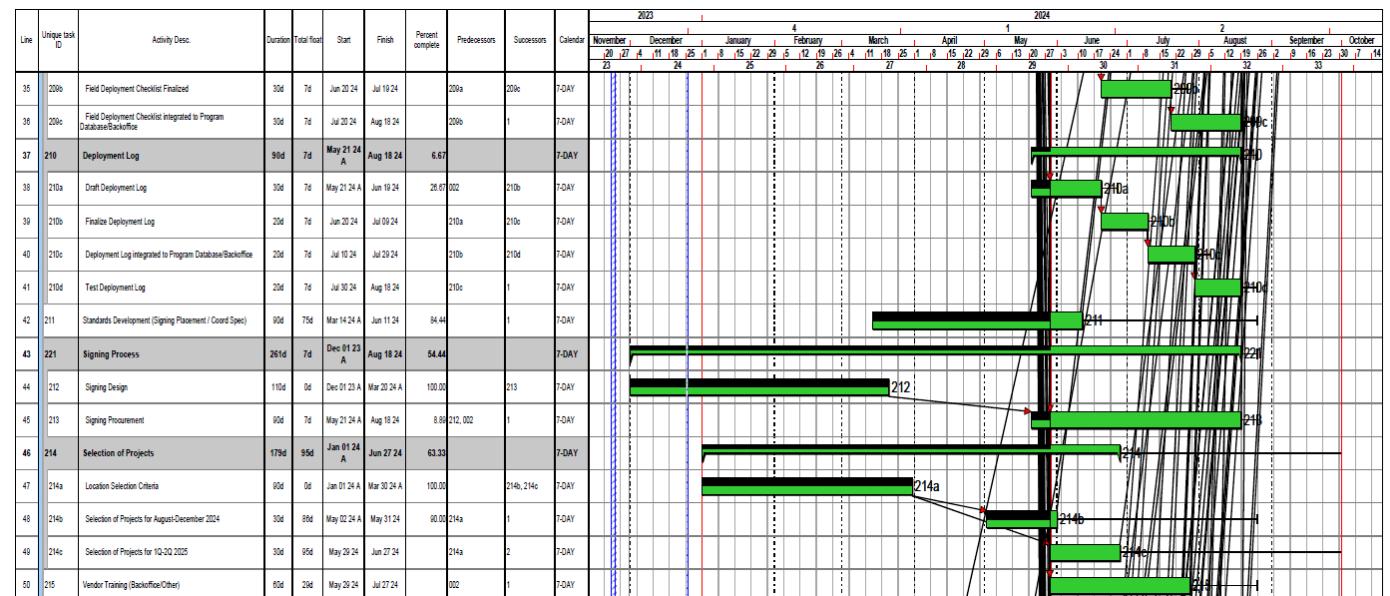
- HEA 1015 enacted July 1, 2023
- Pilot Program through 2028
- Civil Penalties
- Registered Owner Liability
- Speed Threshold: 11+ MPH over
- Defined Contest Processes
- Defined Defenses
- Defined Fund Disbursement



Implementation

Program Development

- Define Specifics as Early as Possible
- Workload and Staffing
- Financial Processes
- Contest and Adjudication



