



SEATTLE CITY COUNCIL

Transportation and Seattle Public Utilities

Agenda

Tuesday, August 1, 2023

9:30 AM

Public Hearing

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

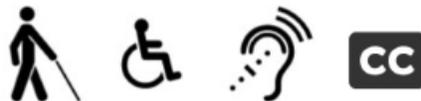
Alex Pedersen, Chair
Dan Strauss, Vice-Chair
Lisa Herbold, Member
Tammy J. Morales, Member
Kshama Sawant, Member

Chair Info: 206-684-8804; Alex.Pedersen@seattle.gov

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August 1, 2023 - 9:30 AM
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Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

<https://www.seattle.gov/council/committees/transportation-and-seattle-public-utilities>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at <http://www.seattle.gov/council/committees/public-comment>. Online registration to speak will begin two hours before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to Councilmember Pedersen at alex.pedersen@seattle.gov

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

D. Items of Business

1. [CB 120624](#) **AN ORDINANCE relating to Seattle Public Utilities; authorizing the acceptance of a watermain easement within a portion of Parcel B on Lot Boundary Adjustment No. 3011771 in Section 20, Township 24 North, Range 4 East, W.M., King County, Washington; placing the accepted easement under the jurisdiction of Seattle Public Utilities; declaring a portion of an existing watermain easement located on Parcel B surplus to the City's needs and authorizing the relinquishment of the surplus portion of the easement; and ratifying and confirming certain prior acts.**

Attachments: [Att 1 - Legal Description of Acquired Easement](#)
[Att 2 - Legal Description of Relinquished Easement](#)

Supporting Documents: [Summary and Fiscal Note](#)
[Summary Att 1 - Map of Watermain Relocation Presentation](#)

Public Hearing, Briefing, Discussion, and Possible Vote

Presenter: Gerry Caruso, Seattle Public Utilities

2. **School Traffic Safety Committee's Annual Report**

Supporting
Documents:

[Presentation](#)

[Seattle School Traffic Safety Committee Annual Report 2023](#)

Briefing and Discussion

Presenters: Diane Walsh, Seattle Department of Transportation;
Mary Ellen Russell, Margaret McCauley, Noa Guter, School Traffic
Safety Committee

3. **Implementation of School Zone Traffic Safety Camera
Enforcement**

Supporting
Documents:

[Presentation](#)

Briefing and Discussion

Presenters: Francisca Stefan, Venu Nemani, Andrew Merkley, Bill
LaBorde, Seattle Department of Transportation

4. [CB 120625](#) **AN ORDINANCE establishing additional uses for automated
traffic safety cameras to increase safety; amending Sections
11.31.090, 11.31.121, and 11.50.570 of the Seattle Municipal
Code.**

Supporting
Documents:

[Summary and Fiscal Note](#)

[Central Staff Memo](#)

[Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters: Francisca Stefan, Venu Nemani, Andrew Merkley, Bill
LaBorde, Seattle Department of Transportation

E. Adjournment



Legislation Text

File #: CB 120624, Version: 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to Seattle Public Utilities; authorizing the acceptance of a watermain easement within a portion of Parcel B on Lot Boundary Adjustment No. 3011771 in Section 20, Township 24 North, Range 4 East, W.M., King County, Washington; placing the accepted easement under the jurisdiction of Seattle Public Utilities; declaring a portion of an existing watermain easement located on Parcel B surplus to the City’s needs and authorizing the relinquishment of the surplus portion of the easement; and ratifying and confirming certain prior acts.

WHEREAS, The City of Seattle (“City”) owns and operates a watermain and appurtenances (“Water Facilities”) located over and across Parcel B on private property at 5510 Airport Way S, Seattle (“Private Property”), owned by Encore Elysian LLC, a Delaware limited liability company (“Elysian”) that operates a production brewery on the site; and

WHEREAS, the Private Property is encumbered by a watermain easement granted to the City on September 20, 1983, recorded under King County Recording Number 198310040802 (“Existing Easement”); and

WHEREAS, Elysian developed the Private Property in a manner that necessitates the relocation of a portion of the Water Facilities to a different location within Parcel B; and

WHEREAS, Elysian relocated a portion of the Water Facilities within Parcel B and granted the City a new easement over the realigned location; and

WHEREAS, the relocation of the Water Facilities within Parcel B makes a portion of the Existing Easement on the Private Property no longer necessary for utility purposes and surplus to the City’s needs; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The City of Seattle accepts the easement granted for water utility purposes over, under, across, and upon the real property generally described below and legally described in Attachment 1 to this ordinance.

A. Grantor: Encore Elysian, LLC, a Delaware limited liability company; King County Recording Number 20220520000968.

Section 2. The real property rights and interests conveyed by the easements referenced and accepted in this ordinance shall be placed under the jurisdiction of Seattle Public Utilities.

Section 3. Pursuant to the provisions of RCW 35.94.040 and after public hearing, the portion of the watermain easement recorded under King County Recording Number 198310040802, as described in Attachment 2 to this ordinance and lying within Parcel B on the Private Property, is declared to be no longer required for municipal utility purposes and surplus to the City's needs.

Section 4. The General Manager and CEO of Seattle Public Utilities, or the General Manager and CEO's designee, is hereby authorized to execute, for and on behalf of the City, a partial relinquishment of the surplus portion of the Existing Easement, legally described and attached hereto as Attachment 2, in consideration of the receipt of the easement described in Section 1 of this ordinance.

Section 5. Any action taken pursuant to the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 6. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2023, and signed by me in open session in authentication of its passage this _____ day of _____, 2023.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2023.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2023.

Scheereen Dedman, City Clerk

(Seal)

Attachments:

Attachment 1 - Legal Description of Acquired Easement

Attachment 2 - Legal Description of Relinquished Easement

ATTACHMENT 1 – Legal Description of Acquired Easement

1. **Description of easement acquired by document King County Recording Number 20220520000968. (SPU File Number 63-003)**
 - a. **Type: Easement**
 - b. **Grantor: Elysian Brewery LLC, a Washington limited liability company**
 - c. **Title of Instrument: Watermain Easement**
 - d. **Recording No.:**
 - e. **Recording Date:**
 - f. **Legal Description:**

That portion of Parcel B, as described in City of Seattle Lot Boundary Adjustment Number 3011771, as recorded under Recording Number 20110311900004, records of King County, Washington, situated in the northwest quarter of the southeast quarter of Section 20, Township 24 North, Range 4 East, W.M., described as follows:

Commencing at the most southwesterly corner of said Parcel B; thence N 32° 58' 13" W along easterly right of way margin of Airport Way South a distance of 129.82 feet to the Point of Beginning; thence continuing along said right of way margin N 32° 58' 13" W a distance of 20.01 feet; thence leaving said right of way margin N 59° 06' 24" E a distance of 92.98 feet; thence N 14° 06' 24" E a distance of 25.70 feet; thence N 59° 06' 24" E a distance of 38.03 feet to the easterly boundary of said Parcel B said point being the beginning of a 5765.65 foot non tangent curve concave to northeast which radius point bears N 57° 44' 58" E; thence southeasterly along the arc of said curve, also being the easterly boundary of said Parcel B, through a central angle of 0° 11' 56" a distance of 20.01 feet; thence leaving said easterly boundary of Parcel B S 59° 06' 24" W a distance of 30.25 feet; thence S 14° 06' 24" W a distance of 25.70 feet; thence S 59° 06' 24" W a distance of 100.54 feet to the Point of Beginning.

Situated in the City of Seattle, County of King, State of Washington.

ATTACHMENT 2 – Legal Description of Relinquished Easement

1. **Description of easement relinquished by document King County Recording Number 20220520000983 (SPU File Number 63-003)**
 - a. **Type: Easement**
 - b. **Grantor: Aeronautical Machinists, Inc.**
 - c. **Title of Instrument: Water Main Easement**
 - d. **Recording No.: 198310040802**
 - e. **Recording Date: September 20, 1983**
 - f. **Legal Description:**

The real property in King County, Washington, in which the Granter has interest now vested or which may hereafter be acquired by Granter in connection with the pending Street Vacation Petition No. 288231, to wit:

The northwesterly 30 feet of that portion of South Lucile Street as set aside for street by County Commissioners - April 27, 1903, lying northeasterly of the northeasterly line of Airport Way South and southwesterly of the railroad right of way; being the northwesterly 30 feet of the southeasterly 80 feet of Lot 5, Block 8, King County Addition, as recorded in Volume 8 of Plats, page 59, Records of King County Washington Addition, as recorded in Volume 8 of Plats, page 59, Records of King County, Washington.

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Seattle Public Utilities	Gerry Caruso	Akshay Iyengar

** 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 relating to Seattle Public Utilities; authorizing the acceptance of a watermain easement within a portion of Parcel B on Lot Boundary Adjustment No. 3011771 in Section 20, Township 24 North, Range 4 East, W.M., King County, Washington; placing the accepted easement under the jurisdiction of Seattle Public Utilities; declaring a portion of an existing watermain easement located on Parcel B surplus to the City’s needs and authorizing the relinquishment of the surplus portion of the easement; and ratifying and confirming certain prior acts.

Summary and background of the Legislation: This ordinance would authorize the City to partially relinquish one watermain easement and accept one watermain easement to meet the requirements of the grantor’s property development.

The Seattle Department of Construction and Inspections has authority to require developers to relocate watermains or other water facilities for property development. The property right accepted by the City pursuant to this ordinance relates to the relocation of a watermain on private property required for SDCI project approval. The portion of the watermain easement partially relinquished by this ordinance is no longer necessary, and the property owner requested the City relinquish the easement.

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?
No

Are there financial costs or other impacts of *not* implementing the legislation?
Accepting and relinquishing property rights by ordinance is required by the Seattle Municipal Code.

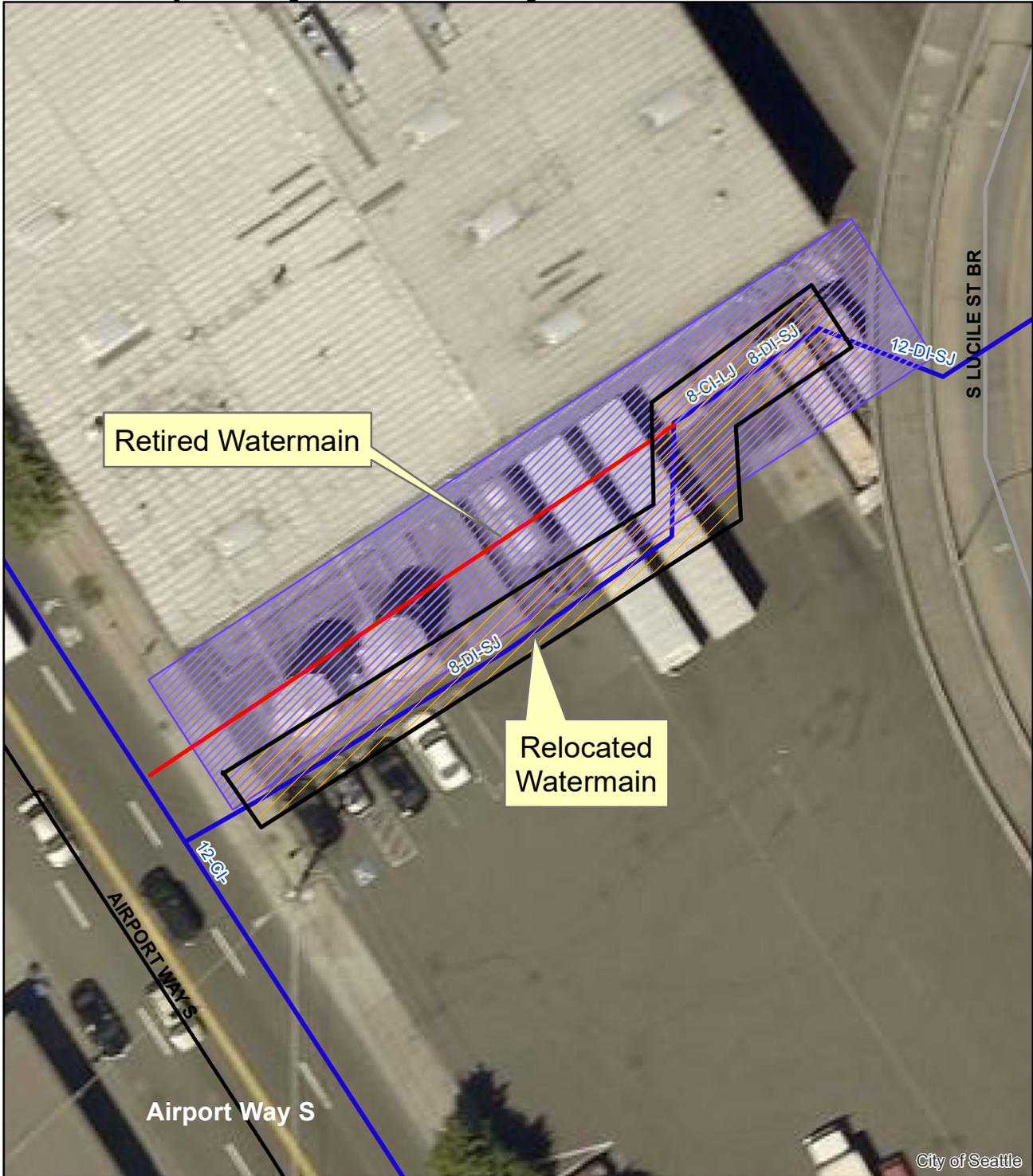
4. OTHER IMPLICATIONS

- a. **Does this legislation affect any departments besides the originating department?**
No
- b. **Is a public hearing required for this legislation?**
Yes
- 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?**
Yes. The water utility easement and relinquishment affected by this legislation have been mapped and are available in the geographic information system maintained in the offices of Seattle Public Utilities.
- 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?**
No
- f. **Climate Change Implications**
1. **Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**
No
 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
- 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)?**
Not Applicable

Summary Attachments:

