



Agenda title: **Action on Ordinance No. 1055 - Amending Shoreline Municipal Code (SMC) Title 10 to Add a New Chapter, SMC Chapter 10.21, Authorizing the Use of Automated Traffic Safety Cameras in School Zones**

Department: Public Works

Presented by: Kendra Dedinsky, Transportation Manager

Action: Ordinance

Executive Summary

Tonight's action on Proposed Ordinance No.1055 (Attachment A) comes after three prior discussions about using traffic safety cameras in school zones. The most recent discussion of the proposed Ordinance was held on February 23, 2026. Council direction from these meetings to date has been to continue progress toward possible implementation of camera enforcement for the Meridian Park Elementary school zone. This policy discussion began because:

- Serious and fatal injury crashes are on the rise regionally and in Shoreline.
- Many community members, especially parents at Meridian Park Elementary, have asked the City to use this tool.
- The Shoreline Police Department has been understaffed for several years, reducing its ability to conduct traffic enforcement.
- Camera enforcement is a proven way to change driver behavior and reduce speeding.

State law ([RCW 46.63.220](#)) requires cities to authorize traffic safety cameras in their municipal code before they can be used for speed enforcement. Adoption of proposed Ordinance No. 1055 would give staff the authority to move forward with implementing camera enforcement in the Meridian Park Elementary school zone. Council is scheduled to act on the ordinance tonight.

Resource/Budgetary Implications

Staff estimate that camera ticket revenue would cover program costs if proposed Ordinance No. 1055 is adopted as written or with amendments that do not change the minimum ticket costs. Terms of the vendor contract will need to be analyzed to ensure the program does not cost the City money. If Council chooses to amend proposed Ordinance No. 1055 to provide for lower fine amounts, staff will develop a request for the 2027-2028 Biennial Budget process to ensure funding is available to cover program costs. If Council does not adopt the proposed Ordinance and directs staff to develop an ability-to-pay

calculator, staff will develop a budget request for the 2027-2028 Budget process. The latter two options would delay implementation.

Recommendation

Staff recommend that Council adopt proposed Ordinance No. 1055.

Background

State law ([RCW 46.63.220](#)) allows cities to use cameras for speed enforcement. Based on crash trends, Transportation Master Plan injury reduction goals, limited police enforcement capacity, and community concerns about school zone speeding, Council asked staff to study whether cameras should be used.

Council has discussed traffic safety cameras three times. The staff reports for these are available at the following links:

- [June 10, 2024, Staff Report - Discussion of Traffic Enforcement Cameras - Sponsored by Councilmembers Pobee and Robertson.](#)
- [March 31, 2025, Staff Report - Discussion of Traffic Enforcement Cameras - Sponsored by Councilmembers Pobee and Robertson.](#)
- [February 23, 2026 Staff Report - Discussion of Ordinance No. 1055 - Amending Shoreline Municipal Code \(SMC\) Title 10 to Add a New Chapter, SMC Chapter 10.21, Authorizing the Use of Automated Traffic Safety Cameras in School Zones](#)

The first two discussions covered the benefits and tradeoffs of camera enforcement compared to police officer-based enforcement. The March 2025 and February 2026 discussions included crash risk, equity, and speeding data. These discussions identified Meridian Park Elementary as the top priority location for camera enforcement. The February 2026 meeting provided a discussion of proposed Ordinance No. 1055 (Attachment A), which would authorize the use of traffic safety cameras in school zones in the City's Municipal Code.

Council has consistently expressed:

- An interest in improving safety and reducing speeding in the Meridian Park Elementary school zone.
- Concern about the financial burden of traffic tickets, especially for lower-income residents.
- A desire for transparency and a clear commitment that the program should not be used to generate revenue.

Council raised additional questions and ideas at and after the February 2026 meeting that are addressed in the following sections.

Discussion

Proposed Ordinance No. 1055 meets State law requirements and would allow the City Manager to sign a contract with a camera enforcement vendor. If adopted, this would be the final Council action needed before implementation. During the February 23rd meeting, Council raised several questions and concerns about the proposed Ordinance. These items are summarized below with staff responses.

Key Discussion Items from the February 23rd Council Discussion

Council expressed concern regarding the regressive nature of ticket fees and interest in an ability-to-pay calculator.

Response: RCW 46.63.220 allows an ability-to-pay model, but no working version exists in Washington State. Creating one would require significant time, consultant support, and coordination with King County Courts. It is unclear whether such a system could be integrated into the court processes the City relies on. Developing this tool would delay implementation and create financial uncertainty because lower fines could result in program costs exceeding revenue. For these reasons, staff do not recommend pursuing an ability-to-pay calculator at this time.

If Council directs staff to develop one, a budget request will be submitted for 2027–2028, and implementation would likely be delayed until 2028 or later, especially given planned construction at N 175th Street and Meridian Avenue N.

State law already requires notice of eligibility for reduced fines for individuals participating in Title 74 RCW public assistance programs. Judges also have discretion to adjust fines based on individual circumstances.

Council asked how traffic safety cameras differ from Flock cameras and whether the vendor contract could limit data collection and sharing.

Response: Flock cameras collect license plate data from all passing vehicles at all times. Traffic safety cameras only capture images of vehicles that violate the speed limit, and only during active school zone flasher times (typically less than two hours per school day).

State law limits how traffic safety camera data can be used. The City can reinforce these limits through contract terms, but vendors must comply with subpoenas. Flock data can also be subpoenaed.

RCW 46.63.220(11) prohibits public release of traffic safety camera images and identifying data. In contrast, a February 2026 Snohomish County Superior Court ruling determined that Flock camera data is public record. Senate Bill 6002 (2025–26), which would exempt Flock footage from public disclosure, has passed the Legislature and awaits the Governor's action. The City does not currently use Flock cameras.

Council asked if the fine amounts include the cost of court services and whether those costs should be separated.

Response: Staff reviewed this suggestion but found that King County does not change the cost of court services very frequently. The cost per ticket that the City pays was factored into the financial analysis. The total proposed minimum ticket cost of \$130 includes the King County Court fee paid by the City of about \$11 per ticket. If King County raises prices, staff can bring an ordinance to Council to adjust the fine as needed. Keeping this cost as part of the ticket fee provides more transparency to violators who may otherwise be surprised by the added fee. Including Court fees in the ticket price is also consistent with

other jurisdictions that use King County court services. Separating the court fees would require more research and work with the Court to determine it is possible. Staff do not recommend changes to proposed Ordinance No. 1055 to split out court fees separate from the fine amount.

Engineering solutions were suggested as an alternative way to reduce speeds.

Response: Engineering solutions are a key part of the City’s safety strategy. Safety treatments are routinely included as part of transportation improvement projects, aligned with leading industry standards and dependent on the street context.

N 175th Street is a Principal Arterial. It serves as a critical part of our emergency response network, is an important freight and bus route, and carries high volumes of traffic. There are no engineering solutions that can physically constrain speeds to 20 mph for part of the day but allow for drivers to travel 30 mph (or higher for emergency responders) the rest of the day. Only vertical features like speed bumps, or curves, can physically constrain speeds to 20 mph or lower, but these would limit speeds for all drivers for the entire day. They would not be appropriate for the 175th corridor as they would:

- Slow emergency response time.
- Delay transit, freight, and general traffic.
- Push drivers onto neighborhood streets.

The N 175th Street Corridor project, which is in design, is focused on improving safety for all users of the corridor. The improvements include more separation to protect bicyclists and pedestrians, but they will have limited impact on overall speeds. The road can’t efficiently carry more than 20,000 vehicles per day while also limiting driver speeds to 20 mph or under.

The project includes upgrading the crossing at Wallingford Avenue N, which is planned as part of 175th Phase 2 improvements. This will increase crossing visibility and could improve yield behavior, but it is very unlikely to influence driver speeding behavior. This phase of the project is not currently funded.

It is also important to understand that engineering solutions are costly and take a long time to implement. Enforcement solutions are quicker to implement and are more adaptable.

Council asked for more information about how traffic safety cameras perform in nearby cities.

Response: Practitioners recommend these traffic safety camera systems based on leading industry recommendations. The Federal Highway Administration (FHWA) recommends traffic safety camera enforcement as a [Proven Safety Countermeasure](#) as does the Washington State Traffic Safety Commission (WTSC) via their [Target Zero Plan](#). These recommendations come after careful consideration of studies from well-trusted scientific research agencies like the Transportation Research Board.

While limited aggregated local data is readily available, [Washington State Traffic Safety Commission's Speed Safety Readiness Guide](#) published the following statistics:

- 90% Seattle drivers who receive a ticket do not receive a second one.
- 67% reduction in tickets issued by cameras in Seattle since 2012.
- 89% Kirkland drivers who receive a ticket do not receive a second one.
- 47% reduction in speeding vehicles in Kirkland.