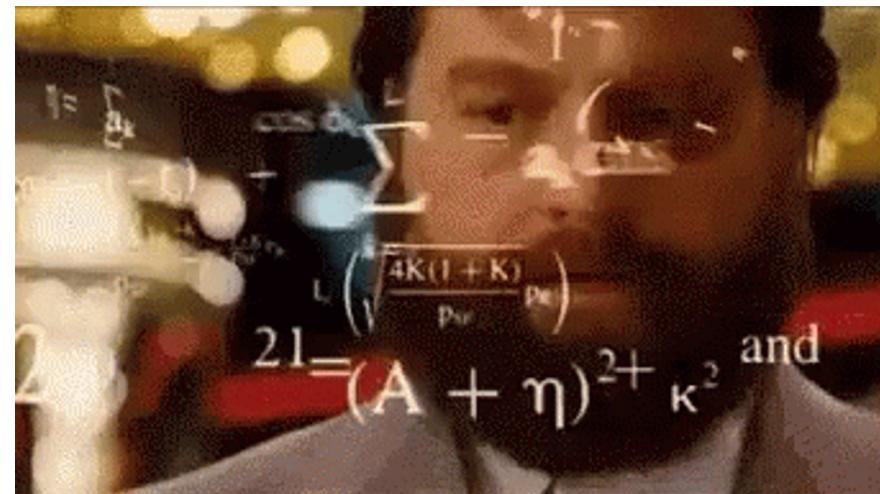
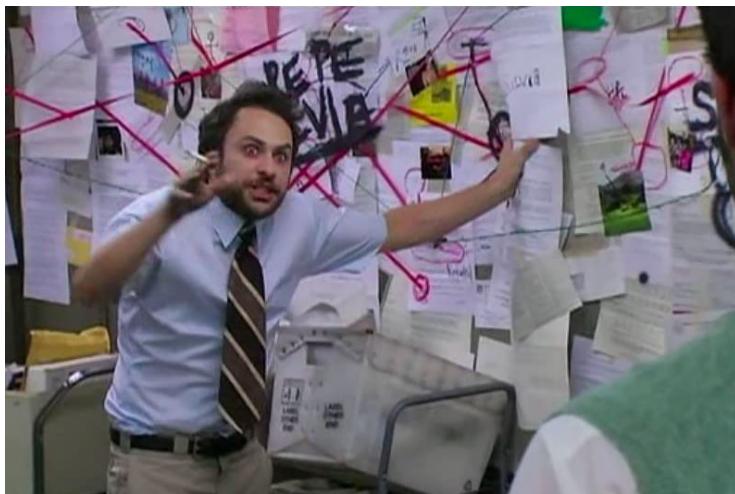
Workload and Staffing

- Roles and Responsibilities
- Agencies
- Contracted Program Administrator



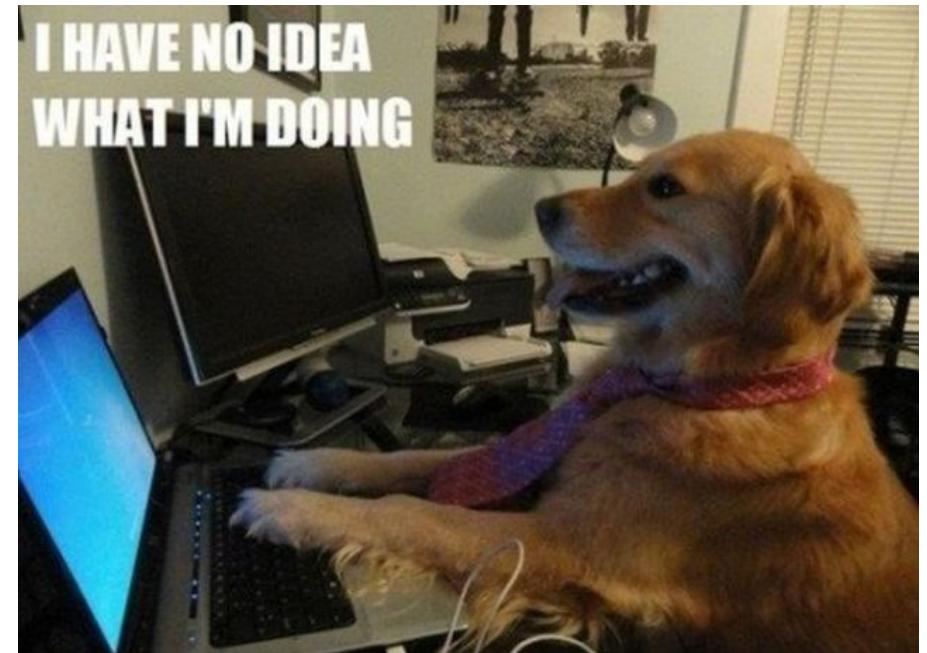
Financial Processes

- Can fine remittance be used for program expenses?
- Where does excess fine revenue go?
- What payment flows need to be established?