Summary Att 1 - Map of Watermain Relocation

Map of Elysian Brewery Watermain Relocation



Elysian Brewery Facility located at 5510 Airport Way S
Owner: Encore Elysian LLC

Existing Watermain Easement 

New Watermain Easement 



Parcel ID 386840-0271

Elysian Brewery Water Easement and Relinquishment Ordinance

Seattle City Council
Transportation & Seattle Public Utilities Committee

August 1, 2023

Seattle Public Utilities

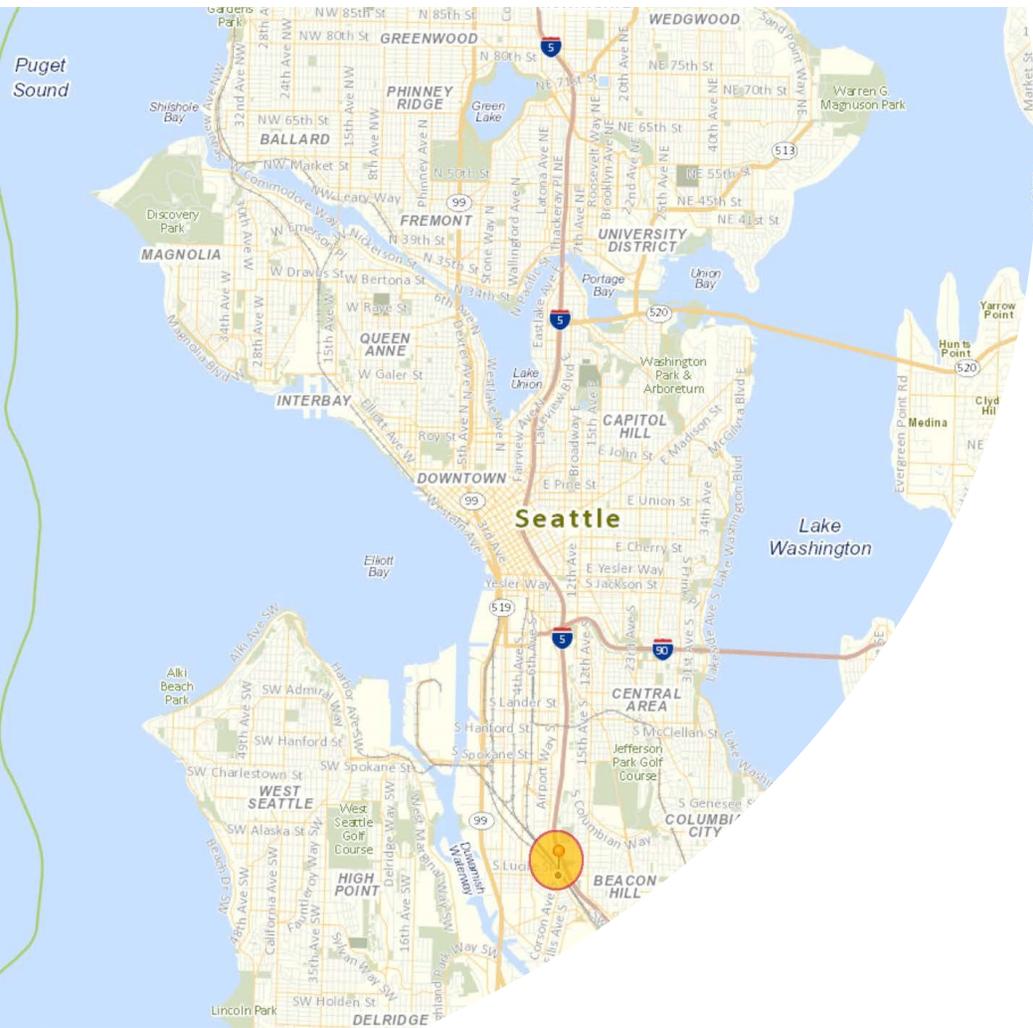


Purpose of Legislation

This legislation would authorize SPU to:

- Accept one water utility easement, and
- Partially relinquish one water utility easement





Easement Location 5510 Airport Way S owned by Encore Elysian, LLC

Background

- Elysian Brewery operates a production brewery at 5510 Airport Way S.
- Elysian obtained a building permit to install two large grain silos on a 24" concrete pad
- The proposed location of the grain silos and pad were directly over an existing 8" watermain
- The watermain was realigned to be unimpeded by the grain silos
- Elysian granted SPU a new easement over the realigned watermain
- SPU retired the portion of the watermain under the silos and released a portion of the existing easement no longer needed

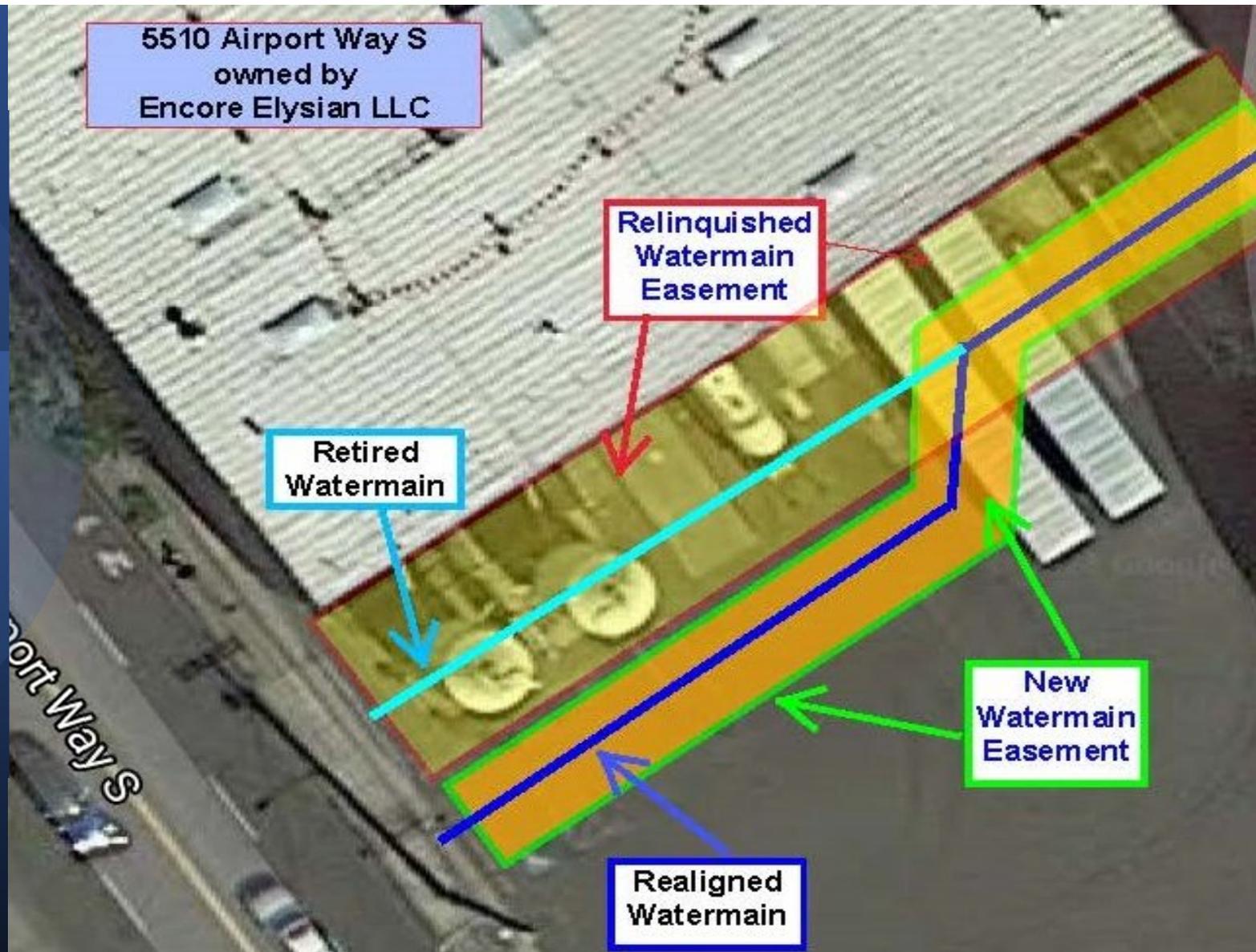


Benefits

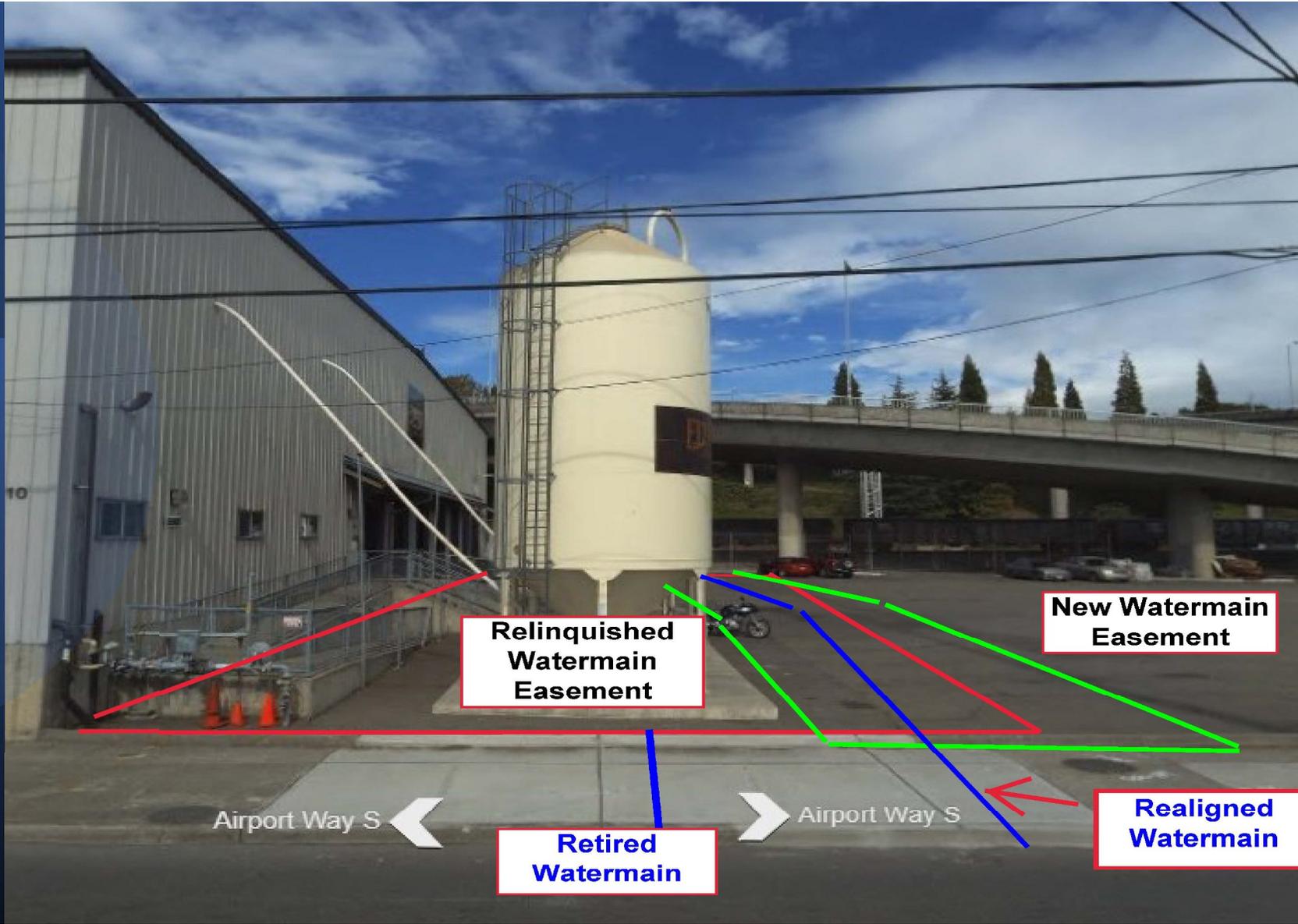
- Secures a property right for access to watermain needed for municipal water distribution system
- Relinquishes a portion of a watermain easement that is no longer needed for the municipal water distribution system