Starting July 1, 2026, WTSC must publish an aggregated report of required jurisdictional data. This new reporting requirement will result in more consistency and transparency relative to this tool's performance and use in Washington. The way cities currently meet the legal reporting requirements varies considerably. Some cities report just one year of data at a time on their webpage, and some have crash reporting in a separate location making the review and aggregation of data difficult. Staff have attempted to summarize some of the readily available ticket and crash data from nearby cities in Attachment B. Although trends are mixed from school zone to school zone, the overall data shows a mostly decreasing trend in number of tickets issued in a school zone over time, and a mostly decreasing trend in number of crashes in a school zone over time. The pandemic significantly impacted travel and school operation in 2020 and 2021.

A Councilmember requested to identify the speed at which ticketing would occur within the proposed Ordinance.

Response: Staff do not recommend codifying a minimum speed above the posted maximum speed as it could send a mixed message to drivers, resulting in higher driver speeds. It also constrains flexibility. Staff's intent is to follow regional practice, which typically sets the minimum speed for ticket issuance at 6 MPH over the posted speed of 20 MPH. If Council wants to codify the minimum speed for violation issuance, amendatory motion language is provided below:

Amendment 1: *Delete proposed SMC 10.21.090 in its entirety and replace with the following:*

"SMC 10.21.090 Penalties.

- A. *The fine for an infraction detected under authority of this chapter shall be as follows, not including applicable court costs:*

<i>Speed of Violation</i>	<i>Monetary Penalty</i>
<i>Exceeding the School Zone Speed Limit by 4 mph but no more than 13 mph</i>	<i>\$130</i>
<i>Exceeding the School Zone Speed Limit by 14 mph or more</i>	<i>\$260</i>

- B. *Fees and penalties for failure to respond shall follow the standard court schedule for infractions.*

- C. *Nothing in this chapter prohibits the City Council from increasing or decreasing the monetary penalties, provided that at no time may the penalties exceed the maximum amount set forth in RCW 46.63.220(16)."*

A Councilmember requested an amendment for a 3-tiered approach with fines for violations of 4 to 9 mph over the posted speed starting at \$50 was requested.

Response: Staff do not recommend creating a lower tier for \$50 ticket fines. Lower fines for a portion of tickets would be more likely to result in the program costing the City money. The financial analysis assumed that a cost-neutral program would be dependent on \$130 minimum fines and at least 4,000 violations issued (along with many other assumptions). If a large portion of fines are reduced to \$50, the risk of the program costing the City money increases significantly. If the minimum fine amount is lowered, it would be necessary to account for possible cost impacts as part of the 2027-2028 Biennial Budget process which could delay implementation. If Council would like to create a lower fine amount for a third tier of lower speeding, Amendment 2 provides language for this option.

Amendment 2: *I move to delete proposed SMC 10.21.090 in its entirety and replace with the following:*

"SMC 10.21.090 Penalties.

- A. *The fine for an infraction detected under authority of this chapter shall be as follows, not including applicable court costs:*

Speed of Violation	Monetary Penalty
<i>Exceeding the School Zone Speed Limit by 4 mph but no more than 9 mph</i>	<i>\$50</i>
<i>Exceeding the School Zone Speed Limit by 10 mph but no more than 13 mph</i>	<i>\$130</i>
<i>Exceeding the School Zone Speed Limit by 14 mph or more</i>	<i>\$260</i>

- B. *Fees and penalties for failure to respond shall follow the standard court schedule for infractions.*
- C. *Nothing in this chapter prohibits the City Council from increasing or decreasing the monetary penalties, provided that at no time may the penalties exceed the maximum amount set forth in RCW 46.63.220(16)."*

If Council adopts this language, staff will develop a 2027-2028 Budget request to account for potential cost impacts. Note that either Amendment 1 or Amendment 2 could be adopted but not both. This language incorporates the minimum speed for violations being 4 MPH above the posted speed like Amendment 1.

A Councilmember requested an amendment to specify maximum flasher time.

Response: Staff do not intend to operate the flashers for more than 2 hours a day and are fine with codifying a limitation to enforcement hours. Amendment 3 provides language to set these limits.

Amendment 3: *I move to add a new Section, Section D, to SMC 10.21.040, to read as follows:*

“D. Use of traffic safety cameras to detect speed violations in school speed zones is restricted to the school year, as may be extended, excluding holiday, weekends, and summer recess, and camera use on each school day will occur during two periods. The first period will be no more than sixty minutes prior to and no more than ten minutes after the school start time, and the second period will be no more than ten minutes prior to and no more than sixty minutes after the school end time.”

Council asked whether it is worthwhile to implement cameras in late 2026 if construction will soon disrupt the school zone.

Response: Other cities have been able to set vendor terms that allow for pausing the program for disruptions. This would be a necessary term to include if progress toward camera implementation in late 2026 continues. If a vendor would not accept this term, the City would be unable to implement the program prior to the 175th Phase 1 construction. While the 175th Phase 1 project is currently scheduled for construction in late 2027, delays are possible for a variety of reasons beyond the City’s control. Staff agrees that the schedule is challenging and could cause confusion for the community. Still, staff does not think it is necessary to delay the use of cameras. If Council prefers to wait until after construction, Amendment 4 delays the effective date of proposed Ordinance No. 1055 to June 1, 2028.

Amendment 4: *I move to amend Section 4 of the Ordinance so that it does not take effect until June 1st, 2028.*

Section 4: Publication and Effective Date. Summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect at 12:01 am Local Time on June 1st, 2028.

Construction is not scheduled to finish until late Fall 2028, however the June 1st date supports the ability to start work on the many steps that precede implementation and provides flexibility if major construction impacts end sooner than Fall.

Summary of Next Steps

If Council adopts proposed Ordinance No. 1055, several steps must occur before camera enforcement can begin. Table 1 below shows the estimated schedule if Council adopts the proposed Ordinance as written or with Amendments 1 and/or 3. If Council directs staff to develop an ability-to-pay calculator, or adopts Amendment 2 or Amendment 4, implementation will be delayed until 2028.

Table 1. Estimated Schedule of Implementation Steps

Scheduled action on proposed Ordinance No. 1055	March 30, 2026
Issue vendor request for proposals	April 2026
Community outreach	May 2026 & November 2026
Program development (training, system configuration, Court coordination)	Fall 2026
Approve vendor contract	September 2026
Installation	End of 2026
30-day warning	December 2026 at the earliest
Ticket issuance begins	January 2027 at the earliest

Alternatives Analysis

Council discussed several possible amendments. These are summarized below:

- **Amendment 1** sets a minimum speed for issuing tickets that is higher than the posted speed.
- **Amendment 2** creates a three-tier fine structure, with fines starting at \$50, and also sets a minimum speed for ticketing.
- **Amendment 3** limits the hours during which cameras can operate each school day.
- **Amendment 4** delays implementation until 2028.

Alternatives for Council consideration are described below.

1. **Do not authorize proposed Ordinance No. 1055 and do not proceed with implementation of a school zone camera at Meridian Park Elementary** – speeding behavior is likely to continue based on limited standard enforcement resource.
2. **Adopt proposed Ordinance No. 1055 as written or with Amendments 1 and/or 3** – next steps toward implementation would continue per the schedule shown in Table 1.
3. **Adopt proposed Ordinance No. 1055 with Amendment 2** - staff believe it would be necessary to develop a 2027/2028 Budget request to account for the possibility of the camera program costing the City money. This would delay implementation, which in consideration of the 175th Phase 1 project would likely result in implementation starting in 2028 at the earliest, assuming a budget request is approved. Staff does not recommend this alternative. Note: Amendments 3 and/or 4 could also be included as amendments with this option.
4. **Adopt proposed Ordinance No. 1055 with Amendment 4** – cameras would be delayed until at least 2028. While the 175th project schedule poses challenges, staff do not think it's necessary to wait until after the project is done to use cameras. This amendment can be combined with Amendments 1, 2, and/or 3.

5. **Direct staff to continue exploring an ability-to-pay calculator** – implementation of camera enforcement would be delayed and additional resources would be needed. Until camera enforcement can be established, speeding behavior is likely to continue based on levels of standard enforcement available. Staff does not recommend this alternative.

Stakeholder Outreach

Staff met with Meridian Park Elementary staff on February 4, 2026. They generally conveyed that:

- Safety is the number one concern of the school community. They are supportive of camera enforcement.
- Crossing guards frequently report near miss incidents.
- The school is willing to partner with the City on outreach and can help provide translated materials for families.

If Council adopts the ordinance as written, or with amendments that keep the current schedule, the outreach plan and timeline will be as follows. If Council adopts an option that delays implementation, the same outreach steps will occur but would begin in 2028.

