

Automated Work Zone Speed Enforcement (AWZSE)



KEY PROGRAM DATES

- **October 19, 2018 – Act 86 Legislation Signed**
- **February 5, 2019 – Vendor RFP Issued**
- **February 15, 2019 – 5-Year Pilot Period Begins**
- **May 20, 2019 – Vendor Selected**
- **December 21, 2019 – Temporary Regulations Published**
- **January 6, 2020 – 60-day Pre-Enforcement Period Starts**
- **March 9, 2020 – Automated Enforcement begins**
- **March 16 – April 17, 2020 – Construction Paused due to COVID-19**
- **April 1, 2020 – 1st Legislative Report (Focused on Process)**
- **April 1, 2021 – 2nd Legislative Report (2020 Data)**
- **April 1, 2022 – 3rd Legislative Report (2021 Data)**
- ***April 1, 2023 – 4th Legislative Report (2022 Data)***
- ***February 16, 2024 – 5-Year Pilot Period Sunsets***



PROGRAM STATUS

➤ Program STATS

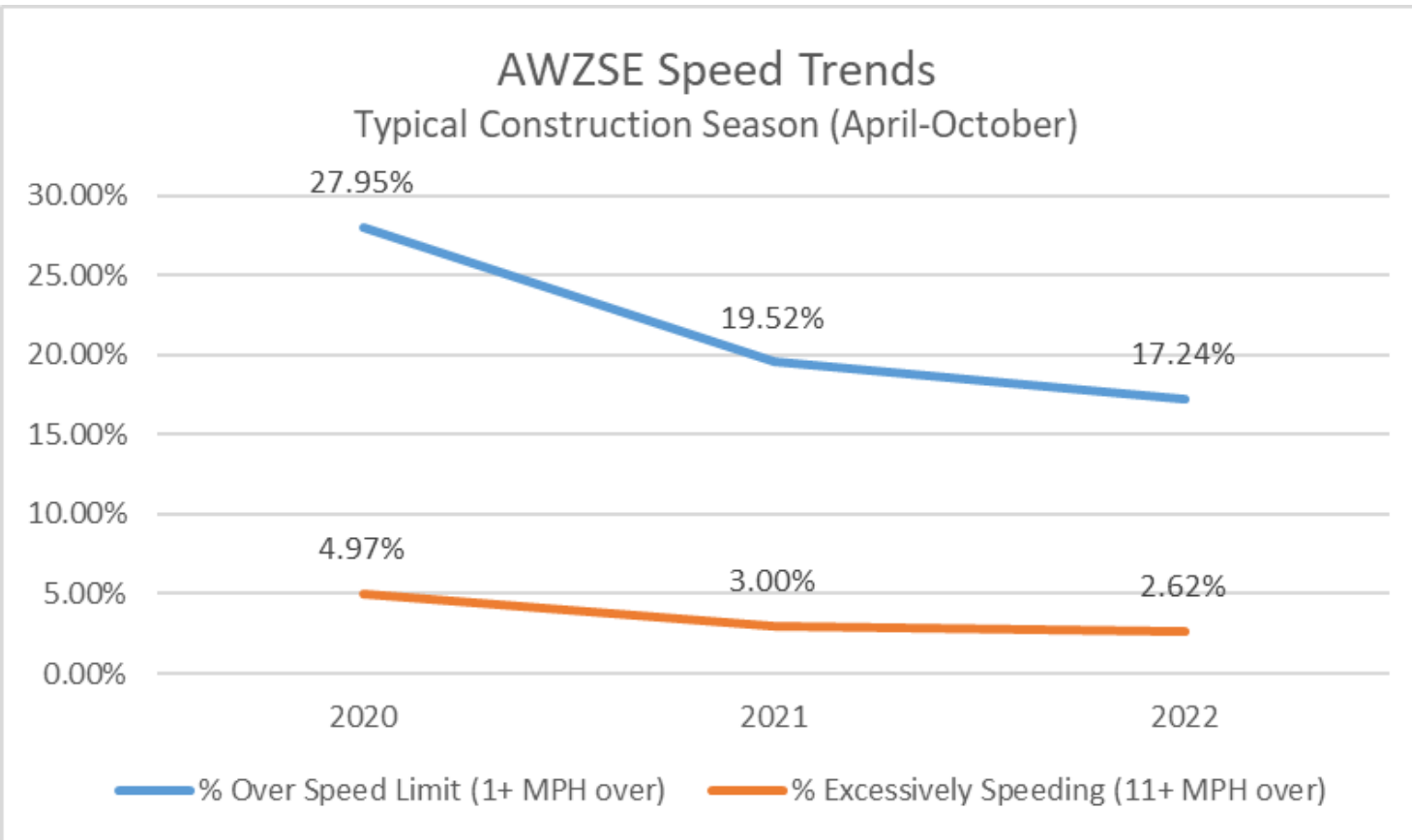
- ✓ **8,700+ Deployments**
- ✓ **1,000,000+ Violations Issued**
- ✓ **16.1% Repeat Rate**