Aerial View of Site depicting Easement Areas and Watermain



Side View of Site



WATER SERVICE NOTES

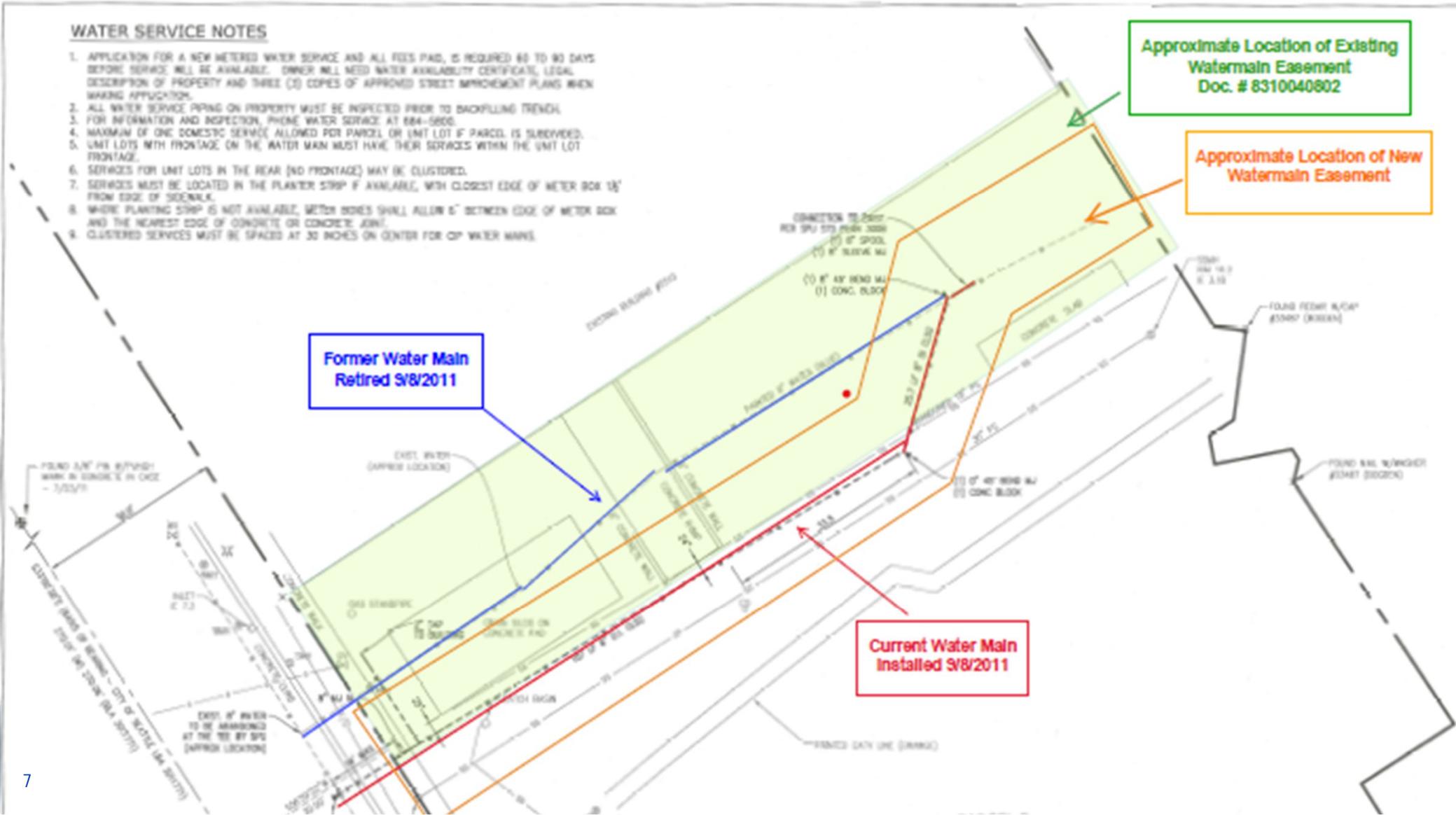
1. APPLICATION FOR A NEW METERED WATER SERVICE AND ALL FEES PAID, IS REQUIRED 60 TO 90 DAYS BEFORE SERVICE WILL BE AVAILABLE. OWNER WILL NEED WATER AVAILABILITY CERTIFICATE, LEGAL DESCRIPTION OF PROPERTY AND THREE (3) COPIES OF APPROVED STREET IMPROVEMENT PLANS WHEN MAKING APPLICATION.
2. ALL WATER SERVICE PIPING ON PROPERTY MUST BE INSPECTED PRIOR TO BACKFILLING TRENCH.
3. FOR INFORMATION AND INSPECTION, PHONE WATER SERVICE AT 884-5800.
4. MAXIMUM OF ONE DOMESTIC SERVICE ALLOWED FOR PARCEL OR UNIT LOT IF PARCEL IS SUBDIVIDED.
5. UNIT LOTS WITH FRONTAGE ON THE WATER MAIN MUST HAVE THEIR SERVICES WITHIN THE UNIT LOT FRONTAGE.
6. SERVICES FOR UNIT LOTS IN THE REAR (NO FRONTAGE) MAY BE CLUSTERED.
7. SERVICES MUST BE LOCATED IN THE PLANTER STRIP IF AVAILABLE, WITH CLOSEST EDGE OF METER BOX 18" FROM EDGE OF SIDEWALK.
8. WHERE PLANTER STRIP IS NOT AVAILABLE, METER BOXES SHALL ALLOW 6" BETWEEN EDGE OF METER BOX AND THE NEAREST EDGE OF CONCRETE OR CONCRETE JOINT.
9. CLUSTERED SERVICES MUST BE SPACED AT 30 INCHES ON CENTER FOR 0" WATER MAINS.

Approximate Location of Existing Watermain Easement
Doc. # 8310040802

Approximate Location of New Watermain Easement

Former Water Main Retired 3/8/2011

Current Water Main Installed 3/8/2011



Questions?

Gerry Caruso, Sr. Real Property Agent
Real Property Division
Financial & Risk Services Branch
Seattle Public Utilities



Legislation Text

File #: Inf 2303, **Version:** 1

SEATTLE SCHOOL TRAFFIC SAFETY COMMITTEE



2023 | Annual Report

WHAT IS THE SCHOOL TRAFFIC SAFETY COMMITTEE?

- Created by Ordinance in 1975.
- 11 members including:
 - Seattle Public Schools (SPS)
 - Seattle Department of Transportation (SDOT)
 - Seattle Police Department (SPD)
 - King County Metro
- 5 volunteer positions filled by pedestrian advocates, bicycle advocates, parents, grandparents, and neighbors
- All meetings are open to the public. Please come and join us!



WHAT DOES THE COMMITTEE DO?

- Provides a forum for any community member to raise school traffic safety issues.
- Helps connect community members with staff at SDOT, SPS, Metro, and SPD in order to wholistically respond to specific school traffic safety concerns.
- Uses SDOT data to review and update elementary school walk boundary maps.
- Recommends new school crosswalk and crossing guard locations based on consistently applied standards.
- Reviews 30% site circulation plans for new and renovated school buildings to ensure that problem safety conditions aren't repeated at new schools.
- Works to improve crossing guard recruitment.
- Connects SDOT, SPD, King County Metro, and SPS to improve collaboration on traffic safety issues.

Community
Members, School
Staff, & Families



Seattle
Department of
Transportation



**SEATTLE
PUBLIC
SCHOOLS**



 **King County
METRO**

We'll Get You There

CELEBRATIONS FOR 2023

CITY OF SEATTLE

1. City Council and the Mayor's office are supporting SDCI revising City code for school construction.
2. The City-funded Safe Routes to School (SRTS) Coordinator did great things!
3. SDOT and SPS have identified concrete steps each will take to improve the SIP process for future public school construction projects.

WA STATE LEGISLATORS & KING COUNTY METRO

1. Public transportation is free for all students since September 2022!



SEATTLE PUBLIC SCHOOLS

1. New & renovated schools all have substantial bike parking.
2. All SPS elementary schools & some middle schools fantastic bike education in PE.
3. In 22-23, all school bus routes consistently ran with reliable service that families could trust.

TOP NEEDS FOR 2023

CITY OF SEATTLE

1. Continue support for updating City of Seattle code for school construction.
2. Decouple funding for SRTS projects from tickets.
3. Finalize agreements for bus stop-paddle ticket support.
4. Create an internal accountability & tracking system for SDOT's Street Improvement Permit program.

WA STATE LEGISLATORS & KING COUNTY METRO

1. Fund school crossing guards.
2. Fund McKinney-Vento costs for transporting students without secure housing.
3. Expand who can review automated tickets.
4. Optimize bus routes to serve students.



SEATTLE PUBLIC SCHOOLS

1. Reduce crossing guard vacancies 40% → ZERO.
2. Create a clear path for existing schools to add bike parking.
3. Update SPS Transportation Service Standards to include all students and all transportation modes.

SEATTLE CITY LAND USE CODE FOR SCHOOLS IS OUT OF DATE, BUT SDCI IS ON THE CASE!

Code requirements for schools are dinosaurs. They require massive parking lots & forbid installing modern HVAC systems on roofs.

SPS gets around this by seeking departures via an extended public process on nearly every project.

Departures cost time and money.

Worse, they are habitually challenged in court by neighbors whose goal is to delay school construction.

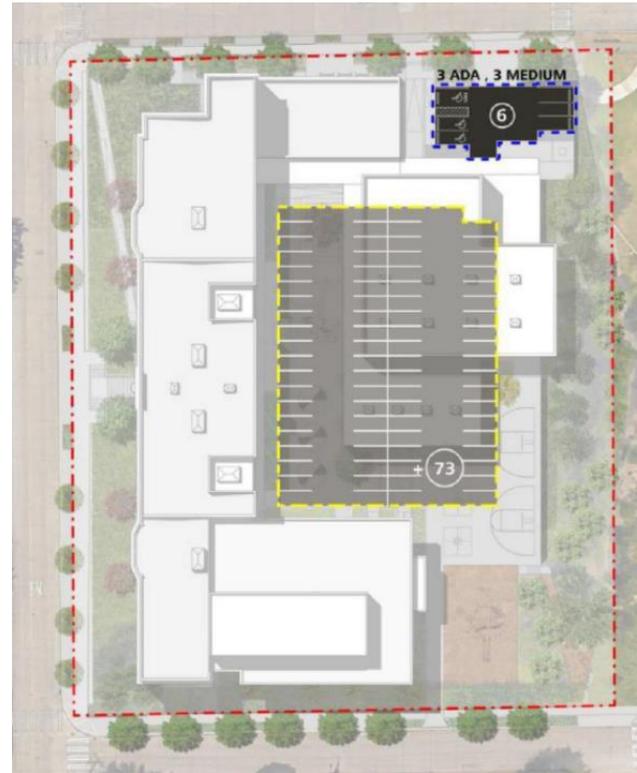
Fixing this problem will save \$2.5 million in school construction \$'s each year.

SDCI staff are initiating the process to revise City code for school construction with public outreach in summer of 2023.

The timeline to complete the code change is 1.5 - 2 years.

SDCI will bring this issue back to Council in winter of 2024.

Please support moving forward with this important code update!



Code says we should have a parking lot instead of classrooms at Magnolia Elementary.

SAFE ROUTES TO SCHOOL COORDINATOR



A BIG WIN: STSC is grateful to the Council for funding this position at SPS!

In just one year on the job SPS's Safe Routes to School Coordinator:

- Worked intensively with 3 top tier equity schools to develop programs including Walking Wednesdays, Bike to Books art design, and Bike-Bus and Walk Groups.
- Developed a model curriculum that brings City staff into classrooms to listen to students' input on street design.
- Procured a \$.5 M grant that will bring balance bike fleets to all Kindergarten P.E. classes in the district.
- Developed templates with language translation for events including Love Your Route, Earth Day, Ruby Bridges Walk to School Day, Walk and Roll to School day, and Bike to School Month.
- Led events including a Walk & Roll to School Day with the Mayor and the district's first Ruby Bridges Walk to School Day.



SDOT workshop at Eckstein Middle School, September 2022. These kids have great ideas for safer streets!

TICKET REVENUES LEAVE SCHOOL SAFETY PROJECTS HANGING

A temporary staffing snafu at SPD = \$6.5 million deficit for SDOT's pedestrian safety and Safe Routes to School projects over the next 2 years.

This deficit is a quarter of the anticipated budget.

This is the second unexpected loss of revenue in just the last three years.

Automated cameras generate large numbers of tickets soon after installation, and when they are working tickets and ticket revenue shrink over time.

This is exactly as it should be!

Safe Routes to School projects are critical safety projects. They need a stable funding source.

Please robustly fund Safe Routes to School projects with a stable source. Unreliable ticket revenues should be supplementary only.



This kid loves biking on safe routes!



KING COUNTY STOPPED REVIEWING BUS STOP PADDLE TICKETS

King County dropped support for bus stop-paddle automated tickets without having an alternative set up.

This has left SPS without a funding stream to pay crossing guard salaries.

(The state the state continues to ignore its statutory requirement to pay for them.)

This has also eliminated enforcement for very dangerous driver behavior.

SPS is negotiating with the City of Seattle for SPD & the City Attorney's office to take over reviewing stop paddle tickets.

The costs associated with this work are paid out of ticket revenues.

Please prioritize completing agreements for SPD and the City Attorney's office to support bus stop paddle tickets.



Stop Paddle

Blowing past this without stopping is really dangerous.



STREET IMPROVEMENT PERMITS: SLOW TIMELINES, INCONSISTENT GUIDANCE

Street Improvement Permit (SIP) timelines for school projects are far longer than SDOT's targets, **often more than 2 years**.

At times SDOT's guidance has not matched its ultimate requirements, leading to late changes and expensive change orders.

This is not a good use of our public school construction money.

SPS and SDOT agree that using public school construction \$ is a shared goal.



A BIG WIN: SPS capital projects, the School Traffic Safety Committee, and SDOT street use met in December of 2022 to discuss issues & seek solutions.

Staff at both SDOT and SPS have identified concrete steps each will take to improve the SIP process for future public school projects.



STSC asks the Mayor's office to direct SDOT to create an internal accountability mechanism to track street use permit timelines and outcomes.



CROSSING GUARDS: THE NEED CONTINUES

As of June 2023, 46 out of 114 crossing guard positions (40%) were vacant.

Crossing guard is a tough job & SPS has long struggled to fill crossing guard positions.

Prior to the pandemic SPS made real strides in filling crossing guard roles through more active advertisement. In winter of 2020 the vacancy rate was 30% and falling.

Many crossing guards were lost during the year-long pandemic hiatus, and recruitment remained tough in 22-23.

The crossing guard program needs to be better linked into existing SPS networks for additional support.

STSC asks SPS to increase support for crossing guard recruitment by better communicating with schools to post ads & spread the word.



SPS's heroic crossing guard manager posts job ads with a smile.

CREATE A CLEAR PATH FOR EXISTING SCHOOLS TO ADD BIKE PARKING

A BIG WIN: New & renovated schools all have bike parking thanks to city code & SPS policy.

SPS elementary schools & some middle schools have fantastic bike education in PE.

Together these make a great environment for kids biking to schools that are newly renovated/rebuilt!

Sadly, kids at older school buildings often don't have a place to park their bikes.

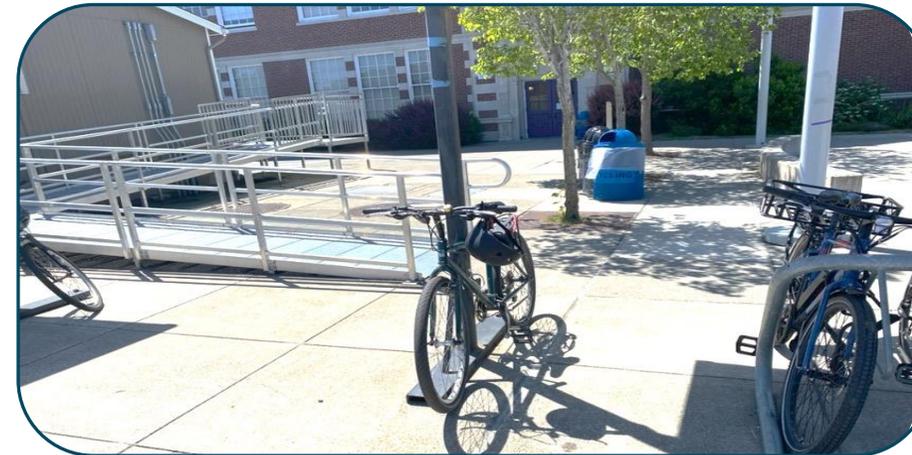
SDOT mini-grants can help pay the costs of installing bike parking.

SPS's internal process to approve & install bike parking is too dependent on overburdened school admin staff.

STSC asks SPS to implement a straightforward path to install bike parking at schools, and proactively reach out to schools to help them get started.