- Early outreach to gather community feedback: May 2026
- Currents article summary: July 2026
- Second round of outreach informing community of implementation and operating details: November 2026
- Warning period: December 2026 (at the earliest)

It will be important to provide outreach in other languages, especially for Meridian Park Elementary School families. Staff will work with the School District on language and outreach strategies. Ongoing outreach will include:

- Quarterly webpage updates
- Annual reporting

Strategic Priority(ies)/Goal(s) Addressed

The proposed Municipal Code amendment addresses the following Strategic Priorities in the City's Strategic Plan:

- **Strategic Priority 2: Community Well-Being** – Proposed Ordinance No. 1055 has the potential to support community wellbeing by increasing community safety while ensuring emergency response efforts are coordinated and relationship-centered.
- **Strategic Priority 5: Multi-Modal and Connected City** – Proposed Ordinance No. 1055 improves safety and comfort for pedestrians, bicyclists, and drivers.

Resource/Budgetary Implications

Staff estimate that camera ticket revenue would cover program costs if proposed Ordinance No. 1055 is adopted as written or with amendments that do not change the

minimum ticket costs. Terms of the vendor contract will need to be analyzed to ensure the program does not cost the City money. If Council chooses to amend proposed Ordinance No. 1055 to provide for lower fine amounts, staff will develop a request for the 2027-2028 Biennial Budget process to ensure funding is available to cover program costs. If Council does not adopt the proposed Ordinance and directs staff to develop an ability-to-pay calculator, staff will develop a budget request for the 2027-2028 Budget process. The latter two options would delay implementation.

Recommendation

Staff recommend that Council adopt proposed Ordinance No. 1055.

Attachments

Attachment A – Proposed Ordinance No. 1055 Amending the Shoreline Municipal Code to Establish a New Chapter, 10.21 Automated Traffic Safety Cameras

Attachment A, Exhibit A – SMC Chapter 10.21 Automated Traffic Safety Cameras

Attachment B – Regional School Zone Traffic Safety Camera Enforcement Data

ORDINANCE NO. 1055

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON ESTABLISHING A NEW CHAPTER IN THE SHORELINE MUNICIPAL CODE, CHAPTER 10.21, AUTHORIZING THE USE OF AUTOMATED TRAFFIC ENFORCEMENT CAMERAS IN SCHOOL ZONES.

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington; and

WHEREAS, RCW 46.63.220 authorized the City to use automated traffic safety cameras after adoption of an ordinance setting forth, at a minimum, statutory restrictions for use of the cameras and provisions for public notice and signage; and

WHEREAS, automated traffic safety cameras are a proven technique for reducing speeds and increasing safety, and studies have shown that these cameras encourage reduced vehicle speeds, resulting in a nearly 50 percent reduction in speeding violations with last deterrent effects, and improve safety for school children and other pedestrians in school zones; and

WHEREAS, as required by RCW 46.63.220, the City has prepared an analysis of the locations within the City where automated traffic safety cameras are proposed to be located and this analysis includes equity considerations including the impact of the camera placement on livability, accessibility, economics, education, and environmental health as well as evidence of vehicles speeding, rates of collision, and other requirements; and

WHEREAS, the City Council discussed the use of automated traffic safety cameras at its June 10, 2024, March 31, 2025, February 23, 2026, and March 30, 2026, regular meetings; and

WHEREAS, the City Council has considered the use of automated traffic safety cameras and any and all comments received from the public, written or oral, in regard to the same and has determined that use of such cameras will create a safe walking environment for school-aged children and promotes the walkable vision the community desires; and

WHEREAS, based on the analysis, the City Council determined that locating an automated traffic safety camera near Meridian Park Elementary School, in the vicinity of Meridian Avenue N and N 175th Street, is warranted and equitable;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1: Establishment of SMC Chapter 10.21, Automated Traffic Safety Cameras. SMC Chapter 10.21 is hereby established as set forth in Exhibit A, attached hereto.

Section 2: Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this Ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 3: Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4: Publication and Effective Date. Summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

ADOPTED BY THE CITY COUNCIL ON MARCH 30, 2026.

Mayor Betsy Robertson

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2026

Effective Date: , 2026

Shoreline Municipal Code

Chapter 10.21

AUTOMATED TRAFFIC SAFETY CAMERAS

- 10.21.010 Purpose.
- 10.21.020 Nonexclusive enforcement.
- 10.21.030 Definitions.
- 10.21.040 Authorized use of automated traffic safety cameras.
- 10.21.050 Limitation on the use of images from an automated traffic safety camera.
- 10.21.060 Notice of infraction.
- 10.21.070 Infractions processed.
- 10.21.080 Prima facie presumption.
- 10.21.090 Penalties.
- 10.21.100 Use of revenue.
- 10.21.110 Contract with manufacturer/vendor of automated traffic safety cameras.
- 10.21.120 Annual reporting and City website.
- 10.21.130 Administrative rules.

10.21.010 Purpose.

The purpose of this chapter is to adopt an automated traffic safety camera program, in accordance with RCW 46.63.220, to establish a mechanism to deter and reduce speeding near schools so as to provide for safer city streets for all users.

10.21.020 Nonexclusive enforcement.

Nothing in this chapter prohibits a law enforcement officer from issuing a notice of traffic infraction to a person in control of a vehicle at the time a violation occurs under RCW 46.63.030(1)(a), (1)(b), or (1)(c).

10.21.030 Definitions.

For purposes of this chapter, if not defined below, the definitions of words and phrases set forth in RCW 46.63.210 and 46.63.220 shall apply to this chapter or, if not defined in the RCW, shall be given their usual and customary meaning within the context of this chapter.

“Automated traffic safety camera” means a device that uses a vehicle sensor installed to work in conjunction with a speed measuring device, and a camera synchronized to automatically record one or more sequenced photographs, microphotographs, or electronic images of the front or rear of a motor vehicle at the time the vehicle exceeds a speed limit as detected by a speed measuring device.

“City” means the City of Shoreline, Washington.

“City Traffic Engineer” means a qualified professional engineer licensed in the State of Washington retained by the City within the Public Works Department to perform the duties set forth in WAC 308-330-260 through WAC 308-330-270.

“Day” means calendar day.

“Police Chief” means the Chief of the Shoreline Police Department.

“RCW” means the Revised Code of Washington, as amended from time to time.

“School speed zone” means a school or playground speed zone established by, or under, RCW 46.61.440

“School speed zone violation” means a violation of RCW 46.61.440, subject to the operation limitation as defined by this chapter.

“Vehicle” shall have the same meaning as set forth in RCW 46.04.670.

“WAC” means the Washington Administrative Code, as amended from time to time.

10.21.040 Authorized use of automated traffic safety cameras.

- A. The City Council may authorize the placement or relocation of automated traffic safety cameras at any school speed zone fully or partially located within the City; provided, that for each individual placement or relocation the City Traffic Engineer must prepare an analysis of the location(s) consistent with the requirements of RCW 46.63.220(3) and present that analysis to the City Council before adding automated traffic safety cameras to a new location or relocating any existing camera to a new location.
- B. Any automated traffic safety camera installed in accordance with subsection A of this section may only be used by the City to detect school speed zone violations.
- C. The use of automated traffic safety cameras is further subject to the following restrictions:
 - 1. Automated traffic safety cameras may only take pictures of a vehicle and vehicle license plate and only while an infraction is occurring.
 - 2. Pictures taken by an automated traffic safety camera may not reveal the face of the driver or of the passengers in the vehicle.
 - 3. If reasonably feasible, automated traffic safety cameras shall be installed in a manner that minimizes the impact of camera flash on drivers.
 - 4. At least thirty (30) days prior to activation of an automated traffic safety camera, signs must be erected at the school speed zone at which the camera is installed.
 - a. Signs must follow the specifications and guidelines of the Manual on Uniform Traffic Control Devices for streets and highways as adopted by the Washington State Department of Transportation under RCW Chapter 47.36. The City Traffic

Engineer, or designee, may authorize the installation of any signage as necessary to ensure compliance with this chapter.

- b. Signs must remain in place for the duration that an automated traffic safety camera is being utilized at that location. Such signs must be clearly visible to the driver approaching an automated traffic safety camera and must clearly indicate to a driver that:
 - i. the driver is within an area where automated traffic safety cameras are authorized; or
 - ii. the driver is entering an area where violations are enforced by an automated traffic safety camera.

10.21.050 Limitation on the use of images from an automated traffic safety camera.

- A. Notwithstanding any other provision of law, all photographs, microphotographs, or electronic images prepared under this chapter are for the exclusive use of City in the discharge of duties under this chapter and are not open to the public and may not be used in a court in a pending action or proceeding unless the action or proceeding relates to a violation under this chapter.
- B. No photograph, microphotograph, or electronic image, or any other personally identifying data may be used for any purpose other than enforcement of violations under this chapter nor retained longer than necessary to enforce this chapter.