	DEPLOYMENTS	FIRST VIOLATIONS (\$0)	SECOND VIOLATIONS (\$75)	THIRD/SUBSEQUENT VIOLATIONS (\$150)	TOTAL VIOLATIONS ISSUED	REPEAT RATE
2020 TOTAL	2,084	191,595	19,226	8,409	219,230	12.61%
2021 TOTAL	3,302	359,697	45,967	19,119	424,783	15.32%
2022 TOTAL	3,482	362,195	57,114	25,458	444,767	18.57%
PROGRAM TOTAL	8,868	913,487	122,307	52,986	1,088,780	16.10%



PROGRAM EFFECTIVENESS

AWZSE Program has Reduced Speeds when deployed

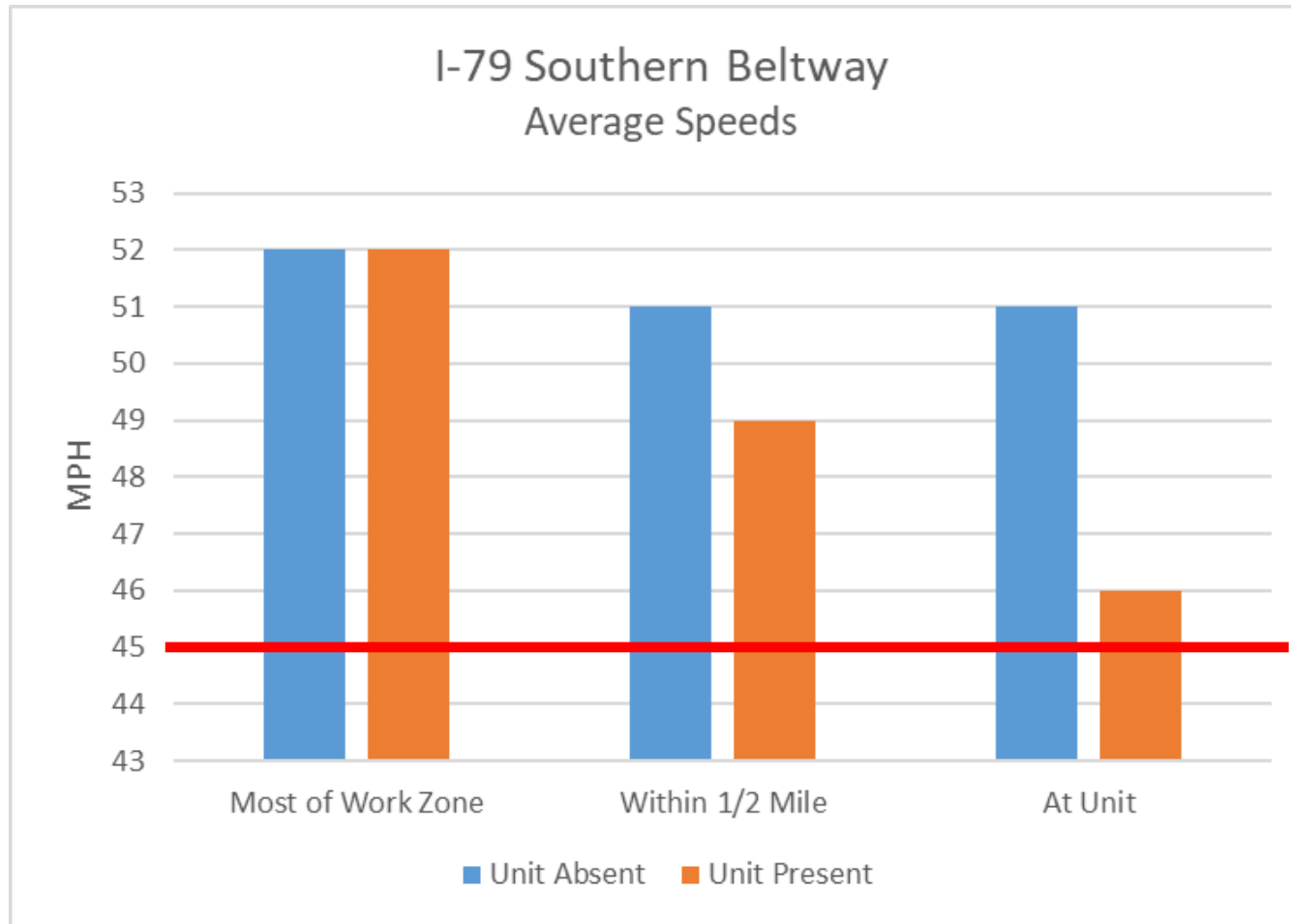


- ✓ **% Over Speed Limit and Excessively Speeding (11+ MPH) Reduced**
