



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**December 15, 2015**

**Motion 14492**

**Proposed No. 2015-0379.3**

**Sponsors Dembowski**

1           A MOTION requiring that the executive prepare a report  
2           evaluating the feasibility of utilizing automated traffic  
3           safety cameras as authorized by RCW 46.63.170 for the  
4           enforcement of speed limits in school zones in  
5           unincorporated King County.

6           WHEREAS, more than one million trips are taken on King County's  
7           unincorporated one-thousand-five-hundred-mile road network each day. In addition to  
8           unincorporated residents, more than a quarter-million other people use the same roads to  
9           commute to school and work, recreational activities, to move goods from farm to market  
10          and as routes for freight and businesses, and

11          WHEREAS, several county agencies have responsibilities for the safety of drivers  
12          and pedestrians using the county's unincorporated roads. The King County department of  
13          transportation is responsible for the safety and maintenance of the county's roads, the  
14          King County sheriff's office is responsible for enforcement of traffic laws on these roads,  
15          the King County district court is responsible for adjudicating and processing traffic  
16          enforcement citations and the King County department of public health is responsible for  
17          monitoring safety and public health risks including those related to traffic safety, and

18          WHEREAS, the Centers for Disease Control and Prevention reports that in 2012,  
19          four thousand seven hundred forty-three pedestrians were killed in traffic crashes in the

20 United States, and another seventy-six thousand pedestrians were injured. According to  
21 the federal data, this averages to one crash-related pedestrian death every two hours and a  
22 pedestrian injury every seven minutes. The federal government also reports that  
23 pedestrians are one and one-half times more likely than passenger vehicle occupants to be  
24 killed in a car crash on each trip. In 2012, more than one in every five children between  
25 five and fifteen years old who were killed in traffic crashes were pedestrians, and

26 WHEREAS, the department of public health reports that traffic crashes are a  
27 significant source of injury burden in King County each year, noting that from 2008 to  
28 2012, four hundred twenty-four people died in King County in a motor vehicle-related  
29 crashes, which is an average of about eighty-five people per year, and an additional three  
30 thousand one hundred eighty-two people were seriously injured, which is about six  
31 hundred thirty-six people per year, and

32 WHEREAS, the department of public health also reports that speeding is one of  
33 the main causes of traffic crashes. "Exceeding reasonable safe speed" was one of the  
34 leading contributing causes reported by law enforcement officers for all traffic collisions  
35 in Washington state in 2012, and accounted for seven thousand two hundred sixty-one  
36 collisions in King County, and

37 WHEREAS, the department of transportation reported in its 2013 Collision Data  
38 Report a total of one thousand six hundred ninety-three collisions on King County  
39 maintained roadways in the unincorporated area with total societal and economic costs of  
40 these collisions estimated at seventy-one million dollars. The county found that speeding  
41 was a primary contributing factor in thirty-six percent of all fatalities and fifteen percent  
42 of all injuries, and

43 WHEREAS, a recent summary study of speeding complaints from homeowners  
44 living on residential streets in unincorporated King County showed that the average speed  
45 was thirty-five to forty-five percent higher than posted limits, and

46 WHEREAS, speeding is a deadly and costly problem in school zones. A national  
47 survey found two-thirds of drivers exceed the posted speed limit in school zones during  
48 the thirty-minute periods before and after classes resulting in injury accidents and  
49 fatalities for school age youth, and

50 WHEREAS, the Centers for Disease Control and Prevention and the National  
51 Traffic Safety Institute have identified automated speed enforcement cameras as an  
52 evidence-based best practice for reducing speed and speeding-related crashes, along with  
53 related property damage, injuries and fatalities, and

54 WHEREAS, the Washington state Legislature enacted legislation in 2009 that  
55 created RCW 46.63.170, which allows local jurisdictions to use automated traffic safety  
56 cameras to detect school speed zone violations, and

57 WHEREAS, state statute makes these violations punishable as civil infractions  
58 subject to a fine of up to two hundred fifty dollars, but they are considered nonmoving  
59 violations and do not affect an individual's driving record or become part of a criminal  
60 record, and

61 WHEREAS, King County has eighty-two schools in its unincorporated area with  
62 significant numbers of school-age children, and

63 WHEREAS, school zone speed safety cameras can provide a constant  
64 enforcement presence that changes driver behavior for improved community road safety  
65 and are currently used in nine King County cities, including Bellevue, Federal Way, Des