Kindergarteners learning to balance in PE. Soon they will be ready to hit the road!



At schools without much bike parking the bikes end up everywhere.

SPS BUS SERVICE IS DRAMATICALLY IMPROVED



A BIG WIN: Contracting with two transportation providers allowed SPS to run all school bus routes during 22-23 with reliable service that families can trust!

SPS is following this win by improving efficiency.

SPS is making targeted changes in 23-24 to improve efficiency: changing tiers for 12 schools will save \$4.5 million next year.

Even better, next year Special Education students will be included on general ed buses when possible, allowing them to be transported with their peers while saving money, a long-awaited-for win-win.

STSC applauds SPS for these dramatic student-centered improvements!



These buses are serving kids better than ever before. Way to go SPS Transportation!

SPS TRANSPORTATION SERVICE STANDARDS FOR 2024

The SPS Transportation Service Standards need a comprehensive update. opportunities include:

- *Addressing all Modes* - Students who bus are already addressed in the standards. With the Safe Routes to School Coordinator on the job there has never been a better time to include students who walk, roll, and carpool in the service standards!
- *Busing as a Learning Support* - Setting parameters for this type of busing would allow SPS to make these decisions in a way that is equitable and consistently applied, and to be reimbursed by the state for these costs.
- *Using best practices in place in peer districts* - including a check box in the enrollment forms to indicate whether students will use the bus will make route planning easier and more efficient. (This would be paired with easily locatable ways to opt back in when circumstances change.)



STSC asks SPS to prioritize a comprehensive update to the transportation service standards that is in line with SPS's equity framework and student-centered vision.



FOLLOW THE LAW: FUND SCHOOL CROSSING GUARDS

WA state and OSPI continue not to fund crossing guard salaries, in defiance of the plain language in state law.

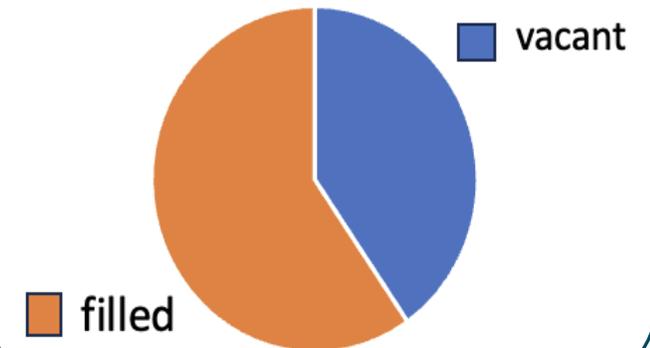
RCW 28A.160.150 states that transportation services funding shall be provided for students living within the walk zone.

*“Transportation services” for students living within the walk area includes the coordination of walk-to-school programs, **the funding of crossing guards**, and matching funds for local and state transportation projects intended to mitigate hazardous walking conditions.*



STSC asks legislators to allocate funding for crossing guards in compliance with existing state law, and to direct the Office of Superintendent of Public Instruction to revise reimbursement formulas to include crossing guard costs.

Crossing Guard Positions 2023



FUND TRANSPORT FOR STUDENTS WITHOUT SECURE HOUSING

SPS transports students experiencing housing to the same school throughout the year no matter how far afield they may move.

Schools are required to provide this critical service by the federal McKinney-Vento law, but the Washington state legislature has chosen not to fund it.

McKinney-Vento costs are SPS's biggest transportation deficit.

581 SPS students qualify for transportation under the McKinney-Vento Act. That's more than 1% of the students enrolled in Seattle Public Schools.

On average it costs \$14,000 per student each year to comply with this mandate, which means pulling **\$8.1 million** out of the general education budget.

STSC asks our state legislators to pass transportation funding reform that supports the needs of students experiencing homelessness.



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REVISE TRAFFIC TICKET LAW TO EXPAND POOL OF ELIGIBLE OFFICERS

Law Enforcement Agencies across the state are short staffed.

When officers aren't available to review school speed zone tickets we lose both enforcement and funding for safety projects.

In 2023 both Seattle Department of Transportation and SPS experienced interruptions in their automated ticket programs due to staffing shortages.



STSC asks state legislators to pass a law expanding who can review automated traffic tickets.



Making it easier to staff automated ticket review will help keep kids safe.

ALL PUBLIC TRANSIT IS FREE FOR KIDS BUT BUS SERVICE TO SCHOOLS NEEDS WORK



A BIG WIN: Washington State made all public transit free for 18 & under in fall of 2022.

STSC applauds this fantastic step that is increasing transit use for students!

Metro is building on this by actively working to ensure that routes serving schools have enough capacity for students, another big win.

Much of the existing bus service is not optimized for students.

Some families report lack of convenient service to schools, lack of service near their house, or route schedules that won't get students to school on time.

King County Metro has begun actively coordinating with SPS to improve bus service for students. There is still a lot of work to do.

STSC asks King County Metro to prioritize bus service around schools, especially middle & high schools, and to actively work with SPS to ensure that every school community is well served

Free Youth Fare is turning school kids into transit pros!



SCHOOL TRAFFIC SAFETY COMMITTEE

We appreciate the opportunity
to serve on this committee.

In 2023-2024 we look forward to
continuing collaboration to help
students get safely to school!



SEATTLE SCHOOL TRAFFIC SAFETY COMMITTEE



2023 ANNUAL REPORT

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LIST OF ACRONYMS USED IN THIS REPORT

- WA OSPI – Washington State’s Office of the Superintendent of Public Instruction, the State department that oversees all schools in Washington.
- SDCI – Seattle Department of Construction and Inspections, Seattle’s department that reviews land use and building code permits all property other than City right-of-way
- SDOT – Seattle Department of Transportation
- SIP – Street Improvement Permit, SDOT’s process for requiring and permitting improvements in City owned right-of-way for construction projects
- SPD – Seattle Police Department
- SPS – Seattle Public Schools
- SRTS – Safe Routes to School
- STSC – School Traffic Safety Committee, a City of Seattle commission



WHAT IS THE SCHOOL TRAFFIC SAFETY COMMITTEE?

The City of Seattle School Traffic Safety Committee was created in 1975 by Ordinance 104344 and codified in SMC 3.80. It brings together Seattle Public Schools (a State agency), The City of Seattle, King County, and school communities to improve safe routes to school. This mixed volunteer and staff board of 11 members has representatives from Seattle Public Schools (SPS), Seattle Department of Transportation (SDOT), Seattle Police Department (SPD), and King County Metro as well as five volunteer members including pedestrian advocates, bicycle advocates, parents, grandparents, and neighbors.

All meetings are open to the public. [Please come and join us!](#)

WHEN DOES IT MEET?

Meetings are open to the public and are generally held 8:30 - 10:30 AM the third Friday of every month. The link to join online and the physical location are at:

<https://www.seattle.gov/school-traffic-safety-committee/meetings>

WHAT DOES THE COMMITTEE DO?

Many details add up to make safe routes to school. The Committee was created to promote effective multi-agency coordination between the different organizations that have a piece of the puzzle.



The Committee:

- *Provides a forum for any community member to raise school traffic safety issues.*
- *Helps connect community members with staff at SDOT, SPS, Metro, and SPD in order to holistically respond to specific school traffic safety concerns.*
- *Uses SDOT data to review and update elementary school walk boundary maps.*
- *Recommends new school crosswalk and crossing guard locations based on consistently applied standards.*
- *Reviews 30% site circulation plans for new and renovated school buildings to ensure that problem safety conditions aren't repeated at new schools.*
- *Works to improve crossing guard recruitment.*
- *Connects SDOT, SPD, King County Metro, and SPS to improve collaboration on traffic safety issues.*

CELEBRATIONS FOR 2023!



CITY OF SEATTLE

1. City Council and the Mayor's office are supporting SDCI staff revising City code for school construction to match student needs and our urban sites. *(page 5)*
2. *The City-funded Safe Routes to School (SRTS) Coordinator did great things! (page 6)*
3. SDOT and SPS have identified concrete steps each will take to improve the SIP process for future public school construction projects. *(page 8)*

SEATTLE PUBLIC SCHOOLS

1. New and renovated schools all have substantial bike parking thanks to the implementation of a recent City code change & School Board policy. *(pages 9-10)*
2. All SPS elementary schools and some middle schools have a fantastic bike education module in PE. *(pages 9-10)*
3. In 22-23, all school bus routes consistently ran with reliable service that families can trust. *(page 11)*

WA STATE LEGISLATORS & KING COUNTY METRO

1. Public transportation is free for all students since September 2022! *(page 15)*



TOP NEEDS FOR 2023

CITY OF SEATTLE

1. Continue support for updating City of Seattle code related to school construction. *(page 5)*
2. Provide consistent funding for SRTS projects; decouple funding from tickets. *(page 6)*
3. Finalize agreements to re-start bus stop-paddle ticket support. *(page 6)*
4. Ensure consistency and efficiency in SDOT's Street Improvement Permit (SIP) process by creating an internal accountability & tracking system. *(page 8)*

SEATTLE PUBLIC SCHOOLS

1. Reduce crossing guard vacancy rate from 40% → ZERO. *(page 9)*
2. Create a clear path for existing schools to add bike parking. *(pages 9-10)*
3. Comprehensively update SPS Transportation Service Standards to include all students and all transportation modes. *(pages 11-12)*

WA STATE LEGISLATORS & KING COUNTY METRO

1. Fund school crossing guards as required by current state law. *(page 13)*
2. Fund McKinney-Vento costs for transporting students without secure housing to school. *(page 14)*
3. Expand who can review school zone and bus paddle tickets to increase staffing reliability. *(page 15)*
4. Optimize bus routes to serve students. *(page 15)*



City of Seattle

SEATTLE CITY LAND USE CODE FOR SCHOOLS IS OUT OF DATE, BUT SDCI IS ON THE CASE!

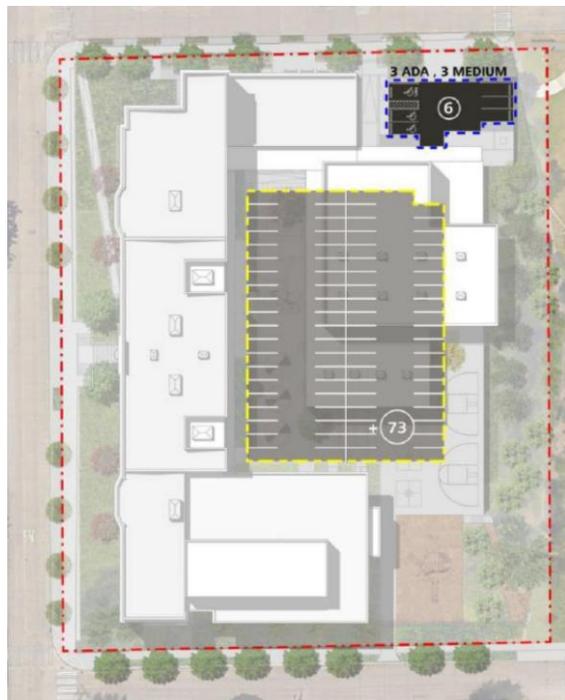
THE ISSUE: City of Seattle code sections 23.51(b).002 and 23.54 are dinosaurs of mid-century car-centric planning. Code requires schools to pave playgrounds for parking lots, pushes for inefficient off-street bus loading, and prohibits installing modern HVAC equipment on existing school roofs due to building height limits.

SPS can get around anachronistic code requirements by seeking departures via an extended public process, and they do on nearly every project. But departures cost time and money. Worse, they are habitually hijacked and challenged in court by neighbors whose goal is to delay school construction. For too long this red tape has slowed school projects and impacted school construction budgets as the allocated money evaporates due to inflation.

Seattle Public Schools estimates that **fixing this problem will save \$2.5 million in school construction budgets each year** and let SPS put that money to much better use, like building fantastic schools and fun playgrounds.



A BIG WIN: Thanks to support from City Council and the Mayor's office, SDCI staff are initiating the process to revise City code for school construction. Public outreach is starting in summer of 2023 as the first step. The estimated timeline to complete the code change is 1.5 - 2 years.



Magnolia Elementary departure report graphic showing the required parking lot overlaid on school buildings and play space.

THE ASK: STSC asks for continued support from the Mayor and City Council so we can use taxpayer money to build better schools with less wasteful delay.

Council will need to weigh in on this issue again in winter of 2024 to keep this effort on track. Please support more efficient school construction process!

City of Seattle

SAFE ROUTES TO SCHOOL COORDINATOR

A BIG WIN: STSC is grateful to the Council for funding this position at the School District to support the majority of students, who do not qualify for bus service. After a successful first year for the role, SDOT lured away the coordinator the District had for the 2022-2023 school year. The speed with which SPS has recruited a replacement shows that the value of this work is being recognized.

In just one year on the job SPS's Safe Routes to School Coordinator:

- Worked intensively with 3 top tier equity schools to develop programs including Walking Wednesdays at Wing Luke Elementary, Bike to Books art design at Dunlap Elementary and South Shore PK-8, and a Bike Bus and Walk Group to school at Dunlap Elementary and South Shore PK-8.
- Developed a model building curriculum program that brings City staff into classrooms to listen to students' input on street design.
- Procured a \$.5 M grant that will bring balance bike fleets to all Kindergarten P.E. classes in the district.
- Developed templates with language translation for events including Love Your Route, Earth Day, Ruby Bridges Walk to School Day, Walk and Roll to School day, and Bike to School Month.
- Led walking and biking events including a Walk & Roll to School Day with the Mayor and the district's first Ruby Bridges Walk to School Day.

STSC looks forward to working with the new SRTS coordinator as they build on this success!



TICKET REVENUES LEAVE SCHOOL SAFETY PROJECTS HANGING

THE ISSUE: A temporary staffing snafu at SPD has created a \$6.5 million deficit for SDOT's pedestrian safety and Safe Routes to School projects over the next 2 years, a quarter of the anticipated budget. This was caused by a staffing shuffle when some officers who verify and issue automated tickets retired. Going forward, SPD has corrected the problem by assigning officers on light duty, (such as when recovering from



City of Seattle

an injury), to review tickets. They are optimistic that this will prevent a recurrence.

However, this is the second 'short term' loss of revenue in just the last three years. Remote school and changing commute patterns also dropped ticket revenues to zero during the pandemic. Even without sudden shocks, automated tickets change driver behavior causing revenues to decrease over time. This is exactly as it should be! Automated cameras generate large numbers of tickets soon after installation, and when they are working tickets and ticket revenue shrink over time.