- ✓ **75% of All deployments have been Unprotected (Channelized) Work Zones**
- ✓ **Speeds higher in Barrier Work Zones**



PROGRAM EFFECTIVENESS

AWZSE Program has Reduced Speeds when deployed



Purdue University Independent Review

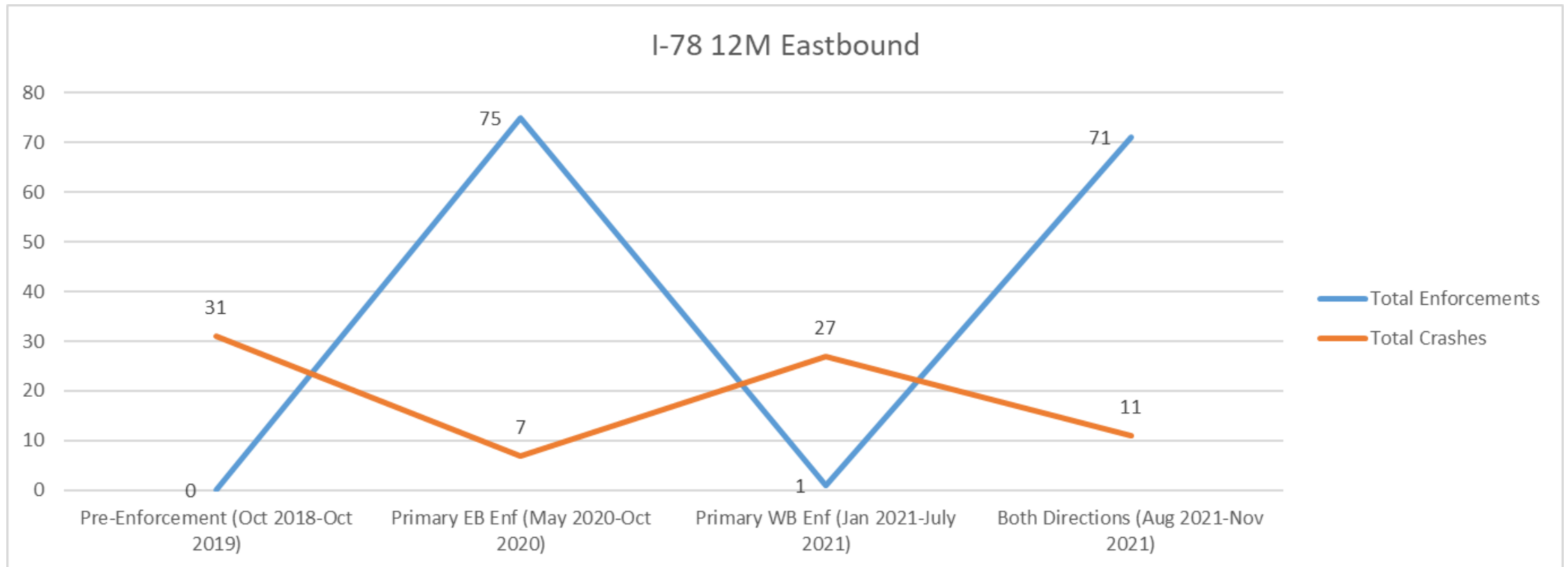
<https://www.mdpi.com/1424-8220/22/8/2885/htm>



PROGRAM EFFECTIVENESS

AWZSE Program has Reduced Crashes when deployed

- ✓ Long-term Barrier Protected Work Zones Studied
- ✓ Overall Reduced Frequency in Crashes when AWZSE was deployed