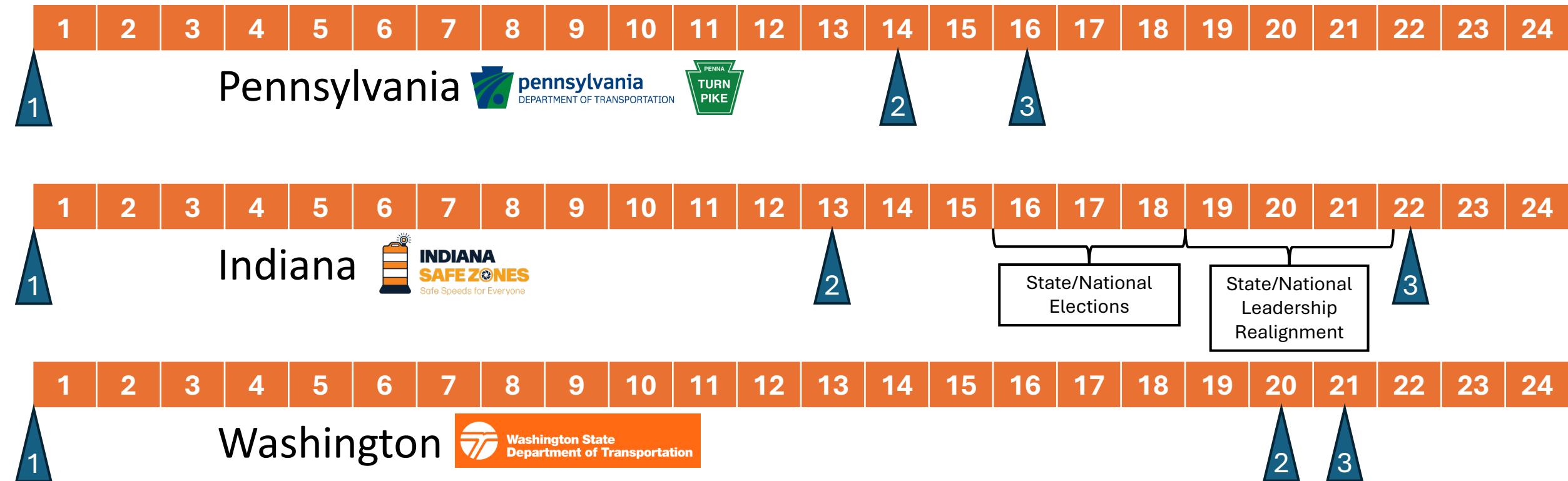
Contest and Adjudication

- Who will hear contested violations?
- What is the appeal path?