10.21.060 Notice of infraction.

- A. Pursuant to RCW 46.63.030(1)(d), City law enforcement officers, persons commissioned by the police chief, and City employees within the Public Works Department performing under the supervision of the City Traffic Engineer (collectively, “Authorized Persons”) have the authority to review infractions detected through the use of the automated traffic safety camera authorized by this chapter and to issue notices of infraction consistent with this chapter and RCW 46.63.220(9).
- B. Whenever a photograph, microphotograph, or electronic image taken by an automated traffic safety camera captures a school zone violation, then a notice of infraction shall be mailed to the registered owner of the vehicle within 14 days of the violation, or to the renter of the vehicle within 14 days of establishing the renter’s name and address under this section.
- C. If the registered owner of the vehicle is a rental car business, then before a notice of infraction is issued under subsection (1) of this section, the City shall first provide a written notice to the rental car business that a notice of infraction may be issued to the rental car business if the rental car business does not, within 18 days of receiving the written notice, provide to the City by return mail:

1. A statement under oath stating the name and known mailing address of the individual driving or renting the vehicle when the infraction occurred; or
2. A statement under oath that the business is unable to determine who was driving or renting the vehicle at the time the infraction occurred because the vehicle was stolen at the time of the infraction (must be accompanied by a copy of a filed police report regarding the vehicle theft); or
3. In lieu of identifying the vehicle operator, the rental car business may pay the applicable penalty.

Timely mailing of a valid statement to the City pursuant to subsection (C)(1) or (C)(2) of this section relieves a rental car business of any liability under this chapter for the notice of infraction.

- D. The Authorized Person issuing the notice of infraction shall include with it a certificate, or facsimile thereof, based upon inspection of photographs, microphotographs, or electronic images produced by an automated traffic safety camera, stating the facts supporting the notice of infraction. This certificate, or facsimile thereof, is prima facie evidence of the facts contained in it and is admissible in a proceeding charging a violation under this chapter.
- E. The registered owner of a vehicle is responsible for an infraction detected through the use of an automated traffic safety camera unless the registered owner overcomes the presumption set forth in SMC 10.21.080 or, in the case of a rental car business, satisfies the conditions under subsection (C) of this section. If appropriate under the circumstances, a renter identified under subsection (C) of this section is responsible for an infraction.
- F. As required by RCW 46.63.220(15), notice of infraction must provide the registered owner of the vehicle with information on the eligibility and opportunity to apply through mail or internet for a reduction in penalty amounts if they are recipients of public assistance under RCW Title 74 or participants in the Washington women, infants, and children program. Eligibility for Medicaid under RCW 74.09.510 is not a qualifying criterion under this subsection

10.21.070 Infractions processed.

Infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record pursuant to RCW 46.52.101 and 46.52.120. Additionally, infractions generated by the use of automated traffic safety cameras under this chapter shall be processed in the same manner as parking infractions, including for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120 and 46.20.270(2).

10.21.080 Prima facie presumption.

- A. In a traffic infraction case involving an infraction detected through the use of an automated traffic safety camera under this chapter, proof that the particular vehicle described in the notice of traffic infraction was involved in a school speed zone violation, together with proof that the person named in the notice of infraction was at the time of the violation the registered owner of the vehicle, shall constitute in evidence a prima facie presumption that the registered owner of the vehicle was the person in control of the vehicle at the point where, and for the time during which, the violation occurred.
- B. This presumption may be overcome only if the registered owner, under oath, states in a written statement to the court or in testimony before the court that the vehicle involved was at the time stolen or in the care, custody, or control of some person other than the registered owner.

10.21.090 Penalties.

- A. The fine for an infraction detected under authority of this chapter shall be a monetary penalty of \$130.00.
- B. Provided that the fine for any offense in excess of 14 miles per hour over the posted school zone speed limit shall be \$260.00.
- C. Fees and penalties for failure to respond shall follow the standard court schedule for infractions.
- D. Nothing in this chapter prohibits the City Council from increasing or decreasing the monetary penalties, provided that at no time may the penalties exceed the maximum amount set forth in RCW 46.63.220(16).

10.21.100 Use of revenue.

- A. Any revenue generated by automated traffic safety cameras must first be used to administer, purchase, install, operate, and maintain the automated traffic safety cameras, including the cost of processing infractions.
- B. Any revenue in excess of that necessary for subsection 1 of this section must be used for traffic safety activities related to construction and preservation projects and maintenance and operations purposes consistent with the requirements set forth in RCW 46.63.220.
- C. Beginning four years after an automated traffic safety camera authorized under this chapter is initially placed and in use, 25 percent of the noninterest money received for infractions issued by such cameras in excess of the cost to administer, install, operate, and maintain the cameras, including the cost of processing infractions, must be deposited into the Cooper Jones active transportation safety account created in RCW 46.68.480.

10.21.110 Contract with manufacturer/vendor of automated traffic safety cameras.

- A. Notwithstanding the City Manager’s purchasing threshold set forth in SMC 2.60.040(G), the City Manager may enter into a contract with a manufacturer or vendor of automated traffic safety cameras and associated equipment, software, and services. The compensation paid to the manufacturer or vendor under any such contract must be based only upon the value of the equipment and services provided or rendered in support of the City’s automated traffic safety camera program and may not be based upon a portion of the fine or civil penalty imposed or the revenue generated by the automated traffic safety cameras.
- B. In accordance with SMC 10.21.050, the manufacturer or vendor shall not use, sell, or distribute any data captured by the automated traffic safety cameras for any purpose other than processing school speed zone pursuant to this chapter.

10.21.120 Annual reporting and City website.

- A. Annual Reporting.
 - 1. For each year in which an automated traffic safety camera is activated within the City, the City Traffic Engineer, or designee, shall prepare an annual report setting forth, at a minimum, the number and locations of each automated traffic safety camera in the City and the information for each location as required by RCW 46.63.220(6)(b)(i).
 - 2. To the extent practicable, the annual report should include the number of traffic accidents, speeding violations, single vehicle accidents, pedestrian accidents, and driving under the influence violations that occurred at each location where an automated traffic safety camera is located in the five years before each camera's authorization and after each camera's authorization.
 - 3. The City shall post the annual report to the City’s website no later than January 31 of the year following the reporting year.
- B. The City shall provide the Washington State Traffic Commission with the data it requests for the preparation of the report required under RCW 46.63.220(6)(b)(ii) in a form and manner specified by the commission.
- C. The City Traffic Engineer, or designee, shall post the restrictions, policies, and rules regarding the City’s use of automated traffic safety cameras on the City’s website.

10.21.130 Administrative rules.

The City Traffic Engineer is authorized to promulgate reasonable policies and procedures for the administration of the automated traffic safety camera program that are consistent with and implement this chapter.

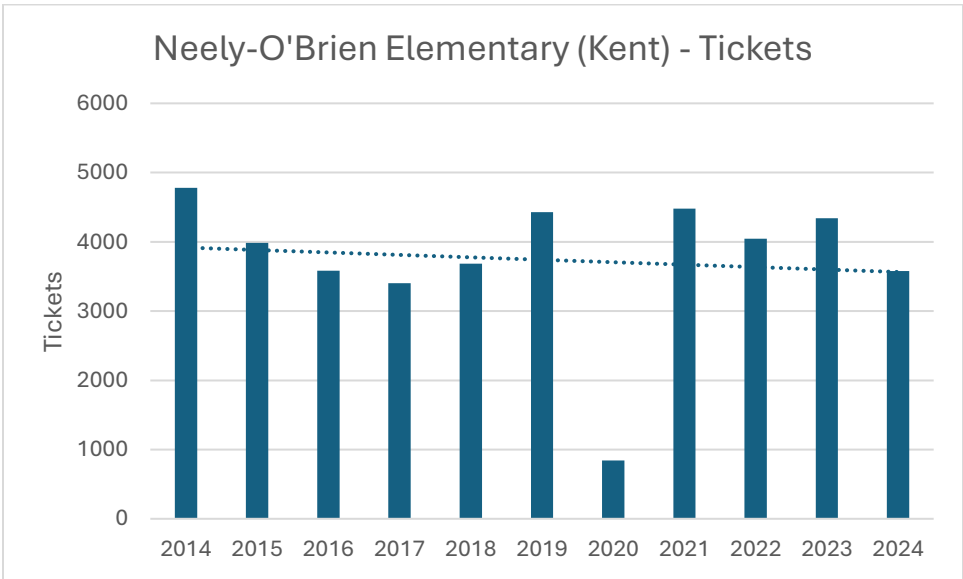
Attachment B – Regional School Zone Traffic Safety Camera Enforcement Data