PROPOSED LEGISLATIVE CHANGES: PRIORITIES

- **Elimination of the Sunset Date**
- **Rebrand “Automated Enforcement” to “Safety Speed Cameras”**
- **Removal of required “ACTIVE” Sign posting**
- **Withhold Registration Renewals for Non-Payment**
- **Allowance of Enforcement in Specific “Non-Active” Work Zones with a Safety Concern**



PROPOSED LEGISLATIVE CHANGES: PRIORITIES

- **Financial Penalty on First Violation**
- **Clarification of Advance Signing Requirements**
- **Virtual Informal Hearings**
- **Responsible Party for Leased Vehicles**



Questions

Program Website

<https://workzonecameras.penndot.gov/>

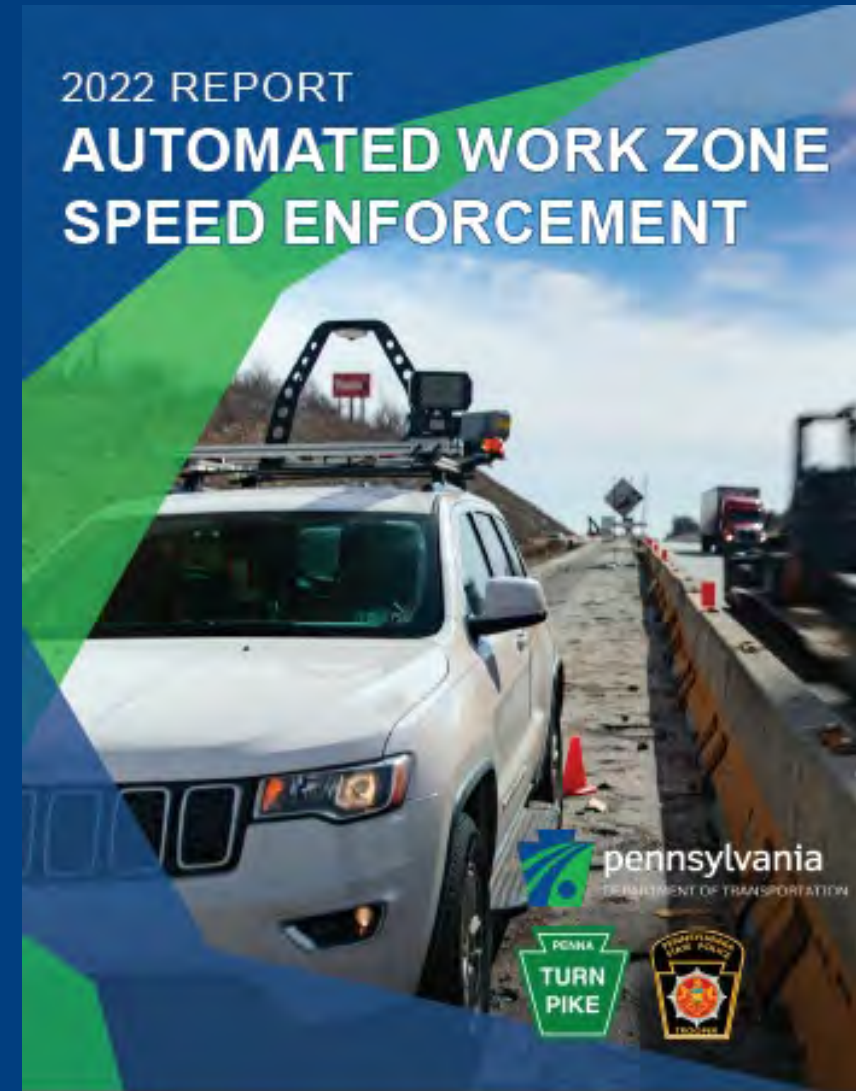
Legislative Annual Reports

<https://workzonecameras.penndot.gov/about/>

Purdue University Study

<https://www.mdpi.com/1424-8220/22/8/2885/htm>

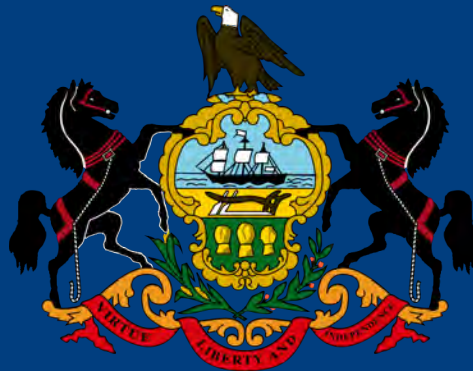
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Pennsylvania Transportation Advisory Committee