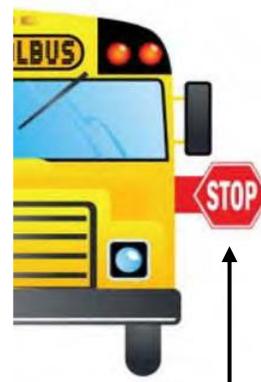
Success in this aspect of traffic safety should not doom efforts to improve pedestrian safety. Safe Routes to School projects are critical safety projects that make a tangible difference in the lives of kids and families throughout the City. They need a stable funding source.

THE ASK: STSC asks City Council to move away from using ticket revenue as a primary funding source for Safe Routes to School projects, and instead robustly fund these critical safety projects from the general fund.

KING COUNTY STOPPED REVIEWING BUS STOP PADDLE TICKETS

THE ISSUE: We are dismayed that King County dropped support for bus stop-paddle automated tickets without having an alternative set up and ready to take over. It's been more than a year since school bus stop paddle tickets have been reviewed by sworn officers and issued. This has eliminated enforcement for very dangerous driver behavior, and left SPS, along with all school districts in King County, once again without a funding stream to pay crossing guard salaries, as the state continues to ignore its statutory requirement to pay for them.

SPS is currently negotiating with the City of Seattle for SPD and the City Attorney's office to take over reviewing stop paddle tickets. The costs associated with this work are paid out of ticket revenues.



Stop Paddle

The Ask: STSC asks City of Seattle to prioritize completing agreements for SPD and the City Attorney's office to support bus stop paddle tickets.

City of Seattle

STREET IMPROVEMENT PERMITS: SLOW TIMELINES, INCONSISTENT GUIDANCE

THE ISSUE: Public school construction projects have Street Improvement Permit (SIP) timelines that are far longer than SDOT's targets. SDOT's SIP process has often taken more than two years to complete for schools. Worse, on multiple projects SDOT's guidance has not matched its ultimate requirements, leading to changes very late in the process, after bidding is complete, and resulting in change orders that are calamitously expensive. This is not a good use of our public school construction money.

Representatives of SPS capital projects, the School Traffic Safety Committee, and SDOT street use met in December of 2022 to discuss issues that SPS has faced during SDOT's required Street Improvement Permit process, communication issues that exacerbated the issues, and ways to prevent these problems from continuing to delay school projects and waste public school construction money.

SPS and SDOT both agree that the goal is to use public school construction funding effectively by ensuring that the street improvement permit process is completed in a timely manner with consistent, appropriate requirement on SDOT's part.

A BIG WIN: Staff at both SDOT and SPS have identified concrete steps each will take to improve the SIP process for future public school projects. Additional meetings during 2023 are planned to continue coordination and monitor improvement.

THE ASK: STSC asks the Mayor's office to direct SDOT to create an internal accountability mechanism related to street use permits in order to ensure that efficiency is prioritized and that public school construction is not derailed by excessive timelines.



Seattle Public Schools

CROSSING GUARDS: THE NEED CONTINUES

THE ISSUE: As of June 2023, 46 out of 114 crossing guard positions (40%) were vacant. SPS has long struggled to fill crossing guard positions. It's a tough job with short, non-consecutive hours, a low hourly rate, cold and rainy environment, and frequently dangerous traffic conditions.



Prior to the pandemic SPS made real strides in filling crossing guard roles through more active advertisement, particularly to hourly staff in food service and playground monitor roles who can add-on crossing guard duties before and after school. In winter of 2020 the vacancy rate had dropped to 30% and was continuing to fall. However many crossing guards were lost during the year-long pandemic hiatus, and since in-person school resumed the crossing guard vacancy rate has reverted to pre-pandemic levels.

Placing recruitment signs at the specific intersections that need guards has proven successful, but this, like the other aspects of the crossing guard program, requires coverage across the City. The crossing guard program is overseen by one staff member at SPS who has little time to travel to each school posting crossing guard advertisements at vacant intersections. The crossing guard program needs to be better linked into SPS networks for additional support.

THE ASK: STSC asks SPS to increase support for crossing guard recruitment by better communicating with schools so that they know they should post ads and spread the word to fill crossing guard positions.

CREATE A CLEAR PATH FOR EXISTING SCHOOLS TO ADD BIKE PARKING



A BIG WIN: New and renovated schools all have substantial bike parking thanks to increased requirements in City code and SPS's policy. Even better, all SPS elementary schools and some middle schools have a fantastic bike education module in PE. Together these make a great environment for kids biking to schools that are newly renovated/rebuilt!

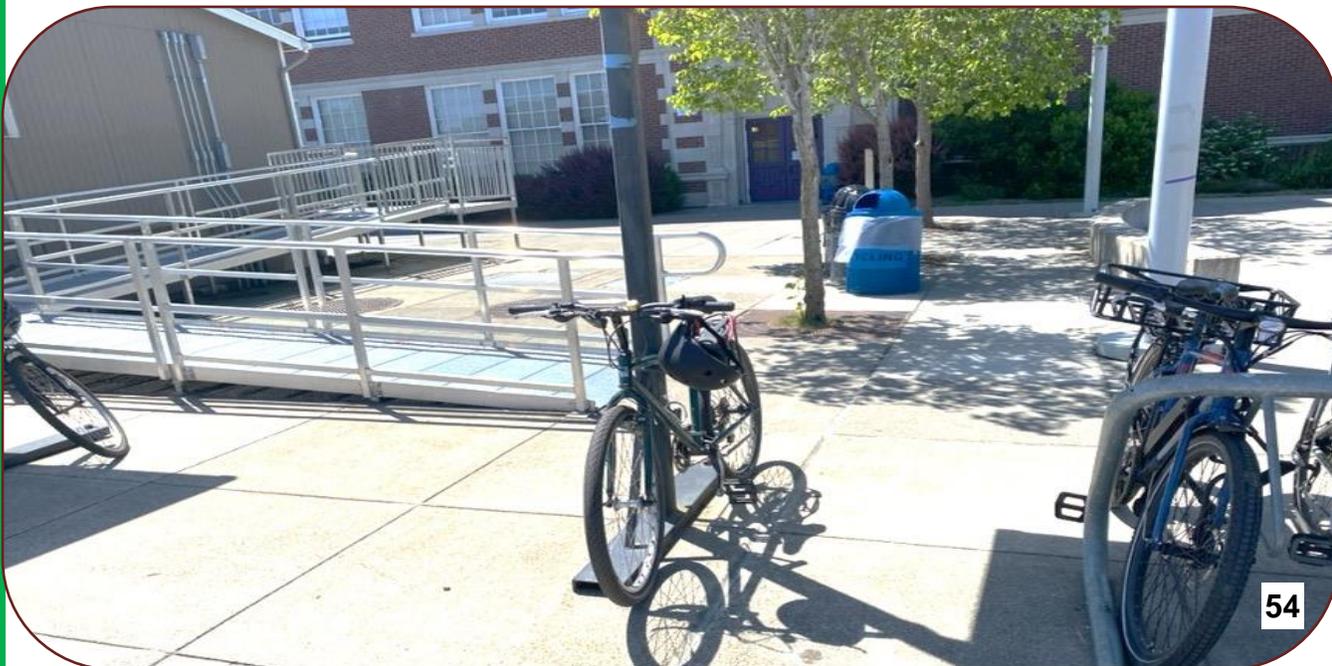
THE ISSUE: Many existing schools have extremely insufficient bike parking. Students who would like to use their newly learned biking skills to ride to school are disappointed

Seattle Public Schools

when a lack of bike parking spaces makes that impractical. Installing bike parking at every school is a logical next step to build on SPS's outstanding bike education program.

SDOT funds mini-grants that can help pay the costs of installing bike parking. The application is quick and easy. However, SPS's internal process to approve and install bike parking is too dependent on overburdened school admin staff and tends not to make it to the top of the to do list.

THE ASK: STSC asks SPS to implement a clear, consistent, and straightforward path that anyone in a school community can spearhead (with school admin agreement) to install bike parking at schools. STSC also asks that SPS proactively reach out to schools to help them get started.



Seattle Public Schools

SPS BUS SERVICE IS DRAMATICALLY IMPROVED



A BIG WIN: Contracting with two transportation providers has allowed SPS to run all school bus routes during 22-23 with reliable service that families can trust!

SPS is following this win by improving efficiency. Reliable service has allowed SPS to make targeted changes to improve efficiency with 2 tiers. For example, data analysis indicated that changing tiers for 12 schools will save \$4.5 million.

Going further, next year Special Education students will be included on general ed buses when possible, allowing them to be transported with their peers while saving money, a long-awaited-for win-win.

STSC applauds SPS for these dramatic student-centered improvements!



SPS TRANSPORTATION SERVICE STANDARDS FOR 2024

THE ISSUE: The SPS Transportation Service Standards haven't been meaningfully updated in many years. A comprehensive update would allow SPS to continue expanding on their recent transportation successes. Key opportunities include:

- *Addressing all Modes* - Every student in SPS participates in transportation, but the service standards are currently focused on busing to the exclusion of other modes.

Seattle Public Schools

Formal inclusion of other modes will build on the success of the Safe Routes to School Coordinator, better wrapping students who walk, bike, and carpool into available supports.

- *Busing as a Learning Support* - In rare instances, SPS provides busing to kids who live inside the walk zone. Revising the service standards to set parameters for this type of busing would allow SPS to make these decisions in a way that is equitable and consistently applied. It would also make it possible to be reimbursed by the state for these costs.
- *Using best practices in place in peer districts* - including a check box in the enrollment forms for families to indicate whether their student(s) will be using the bus will make route planning easier and more effective. This would be paired with easily locatable ways to opt back in when circumstances change.

The Ask: STSC asks SPS to prioritize a comprehensive update to the transportation service standards that is in line with SPS's equity framework and student-centered vision.



WA State Legislators & King County Metro

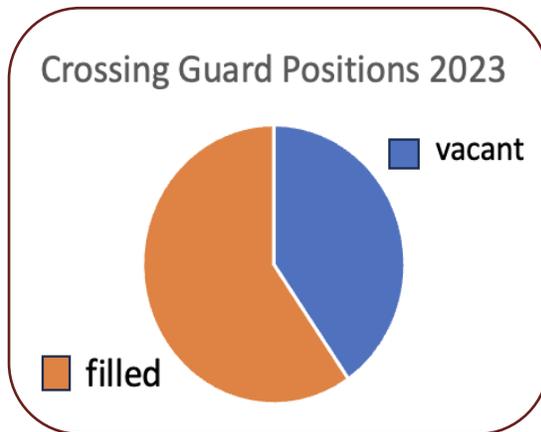
FOLLOW THE LAW AND FUND CROSSING GUARDS

THE ISSUE: In defiance of the plain language in state law, WA state and OSPI continue not to fund crossing guard salaries. Schools across the state scramble to find money for this key safety position, which is even harder when other costs, like special education, are not fully funded and school are already facing cuts.

RCW 28A.160.150 states that transportation services funding shall be provided for students living within the walk area. RCW 28A.160.160(4) states:

*“Transportation services” for students living within the walk area includes the coordination of walk-to-school programs, **the funding of crossing guards**, and matching funds for local and state transportation projects intended to mitigate hazardous walking conditions.*

If these laws mean that crossing guards should be funded, then legislators should make the Office of Superintendent of Public Instruction fulfill that mandate. If STSC is reading the RCW incorrectly, then the RCW should be revised to make crossing guards fully reimbursable.



THE ASK: STSC asks legislators to allocate funding for crossing guards in compliance with existing state law, and to direct the Office of Superintendent of Public Instruction to revise reimbursement formulas to include crossing guard costs.

FUND TRANSPORT FOR STUDENTS WITHOUT SECURE HOUSING

THE ISSUE: SPS provides students experiencing housing insecurity with consistency in their education by transporting them to the same school throughout the year no matter how far afield they may move. Schools are required to provide this critical service by the federal McKinney-Vento law, but the Washington state legislature has chosen not to fund it. Because the vast majority of SPS’s budget goes directly to teacher and staff salaries, the state’s choice to ignore McKinney-Vento costs directly translates to higher class sizes.

WA State Legislators & King County Metro

With rising homelessness, McKinney-Vento costs are SPS's biggest transportation deficit. At present, 581 SPS students have unstable housing and qualify for transportation under the McKinney-Vento Act. That's more than 1% of the students enrolled in Seattle Public Schools, and greater than the entire enrollment at Genesee Hill, SPS's largest elementary school. The district tries to get them on yellow buses, both to mainstream the kids and for transportation efficiency, but often it is not possible given the frequency of moves and distances involved.

On average it costs \$14,000 per student each year to comply with this important but completely unfunded mandate, which means pulling **\$8.1 million** out of the already insufficient general education budget.

The number of housing related bills passed in the State Legislature this year reflects that the housing shortage is a statewide problem. Seattle may have the largest population of students with unstable housing who qualify for transportation under the McKinney-Vento Act, but Seattle Public Schools is not alone in feeling this funding gap.

THE ASK: STSC asks our state legislators to pass transportation funding reform that corrects the state's long and shameful history of shrugging off the needs of students experiencing homelessness.



WA State Legislators & King County Metro

REVISE TRAFFIC TICKET LAW TO EXPAND POOL OF ELIGIBLE OFFICERS

THE ISSUE: Law Enforcement Agencies across the state are short staffed and struggling to fill positions. When officers aren't available to review school speed zone tickets we lose a valuable tool in the enforcement toolbox, along with funding for badly needed safety projects. In 2023 both Seattle Department of Transportation and SPS experienced interruptions in their automated ticket programs due to staffing shortages.

THE ASK: STSC asks state legislators to pass a law allowing review of automated traffic enforcement citations by any trained and capable individual, including local transportation department staff.

ALL PUBLIC TRANSIT IS FREE FOR KIDS BUT BUS SERVICE TO SCHOOLS NEEDS WORK

A BIG WIN: Washington State made all public transit free for 18 & under in fall of 2022. STSC applauds this fantastic step that is increasing transit use for students! Metro is building on this by actively working to ensure that routes serving schools have enough capacity for students, another big win.