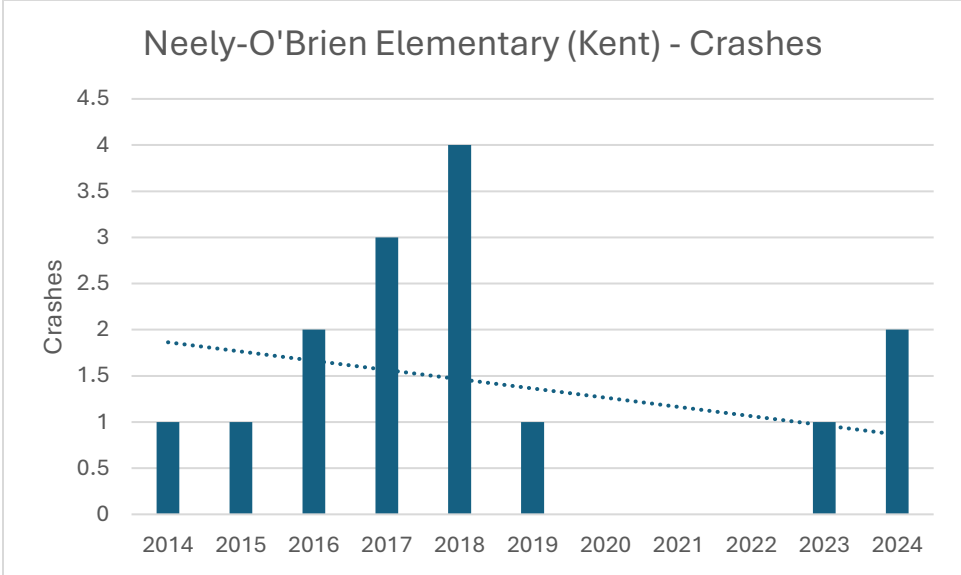
The following data comes from individual city reports on their camera systems. In some cases, only ticket data was available. Data from 2020 through 2022 should be reviewed in consideration of pandemic impacts. Traffic volume, speed, and crash severity data was not readily available. Lacking this context, and in consideration of pandemic impacts, it is difficult to draw conclusions from the following data.

City of Kent

Table 1. Neely-O’Brian Elementary Ticket & Crash Data

	Neely-O'Brien Elementary (Kent) - Tickets	Neely-O'Brien Elementary (Kent) - Crashes
2014	4779	1
2015	3987	1
2016	3581	2
2017	3401	3
2018	3686	4
2019	4431	1
2020	841	0
2021	4479	0
2022	4047	0
2023	4340	1
2024	3578	2





*Cameras were not active during construction in 2021-2022.

Table 2. Sunrise Elementary Ticket & Crash Data

	Sunrise Elementary (Kent) - Tickets	Sunrise Elementary (Kent) - Crashes
2014	3638	1
2015	3130	1
2016	2533	2
2017	2798	5
2018	2353	3
2019	2524	6
2020	505	1
2021	2451	3
2022	2448	4
2023	2614	1
2024	2214	3

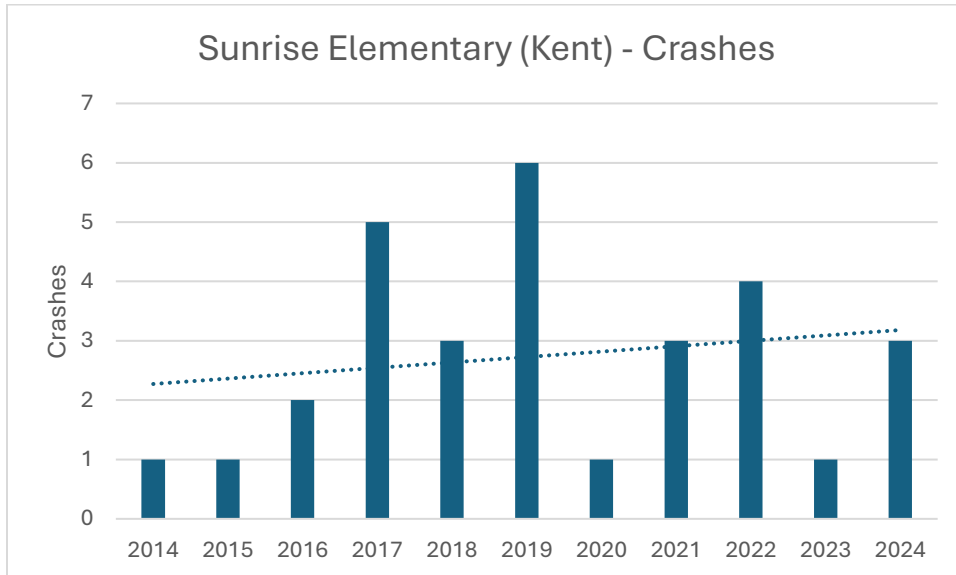
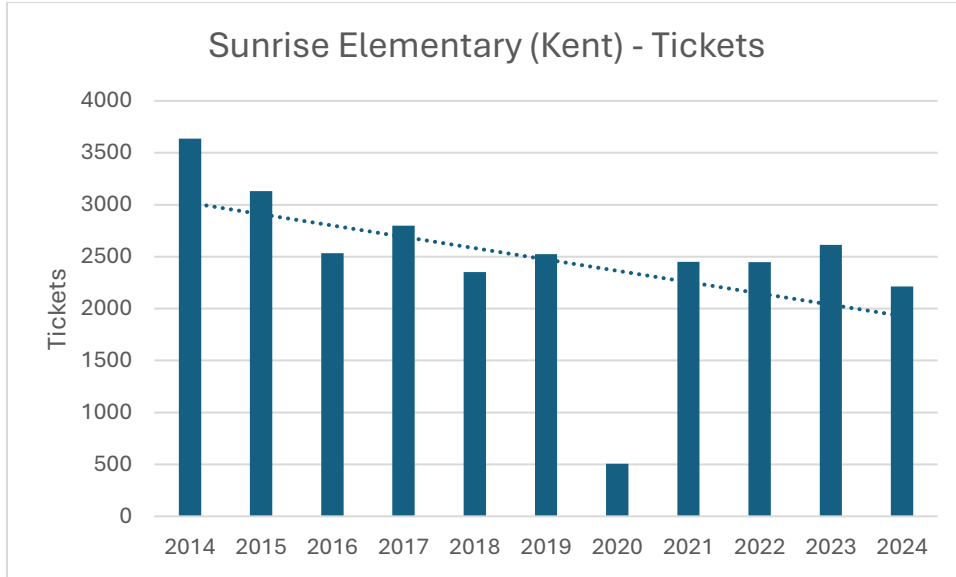


Table 3. Millenium Elementary Ticket & Crash Data

	Millenium Elementary (Kent) - Tickets	Millenium Elementary (Kent) - Crashes
2016	1785	1
2017	1436	3
2018	1452	4
2019	1454	3
2020	268	2
2021	1997	1
2022	1538	2
2023	1443	3