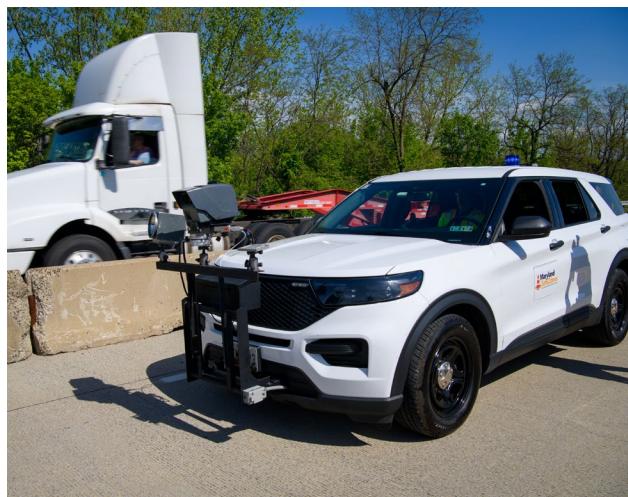
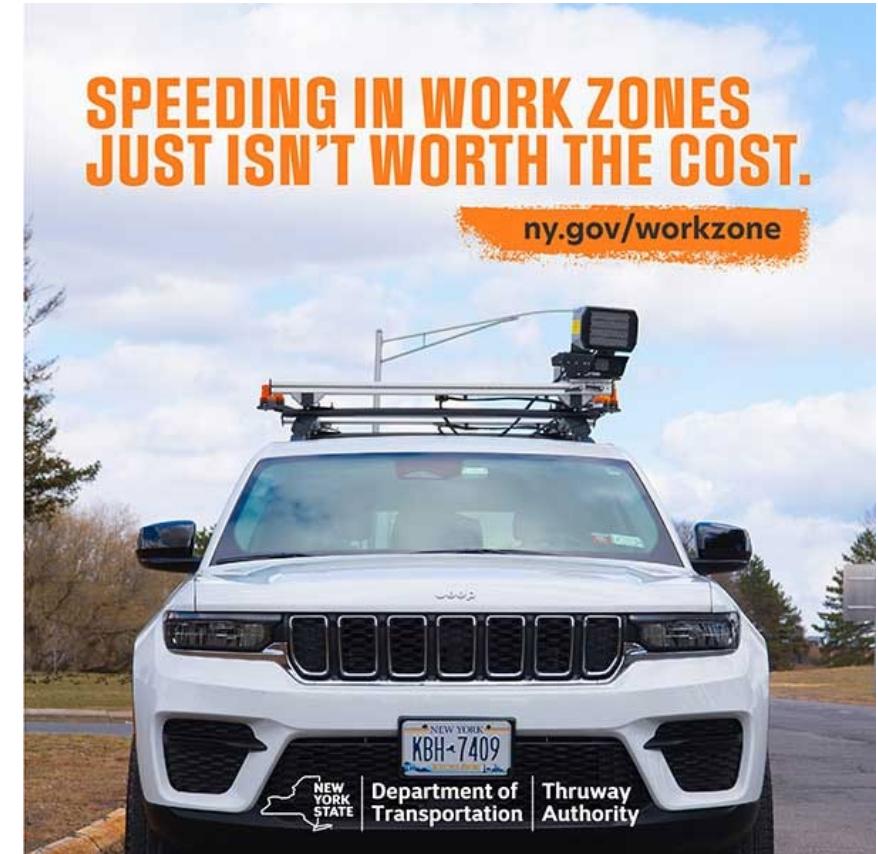
**Washington State
Office of Administrative Hearings**

Implementation Timelines



1 – Legislation Signed | 2 – Start of Pre-Enforcement Period | 3 – Start of Full Enforcement

Enforcement Units



Advance Signing



Operations – Indiana

- Variable Deployment Length
- Vendor paid per “Deployment-Hour”
- Four units statewide
- INDOT



INDIANA
SAFE ZONES
Safe Speeds for Everyone



Operations – Pennsylvania

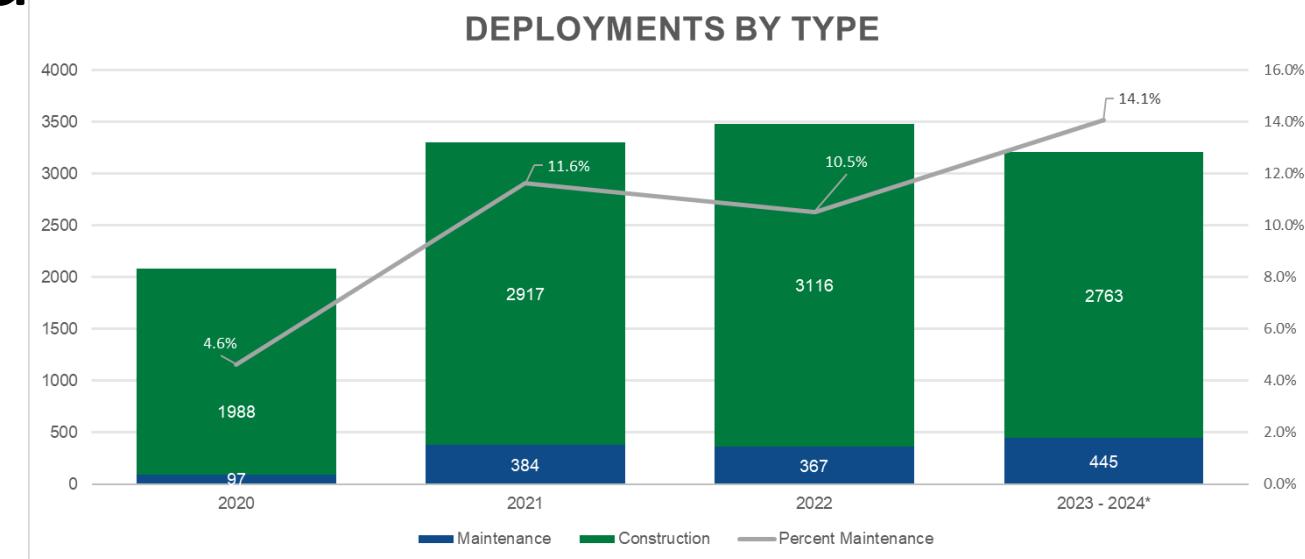
- Eight Hour Shifts
- Two Shifts Daily
- 17 units statewide*
- PennDOT / PA Turnpike
- PA State Police