THE ISSUE: Much of the existing bus service is not optimized for students and many students still report that the bus is not a feasible option for getting to school because of a lack of service to the school, service near their house, or route schedules that won't get them to school on time. Although King County Metro has begun actively coordinating with SPS to improve bus service for students, there is still a lot of work to do.



THE ASK: STSC asks King County Metro to prioritize bus service around schools, especially middle & high schools, and to build on its success with Free Youth Fare by actively working with Seattle Public Schools to ensure that every school community is well served.

School Traffic Safety Committee

We appreciate the opportunity to serve on this committee.

In 2023-2024 we look forward to continuing collaboration to help students get safely to school!





Legislation Text

File #: Inf 2304, **Version:** 1

Automated Traffic Safety Camera Statement of Legislative Intent Response

Transportation and Seattle Public Utilities Committee
8/1/2023



Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

SLI Request Summary

Request 1:

An implementation plan for the doubling of the School Zone Camera program, race and social justice analysis, and anticipated budget changes to administer.

Request 2:

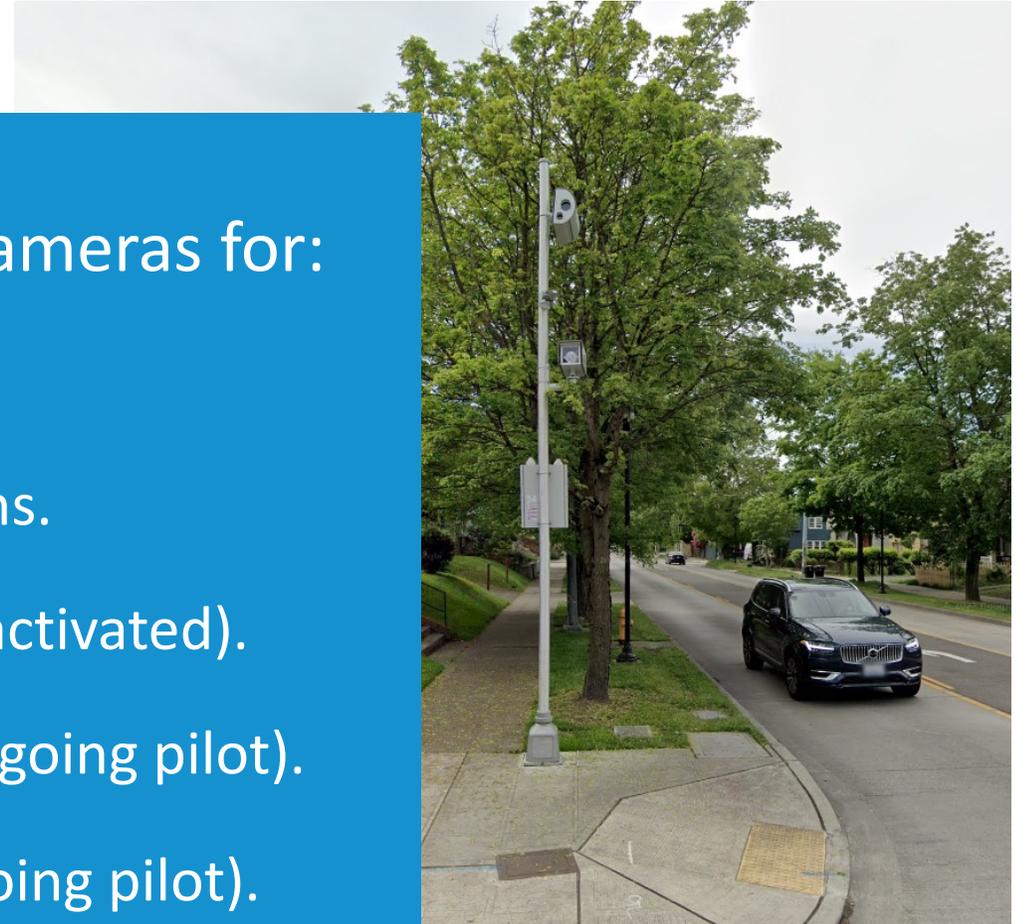
An evaluation of the costs and benefits for expanding other automated traffic safety camera programs and



Automated Camera Enforcement in Seattle

Seattle has used automated traffic safety cameras for:

- Red-Light enforcement at 23 locations.
- Fixed School Zone enforcement at 19 locations.
- Lower Spokane St Bridge lane restriction (deactivated).
- Block-the-Box enforcement at 4 locations (ongoing pilot).
- Transit Lane enforcement at 5 locations (ongoing pilot).



School Speed Zone Enforcement Today

- School speed zones with 85th percentile speeds over 30 MPH prioritized.
- Flashing beacons installed prior to deployment of cameras.
- Cameras considered if speeds still above 30 MPH.
- SDOT coordinates with SPD and its vendor for camera deployment.

Impact of School Speed Zone Camera Program

SINCE START OF SCHOOL SPEED ZONE SAFETY CAMERA PROGRAM



↓ 64%

The average number of traffic violations per camera *per day* has decreased by 64%



↓ 4%

Average speeds have decreased by 4%



90%

90% of people who receive a speeding citation and pay it, do not pay for another citation

COLLISIONS ARE DOWN

↓ 50%

50% drop in total collisions, pedestrian, and bicycle collisions, all times of the day

↓ 71%

71% drop in total collisions during the camera activation hours

Ø

No pedestrian/bicycle collisions in the after period during camera activation times

School Zone Cameras effectively reduce speeding and enhance safety for Seattle students.

3-Step Methodology to Identify Potential School Zone Enforcement Locations

1. Identify areas of need

- School zones with high arrival and dismissal 85th percentile speeds.

2. Install beacons and evaluate effectiveness

- Where beacons have not been effective, consider automated enforcement cameras.

3. Apply equity lens

- Use City's Composite Racial and Social Equity Index (RSEI).
- Include TEW recommendation to equitably distribute cameras.
- Exclude new cameras in high-speed school zones in the most disadvantaged areas and focus on other speed reduction treatments.

Distribution of Potential School Zone Enforcement Locations

RSEI Category	Number of Existing Locations	Number of Potential Locations	Existing + Potential
Lowest Disadvantage	1	7	8
Second Lowest	2	6	8
Middle	3	3	6
Second Highest	5	3*	8
Highest Disadvantage	8	0*	8
TOTAL	19	19	38

*10 locations within the highest disadvantage category and 4 locations within the second highest disadvantage category were referred to the SRTS Program for programming other speed mitigation engineering treatments.

Distribution of Potential School Zone Locations

Council District	Number of Existing Locations	Number of Potential Locations	Existing + Potential
1	5	2	7
2	4	1	5
3	5	1	6
4	1	5	6
5	3	6	9
6	1	4	5
7	0	0*	0*
TOTAL	19	19	38

*One school zone in Council District 7 may qualify for automated enforcement but does not currently have flashing beacons. Beacons alone may effectively reduce speeds. The location was referred to the SDOT Safe Routes to School program for prioritization.

Schedule

- Council Budget Action requested completion of expansion by beginning of the 2024/2025 School Year.
- If directed to proceed, ~14mos. for design and construction.
- Significant risk in delays beyond beginning of 2024/2025 School Year.
- Expansion more feasible by beginning of 2025/2026 School Year.

	Milestone	Duration	Start	Finish
1	SDOT & Vendor – Field Surveys and Location Confirmation	1 Month	Aug 2023	Sep 2023
2	SPD – Task Order Issuance	1 Month	Aug 2023	Aug 2023
3	Vendor/SDOT – Design/Support	4 Months	Sep 2023	Dec 2023
4	SDOT - Street Use Permitting	3 Months	Jan 2024	Mar 2024
5	SCL – Plan Review and Permitting	3 Months	Jan 2024	Mar 2024
6	Vendor/SDOT - Construction	4 Months	Apr 2024	Jul 2024
7	SCL – Service Activation	2 Months	Jun 2024	Aug 2024
8	SDOT – Crew Sign Installation	1 Month	July 2024	Aug 2024
9	Vendor – Final Testing	1 Month	Aug 2024	Sep 2024
10	SPD/Vendor – Activate Cameras - Warning Period	1 Month	Sep 2024	Oct 2024

School Speed Zone Program Budget Impacts

- SDOT requires about \$400K and SPD requires about \$100K to support doubling the program in upfront costs.
- After implementation, SDOT, SPD and SMC will require about \$2.5M annually to operate the new enforcement locations.
- **School Safety Traffic and Pedestrian (SSTPI)** may require further budget action to support potential expansion

SPD and SMC Staffing Constraints

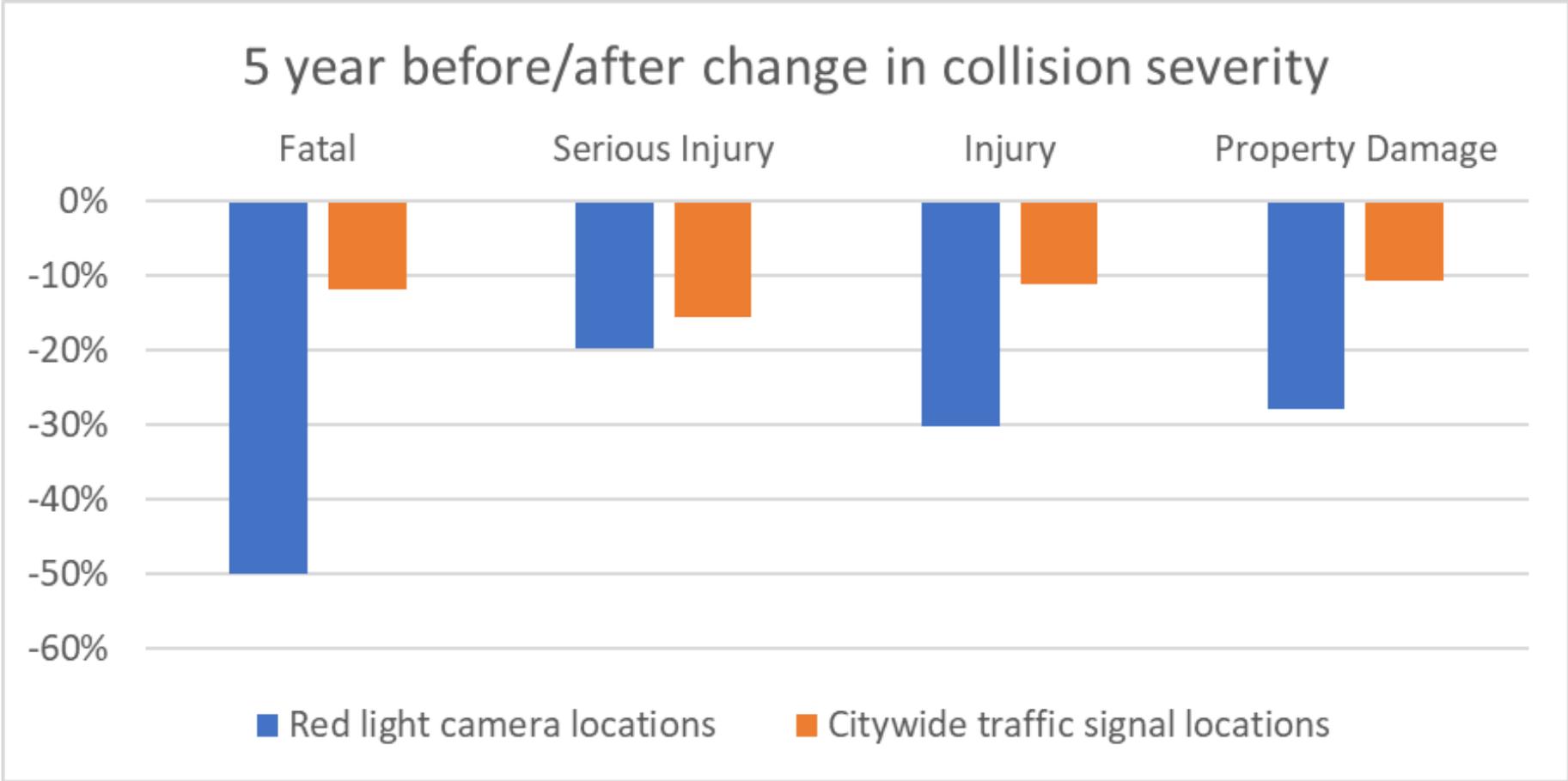
- SPD does not currently have any dedicated officers conducting reviews.
 - Light-duty Officers
 - Overtime when needed/possible
- SPD would need 4-5 additional officers dedicated to review to support existing operations and potential expansion.
- SMC would also need additional staffing resources to meet increased demand associated with expansion.