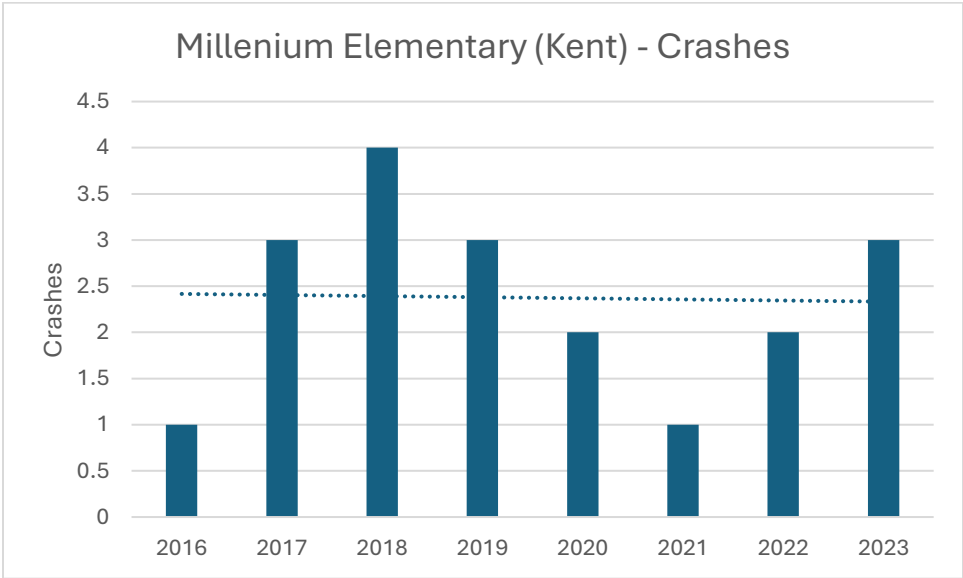
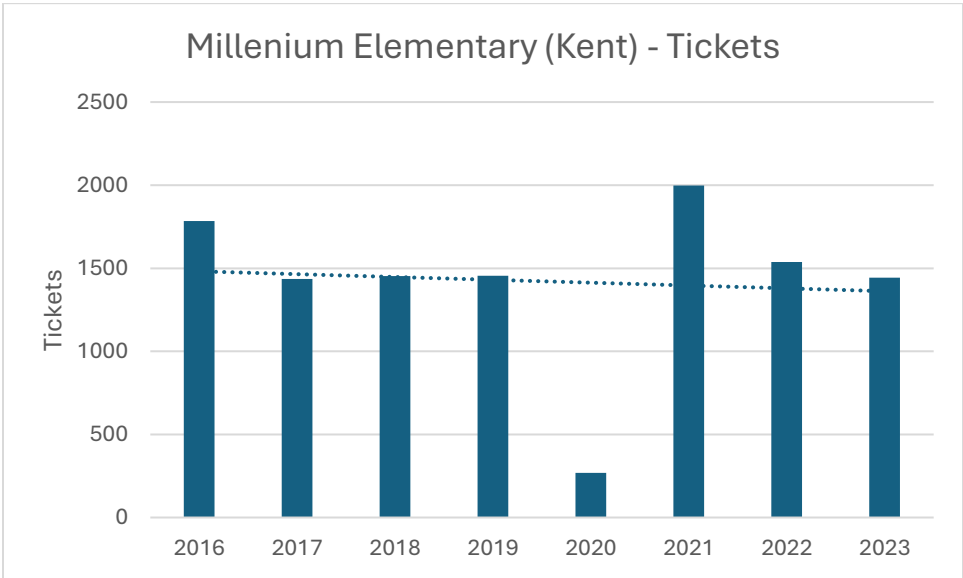
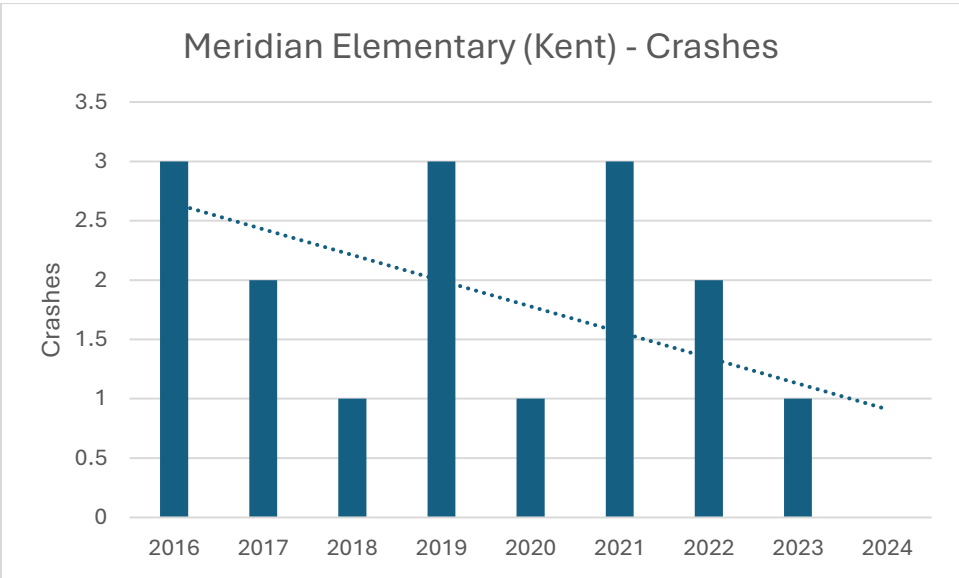
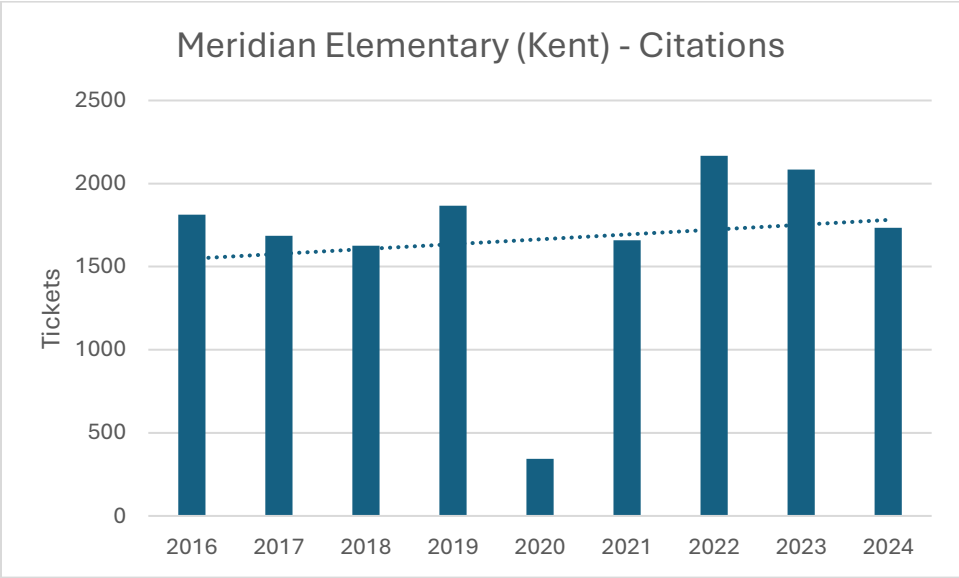


Table 4. Meridian Elementary Ticket & Crash Data

	Meridian Elementary (Kent) - Tickets	Meridian Elementary (Kent) - Crashes
2016	1813	3
2017	1686	2
2018	1627	1
2019	1867	3
2020	343	1

2021	1659	3
2022	2168	2
2023	2085	1
2024	1733	0



Seattle

Table 5. Broadview Thompson Elementary Ticket Data

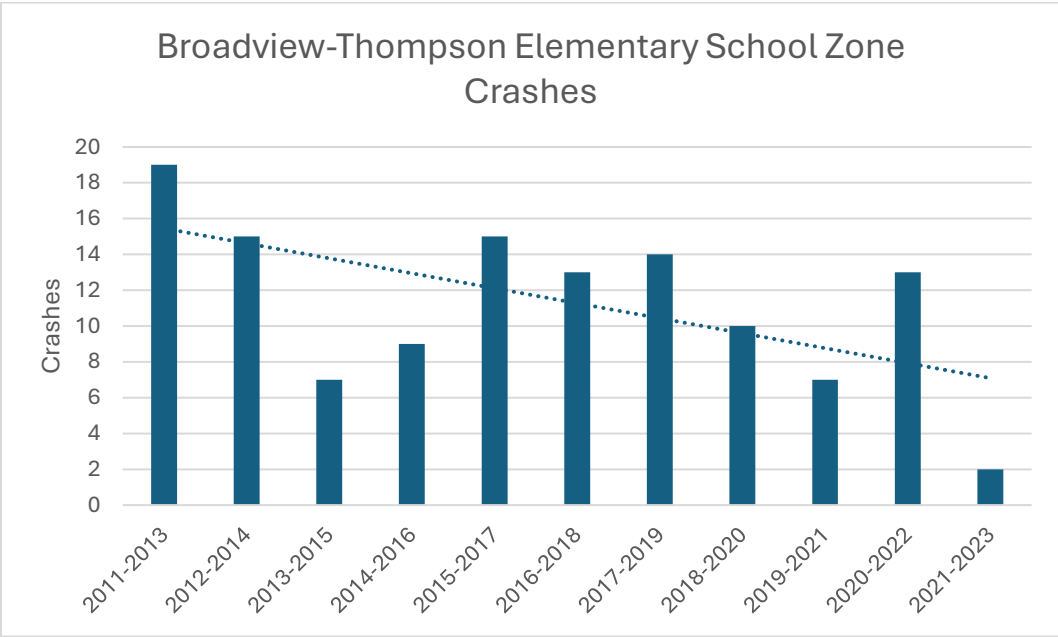
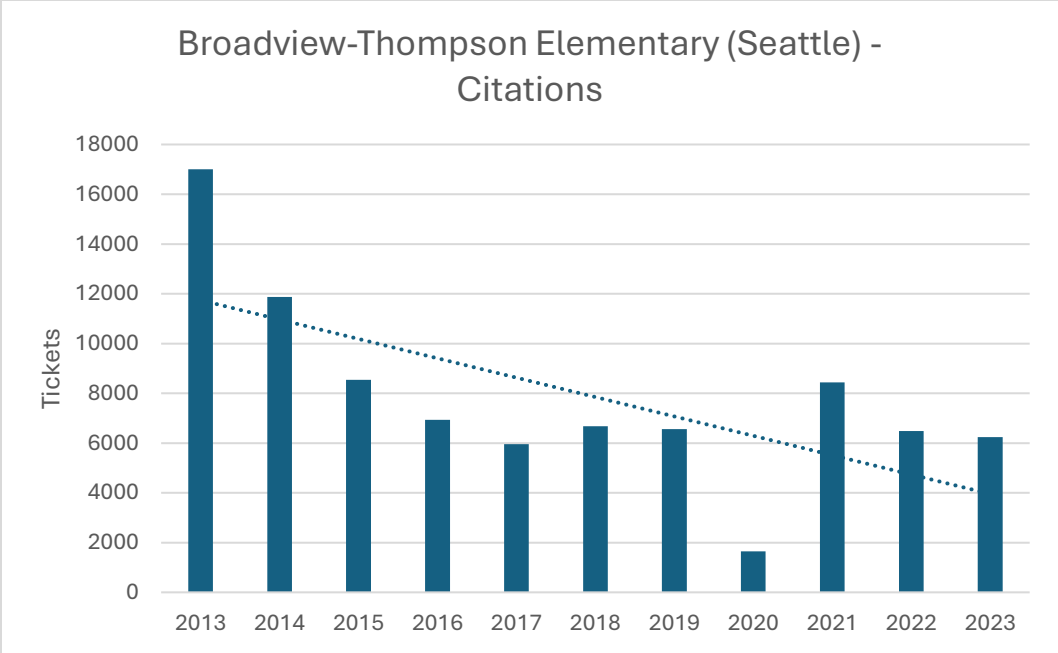
Broadview-Thompson Elementary (Seattle) - Tickets	
2013	17001
2014	11875