Results

Results – Pennsylvania (Pilot Program)

- 12,000+ Deployments
- 1.5M+ Violations Issued
- 16.9% Repeat Rate



	DEPLOYMENTS	VIOLATIONS PER DEPLOYMENT	VIOLATIONS ISSUED	% WITH ONE VIOLATION	% WITH TWO VIOLATIONS	% WITH THREE+ VIOLATIONS
PENNDOT	7,008	97	678,715	84.4%	11.0%	4.6%
PA TURNPIKE	5,067	174	883,729	82.1%	12.3%	5.6%
WZSSC PROGRAM TOTAL	12,075	129	1,562,444	83.1%	11.7%	5.2%

Results – Pennsylvania (Pilot Period)



38% reduction
in speeding
(1+ mph over the speed limit)



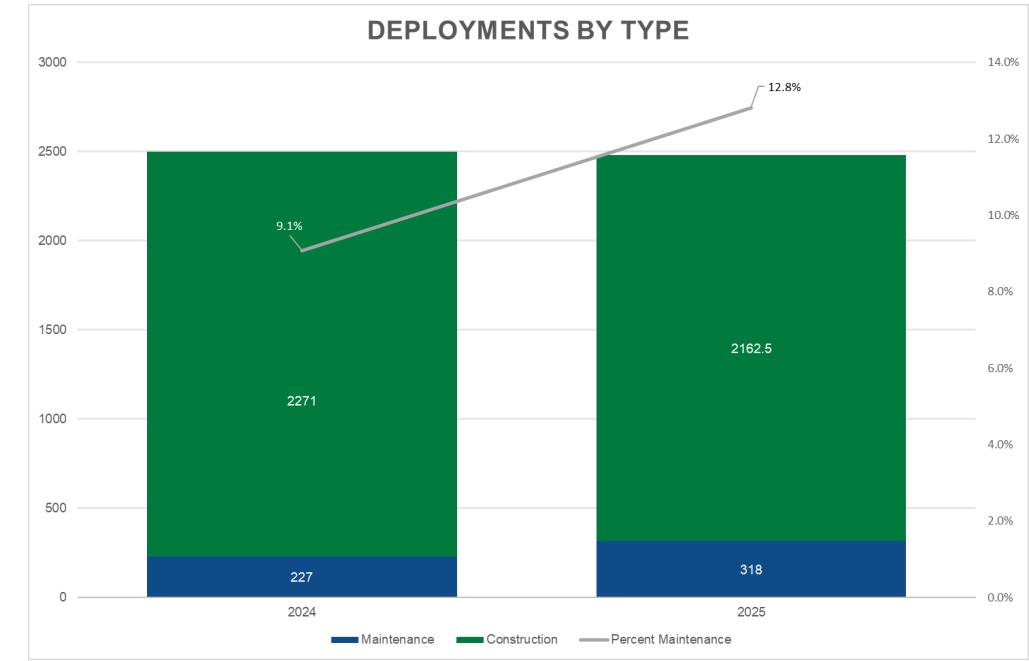
47% reduction
in excessive speeding
(11+ mph over the speed limit)