Other Automated Traffic Safety Camera Programs

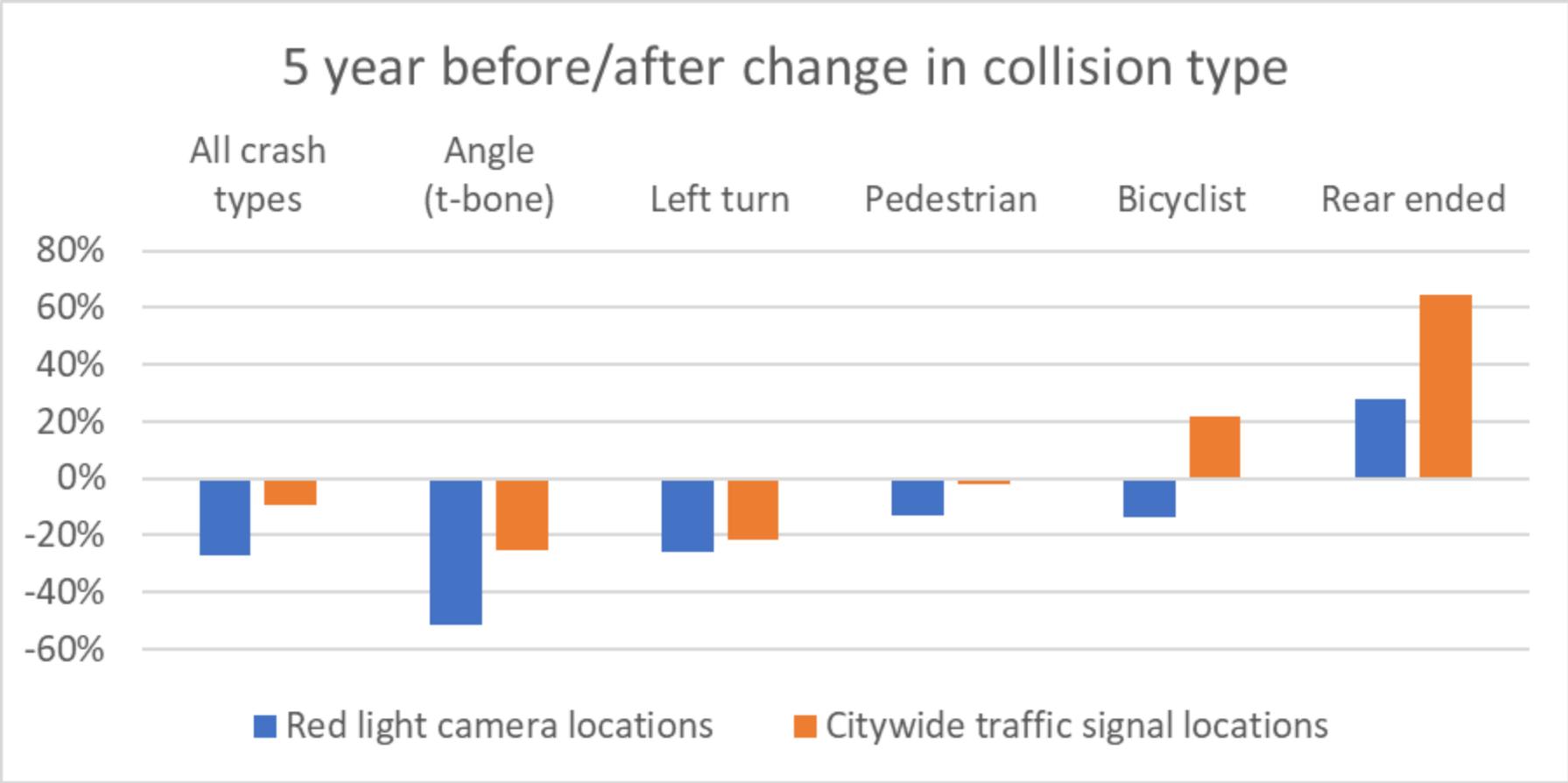
Red-Light Automated Enforcement Program

- Piloted in 2006.
- 23 locations in operation today.
- Selected based on collision frequency and severity, observations and distribution.
- Reduced collision severity and incidence.

Benefits of Red-Light Program



Benefits of Red-Light Program



Estimated Annual Operating Cost of Red-Light Enforcement Program

Type of Cost	Annual Operating Costs / Camera*
Vendor fee/camera - \$3,650/month	\$43,800
SDOT annual administrative costs	\$2,000
SPD annual administrative costs	\$2,600
SPD cost - ~\$2.33/violation	\$7,000*
SMC cost - ~\$1.53/violation	\$4,600*
TOTAL	\$60,000

*This cost does not include upfront costs to install a camera, which could be about \$15,000.

Pilot Automated Enforcement Program

- Authorized for use until Jun 30, 2025.
- Washington State Legislature would need to authorize any use beyond pilot period.
- Pilot program is incurring higher upfront administrative costs.
- Annual operating costs similar to other forms of enforcement.
- Final report on program effectiveness by Jan 1, 2025.

Other Types of Automated Enforcement

The following types of automated enforcement are authorized by state law but are not used in Seattle:

1. Railroad crossings (also authorized by Seattle Municipal Code)
2. School walk areas
3. Public park speed zones
4. Hospital speed zones
5. Additional speed zones – one automated speed detection camera plus one additional automated speed detection camera for every 10,000 residents in locations that meet any of the following criteria cited in [RCW 46.63.170](#):
 - a. priority locations identified in a local road safety plan submitted to WSDOT and where other speed reduction measures are not feasible or have not been sufficiently effective at reducing travel speed; or
 - b. locations with a significantly higher rate of collisions than the city average over at least 3 years before installation, where other speed reduction measures are not feasible or have not been sufficiently effective at reducing travel speed; or
 - c. locations within the City limits designated by local ordinance as a zone subject to specified restrictions and penalties on racing and race attendance (racing zone)
6. State highway work zones (beginning July 1, 2024)



Recommendations

1. **Extend School Zone Camera Expansion Schedule**
2. **Identify Solution to SPD & SMC Staffing Constraints**
3. **Legislative Action to Allow New Forms of Enforcement**
4. **Conduct Community Outreach and Education**
5. **Develop a holistic Automated Enforcement Policies**



Legislation Text

File #: CB 120625, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE establishing additional uses for automated traffic safety cameras to increase safety; amending Sections 11.31.090, 11.31.121, and 11.50.570 of the Seattle Municipal Code.

WHEREAS, it is often not safe, practical, or desirable to use police officers to enforce traffic laws, including speed limit violations; and

WHEREAS, excessive speeding by drivers is a root cause of many crashes, including crashes that result in death or serious injury of vulnerable travelers within City rights-of-way, including pedestrians, bicyclists, people with disabilities, children, and seniors; and

WHEREAS, serious crashes often result in lifelong injuries, chronic pain, permanent disabilities, chronic depression, and shortened lifespans, while serious and fatal crashes impact the victims, their families and other loved ones, co-workers, and the greater communities; and

WHEREAS, Engrossed Substitute Senate Bill (ESSB) 5974 (Chapter 182, Laws of 2022), also known as the Move Ahead Washington spending bill, amended Revised Code of Washington (RCW) 46.63.170, authorizing cities to implement new and expanded forms of camera-based enforcement of speeding violations in school walk areas as defined by RCW 28A.160.160, public park speed zones, hospital speed zones; and, subject to an equity analysis, on streets either: (1) identified as priority locations in a local road safety plan submitted to WSDOT; or (2) where the location has a significantly higher rate of collisions than the city average for a period of at least three years, and where other speed reduction methods have not been effective at reducing speeds; or (3) where a local ordinance has designated the

area as a racing zone subject to specified restriction and penalties; and

WHEREAS, numerous studies, including a 2016 Insurance Institute of Highway Safety study of speed camera enforcement in Montgomery County, Maryland over the span of 7.5 years have shown that automated speed camera enforcement can result in a ten percent reduction in mean speeds, a 62 percent reduction in the likelihood of vehicles traveling more than 10 miles per hour above the speed limit, and a 39 percent reduction in the likelihood that a crash results in an incapacitating or fatal injury; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 11.31.090 of the Seattle Municipal Code, last amended by Ordinance 126183, is amended as follows:

11.31.090 Traffic infractions detected through the use of an automated traffic safety camera

A. A notice of infraction based on evidence detected through the use of an automated traffic safety camera must be mailed to the registered owner of the vehicle within 14 days of the violation, or to the renter of a vehicle within 14 days of establishing the renter's name and address under subsection 11.31.090.C.1 (~~of this section, SMC 11.31.090~~). The peace officer 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 is prima facie evidence of the facts contained in it and is admissible in a proceeding charging a violation of Section 11.50.070, Section 11.50.140, Section 11.50.150, Section 11.52.040, Section 11.52.100, Section 11.53.190, Section 11.53.230, Section 11.72.040, Section 11.72.080, or Section 11.72.210 or a restricted lane violation. The photographs, microphotographs, or electronic images evidencing the violation must be available for inspection and admission into evidence in a proceeding to adjudicate the liability for the infraction.

* * *

E. In a traffic infraction case involving an infraction detected through the use of an automated traffic safety camera, proof that the particular vehicle described in the notice of traffic infraction was in violation of Section 11.50.070, Section 11.50.140, Section 11.50.150, 11.52.040, Section 11.52.100, Section 11.53.190, Section 11.53.230, Section 11.72.040, Section 11.72.080, or Section 11.72.210 or a restricted lane violation, together with proof that the person named in the notice of traffic infraction was at the time of the violation the registered owner of the vehicle, constitutes 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. This presumption may be overcome only if the registered owner states, under oath, 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.

* * *

Section 2. Section 11.50.570 of the Seattle Municipal Code, last amended by Ordinance 126183, is amended as follows:

11.50.570 Automated traffic safety cameras

A. Automated traffic safety cameras may be used to detect one ~~((1))~~ or more of the following: stoplight, railroad crossing, school speed zone violations, ~~((ø))~~ violations included in subsection 11.50.570.H for the duration of the pilot program authorized under subsection 11.50.570.H, maximum speed limit violations in school walk, park, and hospital zones as permitted by state law, or, consistent with RCW 46.63.170(1)(d)(i), on streets that are either designated as a priority location in a road safety plan submitted to the state, show a significantly higher rate of collisions than the City average over a period of at least three years prior to installation and other speed reduction measures are not feasible or have not been sufficiently effective at reducing travel speeds, or is a street designated by ordinance as a race zone. Except as provided in subsection 11.50.570.H, use of automated traffic safety cameras is restricted to the following locations only:

1. Intersections of two ~~((2))~~ or more arterials with traffic control signals that have yellow

change interval durations in accordance with Section 11.50.130, which interval may not be reduced after placement of the cameras;

2. Railroad crossings; ~~((and))~~
3. School speed zones ~~((:))~~ ;
4. School walk areas as defined in RCW 28A.160.160;
5. Public park speed zones;
6. Hospital speed zones; and
7. Additional speed detection locations that meet any of the criteria in RCW 46.63.170(1)(d).

* * *

F. All locations where an automated traffic safety camera is used must be clearly marked at least ~~((thirty~~
~~))30((:))~~ days prior to activation of the camera by placing signs in locations that clearly indicate to a driver either: (i) That the driver is within a school walk area, public park speed zone, or hospital speed zone; or (ii) that he or she is entering a zone where traffic laws are enforced by an automated traffic safety camera. Signs placed in automated traffic safety camera locations after June 7, 2012 must follow the specifications and guidelines under the manual of uniform traffic control devices for streets and highways as adopted by the Washington Department of Transportation under ~~((RCW Chapter))~~ chapter 47.36 RCW.

* * *

H.

1. The Seattle Department of Transportation is authorized to create a pilot program authorizing automated traffic safety cameras to be used to detect a violation of one or more of Sections 11.50.070, 11.53.190, 11.53.230, 11.72.040, 11.72.080, or 11.72.210 or a restricted lane violation. Under the pilot program, violations relating to stopping at intersections or crosswalks may only be enforced at the 20 intersections where the Seattle Department of Transportation would most like to address safety concerns related to stopping at intersections or crosswalks.

2. Except where specifically exempted, all of the rules and restrictions applicable to the use of automated traffic safety cameras in this Section 11.50.570 and Section 11.31.090 apply to the use of automated traffic safety cameras in the pilot program established in this subsection 11.50.570.H.

3. As used in this subsection 11.50.570.H, “public transportation vehicle” means any motor vehicle, streetcar, train, trolley vehicle, ferry boat, or any other device, vessel, or vehicle that is owned or operated by a transit authority or an entity providing service on behalf of a transit authority that is used for the purpose of carrying passengers and that operates on established routes. “Transit authority” has the meaning provided in RCW 9.91.025.

4. Use of automated traffic safety cameras as authorized in this subsection 11.50.570.H is restricted to the following locations only: locations authorized in subsection 11.50.570.A; and midblock on arterials. Additionally, the use of automated traffic safety cameras as authorized in this subsection 11.50.570.H is further limited to the following:

a. The portion of state local roadways in downtown areas of Seattle used for office and commercial activities, as well as retail shopping and support services, and that may include mixed residential uses;

b. The portion of state and local roadways in areas in Seattle within one-half mile north of the boundary of the area described in subsection 11.50.570.H.4.a;

c. Portions of roadway systems in Seattle that travel into and out of the portion in subsection 11.50.570.H.4.b that are designated by the Washington State Department of Transportation as noninterstate freeways for up to 4 miles; and

d. Portions of roadway systems in Seattle connected to the portions of the noninterstate freeways identified in subsection 11.50.570.H.4.c that are designated by the Washington State Department of Transportation as arterial roadways for up to one mile from the intersection of the arterial roadway and the noninterstate freeway.

5. Automated traffic safety cameras may not be used on an on-ramp to an interstate.

6. From November 2, 2020 through December 31, 2020, a warning notice with no penalty shall be issued to the registered owner of the vehicle for a violation generated through the use of an automated traffic safety camera authorized in this subsection 11.50.570.H. Beginning January 1, 2021, for an infraction generated through the use of an automated traffic safety camera authorized in this subsection 11.50.570.H, if the registered owner of the vehicle has:

a. No prior infractions generated under this subsection 11.50.570.H, a warning notice with no penalty shall be issued to the registered owner of the vehicle for a violation.

b. One or more prior infractions generated under this subsection 11.50.570.H, a notice of infraction shall be issued, in a manner consistent with Section 11.31.090, to the registered owner of the vehicle for a violation. The penalty for the violation (~~may not exceed~~) is \$75.

7. For infractions issued as authorized in this subsection 11.50.570.H, The City of Seattle shall remit monthly to the state of Washington 50 percent of the noninterest money received under this subsection 11.50.570.H in excess of the cost to install, operate, and maintain the automated traffic safety cameras for use in the pilot program. Money remitted under this subsection 11.50.570.H.7 to the State Treasurer shall be deposited in the Cooper Jones Active Transportation Safety Account. The remaining 50 percent retained by The City of Seattle shall be used only for improvements to transportation that support equitable access and mobility for persons with disabilities.

8. A transit authority may not take disciplinary action, regarding a warning or infraction issued pursuant to this subsection 11.50.570.H, against an employee who was operating a public transportation vehicle at the time the violation that was the basis of the warning or infraction was detected.

I.

1. The Seattle Department of Transportation is authorized to install automated traffic safety cameras to detect speed violations pursuant to RCW 46.63.170(1)(d)(i). The speed violations that the cameras

may detect include, but are not limited to, one or more violations of Sections 11.52.040, 11.52.060, 11.52.080, 11.52.100, 11.52.110, or 11.52.120.

2. Except where specifically exempted, all of the rules and restrictions applicable to the use of automated traffic safety cameras in this Section 11.50.570 and Section 11.31.090 apply to speed detection enforcement as established in this subsection 11.50.570.I.

3. As used in this subsection 11.50.570.I, “school walk area” includes any roadway identified in a school walk area as defined in RCW 28A.160.160.

4. As used in this subsection 11.50.570.I, “public park speed zone” means the marked area within public property and extending 300 feet from the border of the public park property: (I) consistent with active park use; and (II) where signs are posted to indicate the location is within a public park speed zone.