2015	8536
2016	6935
2017	5950
2018	6677
2019	6561
2020	1648
2021	8432
2022	6479
2023	6242

Table 6. Broadview Thompson Elementary Crash Data

Broadview-Thompson Elementary (Seattle) -
Crashes

2011-2013	19
2012-2014	15
2013-2015	7
2014-2016	9
2015-2017	15
2016-2018	13
2017-2019	14
2018-2020	10
2019-2021	7
2020-2022	13
2021-2023	2



*There appeared to be inconsistency in Seattle’s crash reporting – with crashes counted twice (for both northbound and southbound directions) in some reports, but not others. Numbers shown in the table reflect a single count of crashes.

Kirkland

Table 7. John Muir Elementary Ticket Data

John Muir Elementary (Kirkland) -

	Tickets
2021	10388
2022	9265
2023	9022
2024	7679

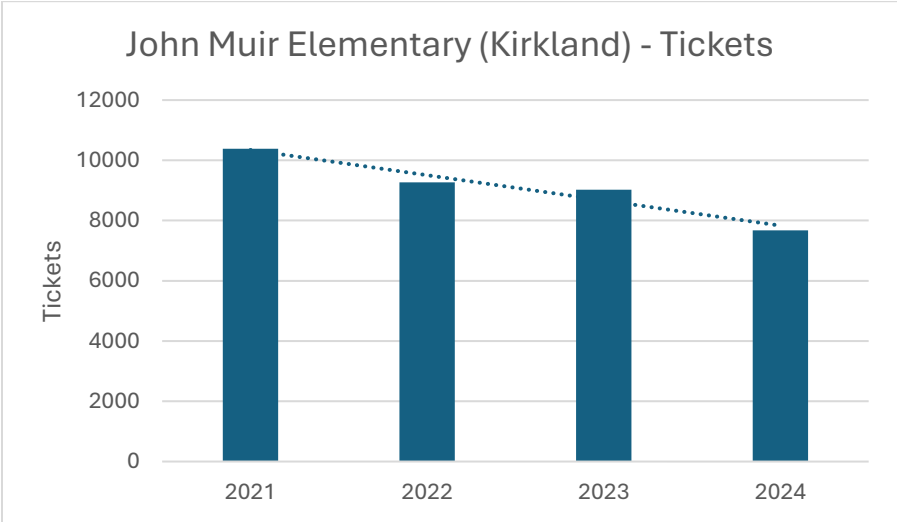
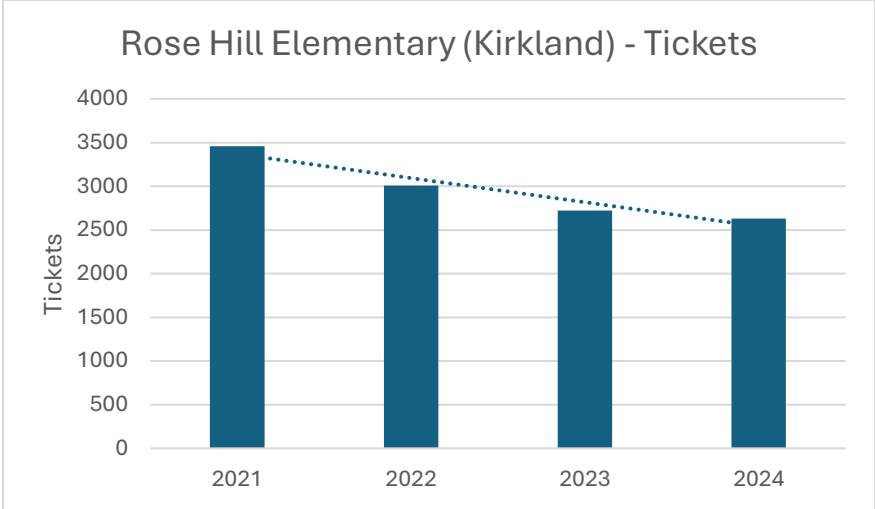


Table 8. Rose Hill Elementary Ticket Data

Rose Hill Elementary (Kirkland) -

	Tickets
2021	3458
2022	3009
2023	2722
2024	2632



Lynnwood

Table 9. 18200-18800 BLK 44th Ave W Ticket & Crash Data

	18200-18800 BLK 44th Ave W (Lynnwood) - Tickets	18200-18800 BLK 44th Ave W (Lynnwood) - Crashes
2013	2749	6
2014	3252	9
2015	3645	5
2016	2607	3
2019	2601	5
2020	795	5
2021	3928	5
2022	4175	1
2023	3981	0
2024	3456	1