15-50% decrease
In work zone crashes when
AWZSE enforcement is present

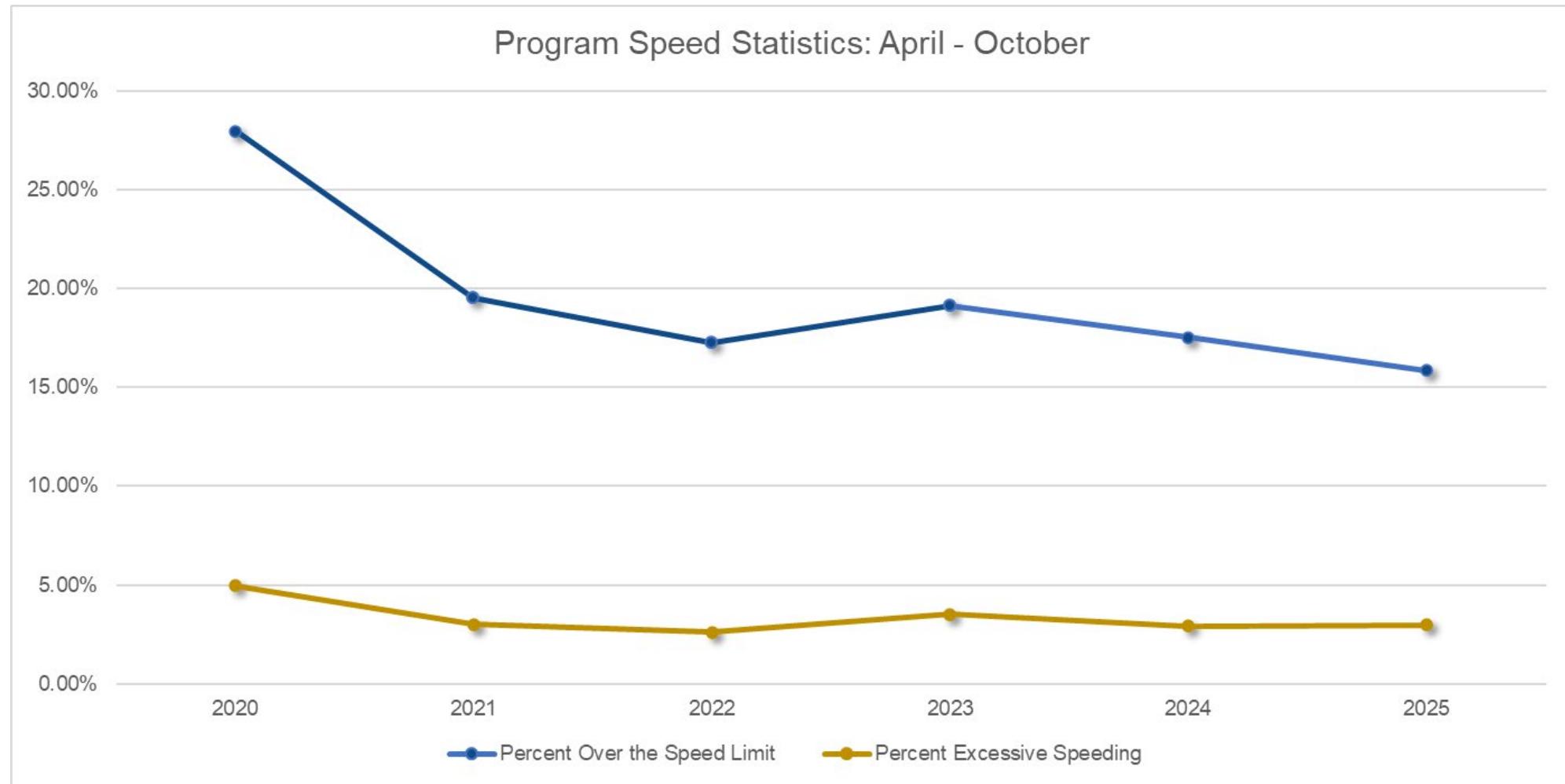
Results – Pennsylvania (Permanent Program)