5. As used in this subsection 11.50.570.I, “hospital speed zone” means the marked area within hospital property and extending 300 feet from the border of hospital property: (I) consistent with hospital use; and (II) where signs are posted to indicate the location is within a hospital speed zone, where "hospital" has the same meaning as in RCW 70.41.020.

6. After completing and considering locations based on the outcomes of an equity analysis that evaluates livability, accessibility, economics, education, and environmental health, the City may operate one additional automated traffic camera for speed detection and enforcement, plus one additional camera for every 10,000 Seattle residents, for locations that meet one of the following criteria as defined in RCW 46.63.170(1) (d)(i):

a. The Seattle Department of Transportation has identified it as a priority location in a road safety plan submitted to the Washington State Department of Transportation and where other speed reduction measures are not feasible or have not been sufficiently effective at reducing travel speed; or

b. Locations with a significantly higher rate of collisions than the city average over a period of at least three years prior to installation, and other speed reduction measures are not feasible or have

not been sufficiently effective at reducing travel speed; or

c. An area within the city limits designated by ordinance as a zone subject to specified restrictions and penalties on racing and race attendance.

7. Beginning on the effective date of this ordinance, a warning notice with no penalty shall be issued to the registered owner of the vehicle for a violation generated through the use of an automated traffic safety camera authorized in this subsection 11.50.570.I, if the registered owner of the vehicle has no prior infractions generated under this subsection 11.50.570.I.

8. For automated traffic safety cameras used to detect speed violations on roadways identified in a school walk area, speed violations in public park speed zones, speed violations in hospital speed zones, or other speed violations in this subsection 11.50.570.I, the City shall remit monthly to the state 50 percent of the noninterest money received for infractions issued by those cameras excess of the cost to administer, install, operate, and maintain the automated traffic safety cameras, including the cost of processing infractions. Money remitted under this subsection 11.50.570.I to the state treasurer shall be deposited in the state Cooper Jones Active Transportation Safety Account. This subsection 11.50.570.I.8 does not apply to automated traffic safety cameras authorized for stoplight, railroad crossing, or school speed zone violations.

Section 3. Section 11.31.121 of the Seattle Municipal Code, last amended by Ordinance 126756, is amended as follows:

11.31.121 Monetary penalties-Parking infractions

The base monetary penalty for violation of each of the numbered provisions of the Seattle Municipal Code listed in the following table is as shown, unless and until the penalty shown below for a particular parking infraction is modified by Local Rule of the Seattle Municipal Court adopted pursuant to the Infraction Rules for Courts of Limited Jurisdiction ("IRLJ") or successor rules to the IRLJ:

Municipal Code reference	Parking infraction short description	Base penalty amount
--------------------------	--------------------------------------	---------------------

* * *		
11.26.280	HOOD, VIOLATION	\$47
11.50.570	AUTOMATED TRAFFIC SAFETY CAMERA	\$75
* * *		

Section 4. Section 2’s additional provisions in Seattle Municipal Code subsection 11.50.570.H shall expire on the day Section 2 of Ordinance 126183 expires.

Section 5. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2023, and signed by me in open session in authentication of its passage this _____ day of _____, 2023.

President _____ of the City Council

Approved / returned unsigned / vetoed this ____ day of _____, 2023.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2023.

Scheereen Dedman, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
SDOT	Bill LaBorde	Aaron Blumenthal

** 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 to increase safety; amending Sections 11.31.090, 11.31.121, and 11.50.570 of the Seattle Municipal Code.

Summary and Background of the Legislation: This legislation amends SMC provisions regarding use of automated traffic safety cameras to implement several new provisions authorized by the state legislature in 2022 with passage of the Move Ahead Washington transportation package. These provisions allow for 24/7 speed limit enforcement in school walk areas, park and hospital zones, and on additional streets – up to 1 camera per 10,000 population – that have either 1) been identified as a priority location in a local road safety plan that a city has submitted to WSDOT and where other speed reduction measures are not feasible or have not been sufficiently effective at reducing travel speed; 2) have a significantly higher rate of collisions than the city average in a period of at least 3 years and other speed reduction measures are not feasible or have not been sufficiently effective at reducing travel speed; or 3) is in an area designated by ordinance as a street racing zone.

For any of the new classes of full-time speed enforcement authorized by the Move Ahead Washington Act, 50% of the revenues in excess of the cost of installing, operating, and maintaining cameras must be remitted to the state’s Cooper Jones Active Transportation Safety Account. Currently, the remaining half of block the box and transit lane proceeds support improvements to curb ramps, accessible pedestrian signals and other improvements that support equitable access and mobility for persons with disabilities. Twenty percent of red light camera, and most school zone speed camera revenues, are appropriated to the School Safety Traffic and Pedestrian Improvement Fund, which helps fund investments intended to improve school traffic and pedestrian safety and directly related infrastructure projects; pedestrian, bicycles, and driver education campaigns; and installation, administrative, enforcement, operations, and maintenance costs associated with the school zone fixed automated cameras. Remaining red light camera proceeds are appropriated to the general fund unless otherwise appropriated by Council.

The City does not expect to see any revenues from cameras deployed under this legislation until mid-2024 and, therefore, this bill does not appropriate or establish a policy for use of the City’s share of net proceeds from newly authorized speed enforcement programs, though use of these funds could be the subject of future legislation.

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?

Upfront startup costs associated with installing new cameras will ultimately depend on a variety of factors that are difficult to determine in advance of the requisite equity and traffic analysis and an implementation plan. However, for the block-the-box and transit-lane pilot, each camera cost roughly \$4,000 per month. Once citations start to be issued however, it is expected that the expanded enforcement program would be financially self-sustaining, and potentially revenue generating. The goal of any new camera deployments would be to reduce violations and so it is reasonable to expect a significant drop in the number of citations 6-12 months after each camera enters operation. Any necessary budget modifications and appropriations authority for this program would be included in future budget proposals.

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

Reducing speeding and other traffic safety violations through automated enforcement should have indirect financial benefits to the City and to the many travelers, their loved ones and employers impacted on an ongoing basis by reducing crashes, including crashes that cause death and serious injuries.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?**
Yes. Seattle Municipal Courts will have an increase in citations to process, track, and resolve resulting in an increase of labor hours. The Seattle Police Department will see an increase in the number of photo enforcement cases officers will need to review. Any increase in labor costs to SPD would be covered through an existing camera enforcement agreement.
- 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?

SDOT's Transportation Equity Workgroup and RSJI Change Team have raised concerns about inequitable deployment and impacts of automated enforcement. While the impacts of traffic violence are felt most acutely in communities of color, traffic enforcement of all kinds appears to be disproportionately concentrated in the parts of the city with higher concentrations of BIPOC residents and the punitive impacts are felt more harshly for lower income residents. At the same time, camera-based enforcement can be less-biased than police-based enforcement without the same opportunities for violent escalation. However, there are several existing and potential means to reduce the inequitable impacts of camera-based enforcement that do exist, including requiring issuance of warnings for first violations, more deliberate deployment of cameras in an equitable manner based on public input, especially from BIPOC communities, reduced or income-based fines. Seattle Municipal Court will offer service in-lieu of fees or reduced fines for those experiencing financial hardship. Dedicating proceeds to safer infrastructure in BIPOC neighborhoods may also begin to make up for the historic inequities in investment that have resulted in higher crash rates in SE Seattle and other parts of the city with higher proportions of people of color compared with whiter parts of the city with far lower traffic deaths and serious injuries.

f. Climate Change Implications

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

Reduced speeds does correlate with reduced fuel use and therefore with lower carbon emissions. So camera speed enforcement can equate to reduced greenhouse gas emissions as well as reductions in air contaminants.

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.

N/A

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)?

Automated enforcement, especially with regard to speed limit enforcement should result in fewer people driving at high speeds in areas where traditional forms of speed enforcement have not been effective and, therefore, result in reduced rates of crashes, reduced traffic deaths and reduced rates of serious injuries from crashes.

July 27, 2023

MEMORANDUM

To: Transportation and Seattle Public Utilities Committee
From: Calvin Chow, Analyst
Subject: SDOT Camera Enforcement Legislation – Council Bill 120625

On August 1, 2023, the Transportation and Seattle Public Utilities (TSPU) Committee will consider and possibly vote on [Council Bill \(CB\) 120625](#), amending the Seattle Municipal Code (SMC) to implement the automated camera enforcement provisions authorized by Washington State in 2022. The proposed legislation addresses implementation issues such as authorizing the use of warning notices and establishing the fee for block-the-box and restricted-lane infractions. This legislation follows the Council’s recent passage of [CB 120600](#), which designated restricted racing zones where speed enforcement cameras could be utilized.

Section 1 of CB 120625 revises [SMC 11.31.090](#) to update the list of traffic infractions to include all authorized automated camera infractions. Section 2 incorporates the 2022 camera enforcement provisions of Washington State law into [SMC 11.50.570](#), including authorization to issue warning notices for first infractions. Section 3 establishes the existing \$75 fee for block-the-box and restricted-lane infractions in [SMC 11.31.121](#). Section 4 aligns the new provisions with the expiration date extended by [Ordinance 126841](#). Central Staff has reviewed the proposed legislation and has not identified any policy concerns for Council’s attention.

While CB 120625 adds the \$75 fee to SMC 11.31.121, the proposed legislation does not change the infraction fees for red light cameras (\$139) or school zone cameras (\$237). The infraction for speed enforcement cameras, including cameras located in restricted racing zones, will be \$139.

Summary of Camera Infraction Fees

Violation Code	Description	Infraction Fee
11.50.140	RED LIGHT CAMERA VIOLATION	\$139.00
11.52.040	SPEEDING TRAFFIC CAMERA VIOLATION	\$139.00
11.50.150	RED ARROW CAMERA VIOLATIONS	\$139.00
11.52.100	SPEED, SCHOOL CROSSWALKS CAMERA VIOLATION	\$237.00
11.50.070	TCD OBSTRUCTING TRAFFIC AT SIGNAL CAMERA VIOLATION	\$75.00
11.53.190	DRIVING IN BIKE LANE CAMERA VIOLATION	\$75.00
11.53.230	HOV LANE VIOLATION CAMERA VIOLATION	\$75.00
11.72.040	BLOCK TRAFFIC-STOP/PARK OCCUPD VEH CAMERA VIOLATION	\$75.00
11.72.080	CROSSWALK CAMERA VIOLATION	\$75.00
11.72.210	INTERSECTION CAMERA VIOLATION	\$75.00

Source: Seattle Municipal Court [website](#).

CB 120625 does not provide budget or identify specific locations for installing additional automated cameras. Operation of additional automated cameras will require a budget proposal for camera installation, including a staffing plan for processing additional infractions.

As adopted in [Resolution 32087, Statement of Legislative Intent \(SLI\) SDOT-304-A-001](#) requests that SDOT report on: (1) an implementation plan for the expansion of school zone cameras authorized in the 2023 Adopted Budget, and (2) an evaluation and recommendation for implementing the additional camera authority authorized by Washington State in 2022. SDOT's response to the SLI was not available for Central Staff review at the time of this writing (it is due to Council on August 1, 2023). The SLI response is scheduled to be discussed at the August 1, 2023, TSPU Committee in conjunction with CB 120625.

cc: Esther Handy, Director
Aly Pennucci, Deputy Director
Brian Goodnight, Lead Analyst

Automated Speed Camera Enforcement

CB 120625

Seattle City Council Transportation & SPU Committee
August 1, 2023



Move Ahead WA Act (2022)

RCW 46.63.170

Sec 1 (a-c) Speed violations on any roadway identified as...

- *School walk zone as defined in RCW 28A.160.160*
- *Public park speed zones (300 ft from park border)*
- *Hospital speed zones (300 ft from hospital property)*

Sec 1(d) One automated camera + 1 per 10,000 population in locations that meet following criteria:

- Id'd as priority locations in local road safety plan filed with WSDOT where other forms of enforcement have proven infeasible or insufficient; or*
- Significantly higher rate of collisions than city average; other measures have proven infeasible or insufficient; or*
- Racing zones designated by local ordinance*

Sec 1(e)

- *Requires signs demarcating auto-enforcement zones*

Sec 1(k)(1)

- *50% of net proceeds deposited to Cooper Jones account*

Sec 6

- *Extends restricted lane/block-the-box pilot 2 years*

Complementary Council and Executive legislation

Provision	CB 120600	CB 120625
Add new RCW-authorized fulltime speed camera enforcement as violations in SMC (11.50.570) <ul style="list-style-type: none"> School Walk Areas (1-mile school perimeter) Public park and hospital speed zones Other priority road safety locations (1 camera per 10,000 population; equity and traffic analysis req'd) <ul style="list-style-type: none"> Local road safety plan to WSDOT; other forms enforcement have proven infeasible or insufficient; or Significantly higher rate of collisions than city average; other measures have proven infeasible or insufficient; or Designated racing zone 	Yes	Yes
Racing Zones designated	Yes	No
SMC revisions in Traffic Control Device section - SMC 11.50.570H & I	No	Yes
SMC revisions requested by Law <ul style="list-style-type: none"> SMC 11.31.090E Restricted Lane Violation 11.31.121 \$75 monetary penalty for restricted lane violation 	No	Yes
Required warning for 1st violation; fines applicable for 2nd violation and beyond	No	Yes
Appropriations, spending authority <ul style="list-style-type: none"> Funding for implementation ? Use of net proceeds (VZ, SRTS?) 	No	No

Full-time speed camera technology

Full time speed enforcement cameras will work much like School Zone cameras today except we will have authority to operate them 24/7

- Camera technology measures speeds of vehicles using digital signal processing and radar or loop speed detectors
- School Zone speed cameras only operate when school zone beacons are flashing , 40-minute periods before and after school on days when school is in session
- Speed enforcement cameras in race zones will operate no differently than in other speed zones

RCW 46.63.170 requirements

- Only pictures of vehicle and license plate while infraction is occurring may be retained
- Photos and videos sent to the ATS data center where they are reviewed against criteria established by SPD. Non-violations rejected at the data center; potential violations forwarded to SPD where commissioned officers must review and either reject or authorize issuance of citations for speed violations within 14-days
- Citations sent to registered owners or renters, not drivers (no insurance penalty)

Vendor requirements

- Feasible locations (line of sight, adequate distance btw loop detectors or cameras)
- Power needs vary by location



Questions?

