

**SUMMARY and FISCAL NOTE\***

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
Legislative	Chow, x4-4652	N/A

*\* Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

**1. BILL SUMMARY**

**Legislation Title:**

AN ORDINANCE establishing additional uses for automated traffic safety cameras and designating restricted racing zones; amending Section 11.50.570 of the Seattle Municipal Code; and adding a new Section 11.50.580 to the Seattle Municipal Code.

**Summary and Background of the Legislation:**

As authorized by recent changes in Washington State Law (RCW 46.63.170), this legislation authorizes the expansion of camera enforcement to detect speed violations in walk areas, public park zones, hospital zones, and restricted racing zones. This legislation also designates the specific racing zones where camera enforcement is authorized, including:

- Alki Avenue SW between 63rd Ave SW and Harbor Avenue SW.
- Harbor Avenue SW between Alki Avenue SW and SW Spokane St.
- West Marginal Way SW between SW Spokane St and 2nd Ave SW.
- Sand Point Way NE between 38th Ave NE and NE 95th St.
- NE 65<sup>th</sup> St between Sand Point Way NE and Magnuson Park.
- Roadways inside Magnuson Park including, but not limited to, NE 65<sup>th</sup> St and Lake Shore Dr NW.

State law (RCW 46.63.170(1)(d)(ii)) requires an equity analysis that evaluates livability, accessibility, economics, education, and environmental health when identifying camera locations using this new authority.

This legislation does not provide for the implementation of additional camera enforcement. This legislation anticipates that the Executive will propose implementation measures as part of a future budget proposal, including progress on the required equity analysis. The legislation prohibits the installation of new cameras under the new authority until the Executive has submitted a response to Council’s Statement of Legislative Intent on school zone camera implementation and evaluation of automated traffic safety camera programs (SLI-SDOT-304-A-001-2023).

The financial and other implications of implementing additional camera enforcement will be dependent on the specific implementation measures proposed. Camera systems are provided through third-party vendors and managed by the Seattle Police Department (SPD). SPD officers are required to review the detected infractions and issue citations. The camera locations and installations are coordinated with the Seattle Department of Transportation (SDOT).

Following State authorization, Seattle began use of camera enforcement at [red lights](#) in 2006, [school zones](#) in 2012, and [block-the-box intersection](#) and [transit-only lane](#) enforcement in 2022. Camera enforcement was also used to enforce traffic restrictions on the Spokane Street Swing Bridge during the 2020-2022 closure of the West Seattle Bridge. The 2023-2024 Adopted Budget also provided funding for SPD to develop a plan to double the number of cameras deployed in school zones from 35 to 70 cameras.

## 2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project?       Yes  No

## 3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget?       Yes  No

**Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?**

This legislation anticipates that the Executive will propose implementation measures as part of a future budget proposal. The financial impacts will be dependent on the specific measures proposed.

Pursuant to RCW 46.63.170(1)(l), 50 percent of the speeding ticket fines in walk areas, public park zones, hospital zones, and restricted racing zones will be deposited in the Washington State Cooper Jones active transportation safety account. This State requirement does not apply to camera enforcement at stoplights, school crossings, or school speed zone violations.

**Are there financial costs or other impacts of *not* implementing the legislation?**

No costs or impacts identified. The City would not be able to make use of the new State authority provided in RCW 46.63.170.

## 4. OTHER IMPLICATIONS

**a. Does this legislation affect any departments besides the originating department?**

Implementing this legislation will impact SPD, SDOT, and Finance and Administrative Services (contracting).

**b. Is a public hearing required for this legislation?**

No.

**c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

No.

**d. Does this legislation affect a piece of property?**

No.

**e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**

Increased use of automated traffic cameras may reduce reliance on traffic stops and subsequent police officer interactions for traffic enforcement. This may reduce the potential for racial profiling. Race and Social Justice Initiative implications will need to be considered in developing an implementation plan to ensure that installation of cameras does not disproportionately impact vulnerable or disadvantaged communities. The Office of Civil Rights and SDOT's Transportation Equity Workgroup could be engaged in the development of camera enforcement implementation plans.

**f. Climate Change Implications**

**1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**

No material change to carbon emissions anticipated.

**2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

No material impact to climate resiliency anticipated.

**g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?**

**Summary Attachments (if any):**

None.