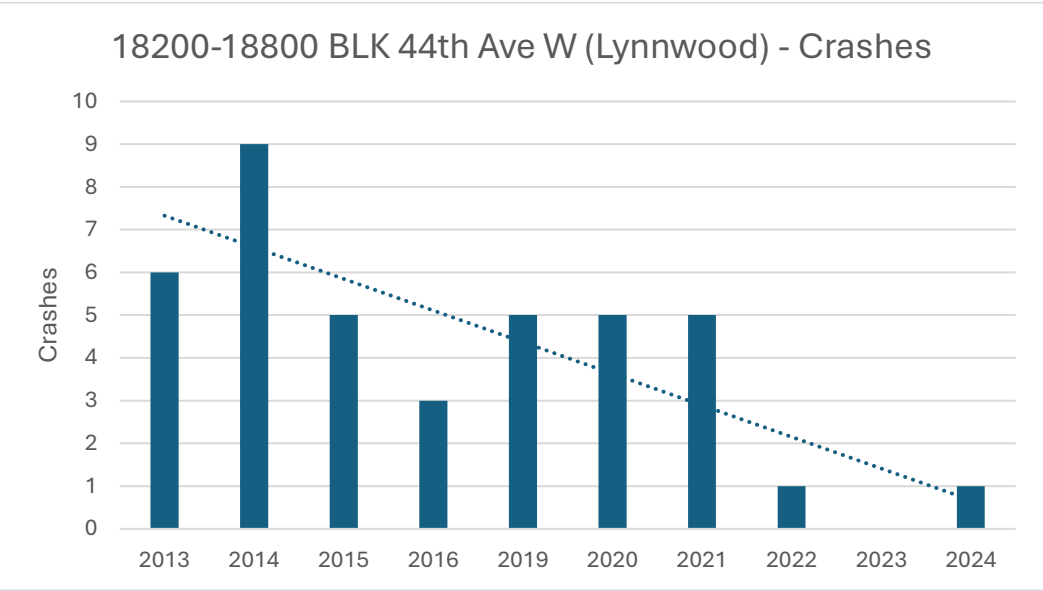
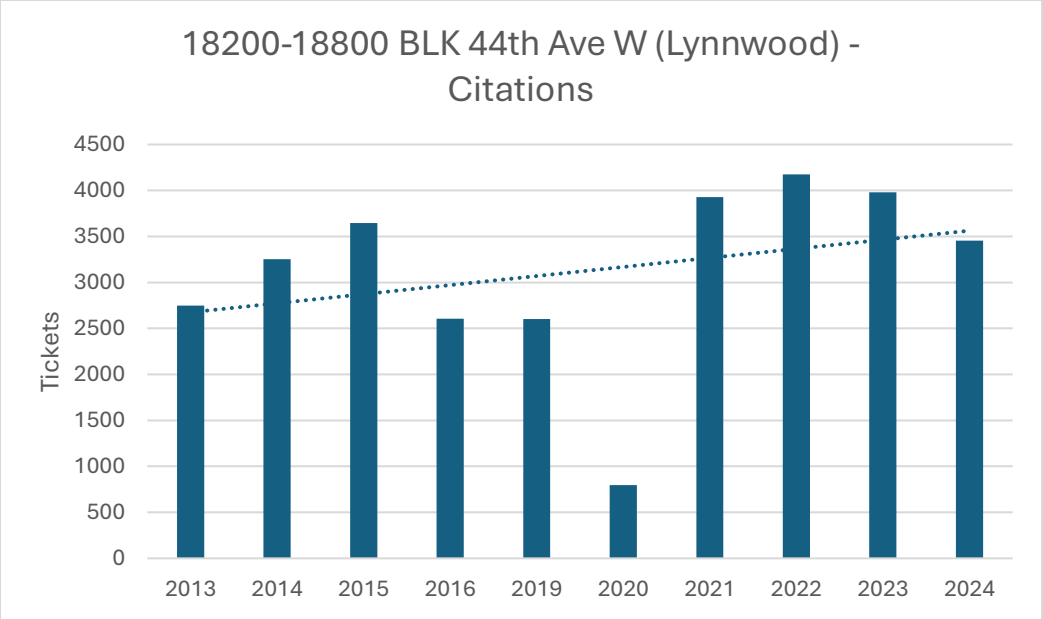
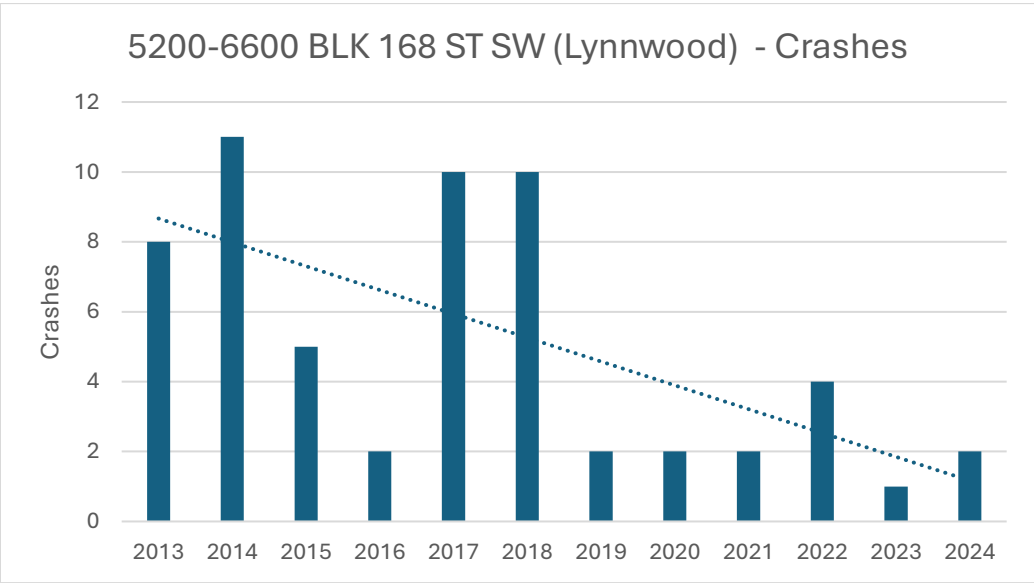
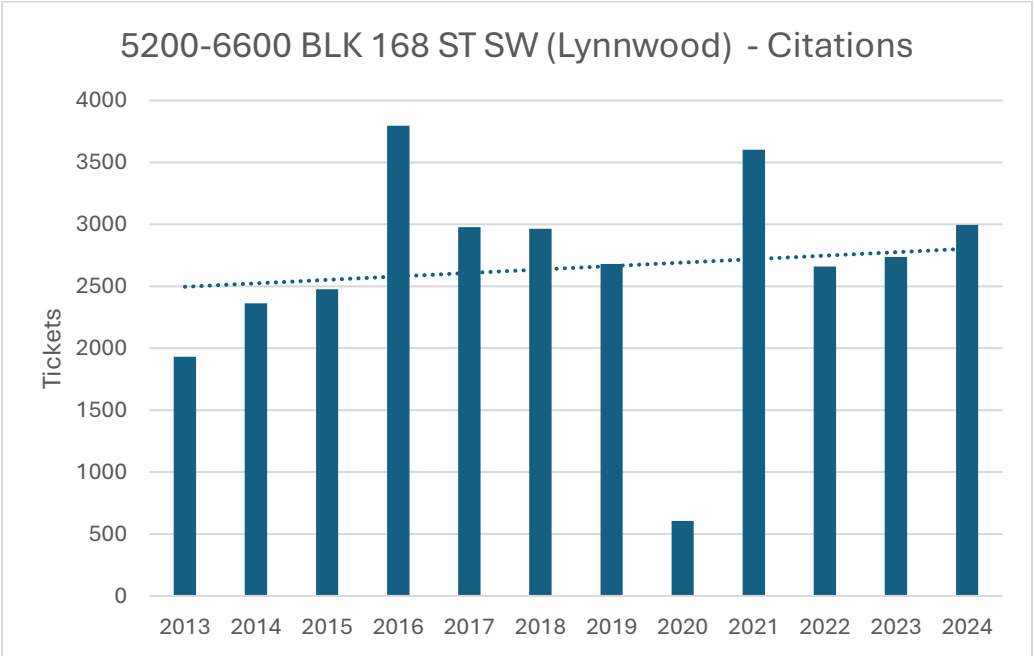


Table 10. 5200-6600 BLK 168 ST SW Ticket & Crash Data

	5200-6600 BLK 168 ST SW (Lynnwood) - Tickets	5200-6600 BLK 168 ST SW (Lynnwood) - Crashes
2013	1932	8
2014	2363	11
2015	2477	5
2016	3797	2
2017	2977	10
2018	2964	10

2019	2681	2
2020	606	2
2021	3603	2
2022	2660	4
2023	2738	1
2024	2995	2

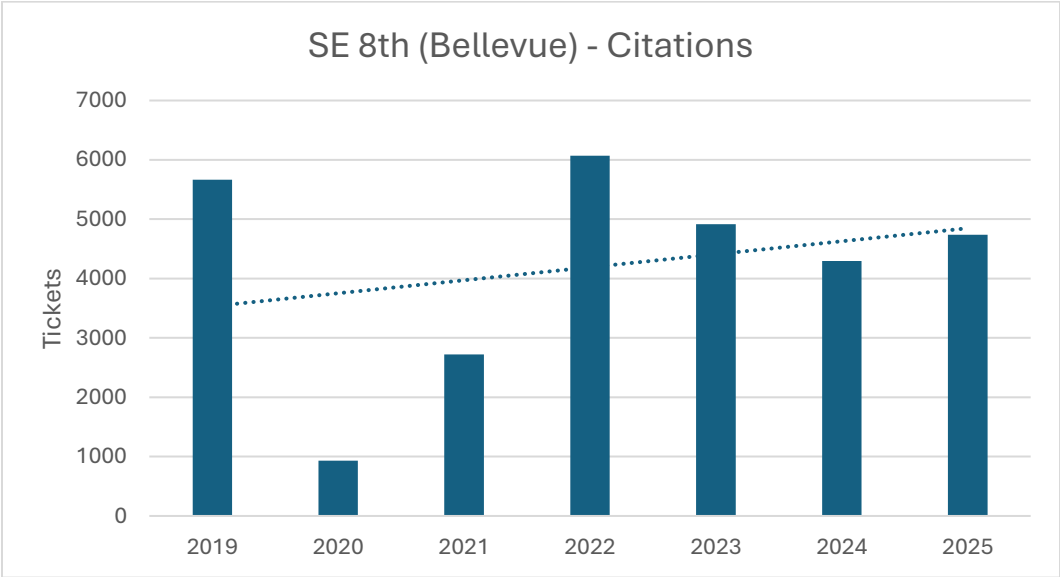


Bellevue

Table 11. SE 8th Ticket Data

SE 8th (Bellevue) - Tickets

2019	5665
2020	930
2021	2723
2022	6071
2023	4915
2024	4295
2025	4736



*Eliminating the 2020 data point results in a downward trendline.