- 4,900+ Deployments
- 455K+ Violations Issued
- 8.9% Repeat Rate
- 15,800+ Grace Period Rejects

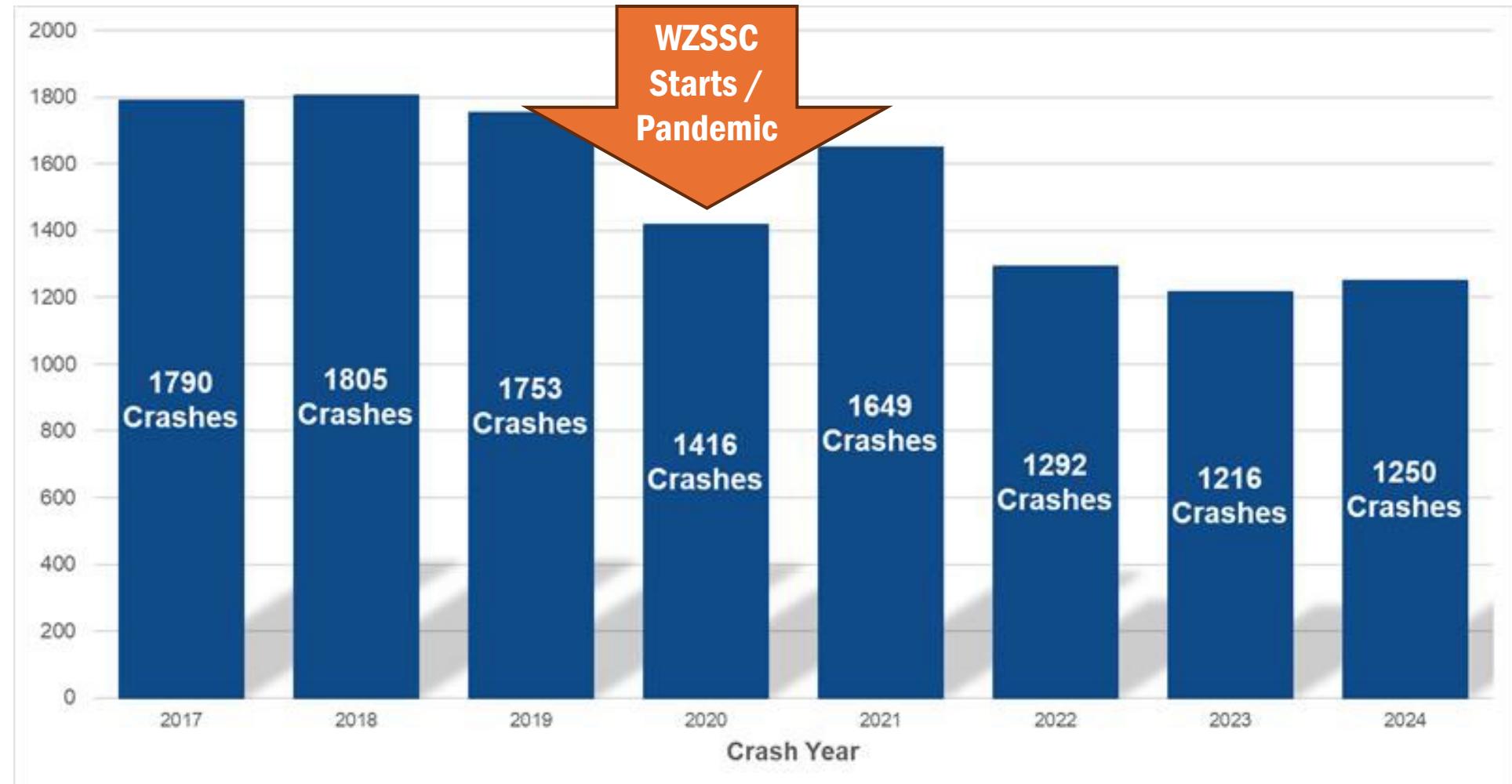


	DEPLOYMENTS	VIOLATIONS PER DEPLOYMENT	VIOLATIONS ISSUED	% WITH ONE VIOLATION	% WITH TWO VIOLATIONS	% WITH THREE+ VIOLATIONS
PENNDOT	2,763	53	145,611	92.2%	6.0%	1.8%
PA TURNPIKE	2,169	143	309,501	90.6%	7.0%	2.5%
WZSSC PROGRAM TOTAL	4,932	92	455,112	91.1%	6.6%	2.3%