UPCOMING TAC STUDIES

FEBRUARY 6, 2023



CANDIDATE TOPICS

- Gas Tax Revenue Forecast
- Local Match Challenges
- E-commerce
- Truck Parking
- Wildlife Vehicular Collisions
- Truck Size and Weight Implications
- Identifying a Core PA Freight Network
- Freight Highway Network Gap Analysis
- Prioritization of Truck Bottleneck Improvements
- Funding for Intermodal/Multimodal Freight Improvements
- Air Cargo Trends
- Societal Costs of Freight Transportation
- Freight Generation Rates



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TRUCK PARKING

- Update key data elements from the 2019-20 PennDOT data collection program
- Develop a methodology to identify highway corridors with most severe truck parking capacity shortfalls
- Identify areas where capacity is needed
- Establish a process for facilitating, partnering, planning, and funding new parking capacity



- Support and inform PennDOT's data needs for next update of State Freight Plan

LOCAL MATCH

Study objectives:

- To understand/define the extent and dimensions of the problem for municipalities that have an inordinate share of tax-exempt real estate;
- To identify any constraints, i.e., legal, policy, etc. that may limit flexibility toward waiving or reducing local matches;
- To understand any trends involving untaxed parcels;
- To identify potential options for assisting municipalities in these situations.

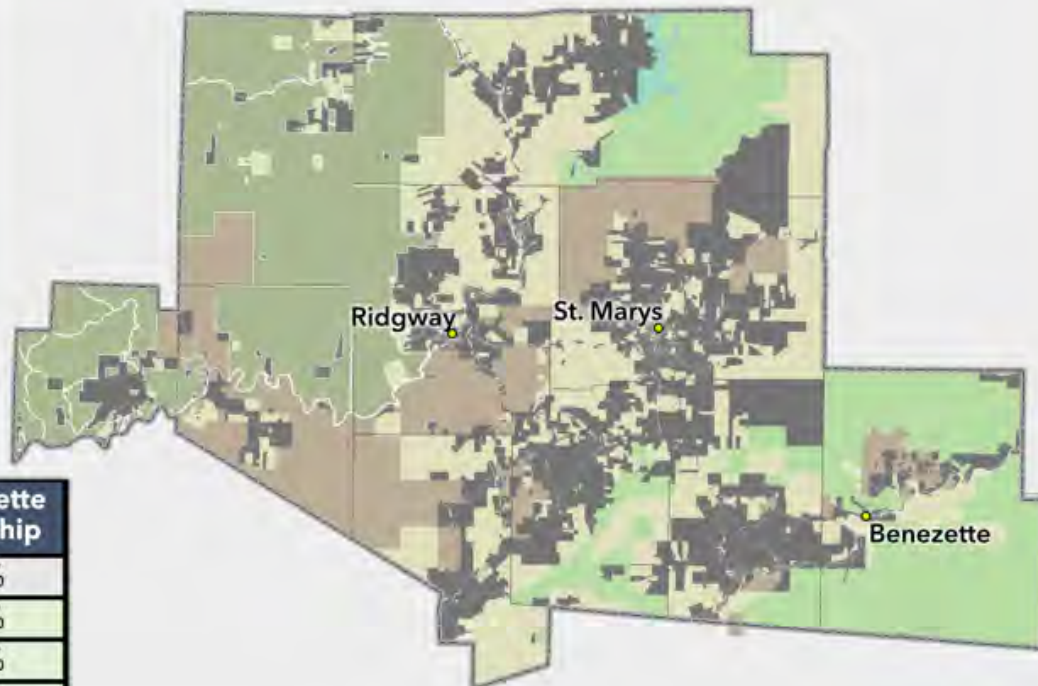


LOCAL MATCH CONUNDRUM

Land Ownership in a Rural Pennsylvania County: Elk County

Legend

- Private Land
- Public: Clean and Green
- Public: State Park
- Public: State Game Land
- Public: State Forest
- Public: National Forest



Type	Elk County	Benezette Township
Private	23.9%	9.2%
Public - Clean and Green	23.3%	9.5%
Public - State Park	0.6%	0.0%
Public - State Game Land	13.2%	5.0%
Public - State Forest	17.9%	76.3%
Public - National Forest	21.1%	0.0%

Source: State Land Tax Fairness Coalition



QUESTIONS / DISCUSSION