Results – Pennsylvania



Results – Pennsylvania



Results – Indiana

ENFORCEMENT PERIOD	TOTAL DEPLOYMENTS	VIOLATIONS PER DEPLOYMENT	VIOLATIONS ISSUED
Pre-Enforcement Period (August 14, 2024 – April 25, 2025)	381	285*	108,717*
Live Enforcement (May 5, 2025 – June 30, 2025)	95	747	70,925

* - During Pre-Enforcement Period, these are Courtesy Notices



Annual Report

Worksite Speed Control System (WSCS) Program

November 2025

Prepared for:

Interim Study Committee on Roads and Transportation

Prepared by:



Indiana Department of Transportation
100 North Senate Avenue, N758
Indianapolis, Indiana 46204

www.SafeZonesIN.com

Results – Indiana

TYPE OF CRASH	FY24 (7/1/23 – 6/30/24)	FY25 (7/1/24 – 6/30/25)	CHANGE
Fatal Worksite Crashes	38	18	-20 (↓52.6%)
Injury Worksite Crashes	1,211	1,081	-130 (↓10.7%)
Total Worksite Crashes	7,813	6,767	-1,046 (↓13.3%)

WORKSITE	CRASHES BEFORE ENFORCEMENT	CRASHES DURING ENFORCEMENT	CHANGE
I-70 Mount Comfort ATL	79	64	-15 (↓18.9%)
I-465/I-69 Clear Path	121	109	-12 (↓9.9%)

Results – Indiana

	MIDNIGHT – 6AM	6AM – 10AM*	10AM – 2PM*	2PM – 6PM*	6PM – MIDNIGHT	24 HOUR TOTAL
All Traffic	-2.2	-9.2*	-7.6*	-9.8*	-1.4	-7.2
Trucks Only	-7.0	-13.6*	-10.1*	-9.0*	-4.7	-9.2

Percent Change in Speeding (1+ MPH) from before pre-enforcement to end of FY 2025 (June 30, 2025)

** - WSCS enforcement may have been present for some or all of this time period*

	MIDNIGHT – 6AM	6AM – 10AM*	10AM – 2PM*	2PM – 6PM*	6PM – MIDNIGHT	24 HOUR TOTAL
All Traffic	-12.0	-32.7*	-32.2*	-27.9*	-11.1	-26.1
Trucks Only	-30.3	-38.0*	-34.2*	-29.2*	-16.2	-29.3

Percent Change in Excessive Speeding (11+ MPH) from before pre-enforcement to end of FY 2025 (June 30, 2025)

** - WSCS enforcement may have been present for some or all of this time period.*

Results – Indiana

DATE RANGE	CLEAR PATH, I-69 SB	CLEAR PATH, I-465 EB	CLEAR PATH, I-465 WB	DATE RANGE AVERAGE
May 5 – May 11, 2025	-83%	-76%	N/A	-80%
May 12 – May 18, 2025	-79%	-64%	-51%	-65%
May 19 – May 25, 2025	-76%	-76%	N/A	-76%
May 26 – June 1, 2025	-70%	N/A	-49%	-60%
June 2 – June 8, 2025	-73%	-86%	-49%	-69%
June 9 – June 15, 2025	-76%	-76%	-60%	-71%
June 16 – June 22, 2025	-77%	-76%	-57%	-70%
June 23 – June 29, 2025	-82%	-78%	-76%	-79%
Total Average	-77%	-76%	-57%	-71%

Percentage Change in Excessive Speeding (11+ MPH) at location of enforcement unit from before start of permanent enforcement and advance warning sign installation to end of FY 2025 (June 30, 2025)

Questions or Comments?

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