66 Moines, Issaquah, Kent, Lake Forest Park, Renton and Seattle, to improve school safety,  
67 and

68 WHEREAS, while Seattle is consistently recognized as one of the safest cities in  
69 the country, more than ten thousand traffic collisions occur each year. In 2014, three  
70 thousand four hundred forty-nine injury collisions were reported to the Seattle Police  
71 Department. Fifteen people died in traffic crashes, including five who were walking or  
72 riding a bike. To address these safety issues, the city has created a policy effort entitled  
73 "Vision Zero," with the goal of eliminating traffic fatalities and serious injuries by 2030.  
74 The effort includes a variety of safety efforts including a significant expansion of the  
75 city's use of school zone safety camera zones to improve safety for students as they make  
76 their way to and from school, and

77 WHEREAS, the National Committee on Uniform Traffic Laws and Ordinances  
78 recommends dedicating infraction revenue from automated traffic law enforcement to  
79 road safety projects;

80 NOW, THEREFORE, BE IT MOVED by the Council of King County:

81 A. The executive shall develop and submit to the council for review and  
82 acceptance, a report on feasibility of utilizing automated traffic safety cameras as  
83 authorized by RCW 46.63.170 in school zones in unincorporated King County. The  
84 report should summarize the recommendations, findings and options for the use of  
85 automated traffic safety cameras on a pilot basis at certain school sites in unincorporated  
86 King County. The executive shall complete a technical report as required in section B. of  
87 this motion. The completed technical report shall be reviewed by a school traffic safety  
88 work group as required in section C. of this motion. A combined technical report with

89 the school traffic safety work group recommendations shall be transmitted to the council  
90 as required in section E. of this motion.

91 B. The technical report shall, where available, include information on:

92 1. The county's current data on traffic volumes, numbers of pedestrians, vehicle  
93 collisions, traffic violations and other data related to traffic safety at or near school sites  
94 in unincorporated King County;

95 2. Practices in relevant sample jurisdictions that have experience utilizing  
96 automated traffic cameras;

97 3. Options for types of cameras, including fixed loop or mobile cameras, options  
98 for locating cameras, the preferred times for camera operations and potential vendors of  
99 camera services;

100 4. Procurement options for the acquisition of automated traffic cameras and  
101 camera services;

102 5. Cost estimates based on best practices for the installation of automated traffic  
103 safety cameras and associated equipment;

104 6. Estimates of the potential number of citations that might be issued and fine  
105 revenue generated;

106 7. Estimates on the county costs to operate an automated traffic safety camera  
107 system, to include the costs of: camera equipment installation; camera vendor  
108 operations; sheriff deputy citation review; district court processing, collections and  
109 appeals hearings; and data collection;

110           8. Recommendations for whether or not a pilot or test program should first be  
111 implemented, and if so, how best to implement a pilot or test program for evaluating the  
112 use of automated traffic safety cameras at selected school sites in the county; and

113           9. A review of best engineering practices for traffic safety in school zones and  
114 alternative technical solutions for school zone safety and associated costs.

115           C. The executive shall establish a school traffic safety work group to include, but  
116 not be limited to, representatives of the following agencies and entities:

117           1. The executive's office;

118           2. The department of transportation;

119           3. The sheriff's office;

120           4. The district court;

121           5. The department of public health;

122           6. Representatives of school districts with school sites in unincorporated King  
123 County, if they choose to participate;

124           7. The Washington state Department of Transportation, if it chooses to  
125 participate;

126           8. Community representatives, including representatives from King County's  
127 Community Service Areas; and

128           9. Council staff.

129           D.1. The school traffic safety work group shall review the technical report and  
130 evaluate the proposed recommendations and options with the goal of providing policy  
131 recommendations to the executive.

132           2. The department of transportation and the school traffic safety workgroup  
133 shall work with the King County office of equity and social justice to review data and any  
134 policy recommendations with the goal to identify and present strategies to address any  
135 adverse equity and social justice impacts resulting from any proposed program  
136 recommended pursuant to this legislation.

137           E. The executive shall should file a final report containing the technical report  
138 and materials containing the options and recommendations of the school traffic safety  
139 work group by September 30, 2016, in the form of a paper original and an electronic copy  
140 with the clerk of the council, who shall retain the original and provide an electronic copy  
141 to all councilmembers, the council chief of staff, the policy staff director and the lead

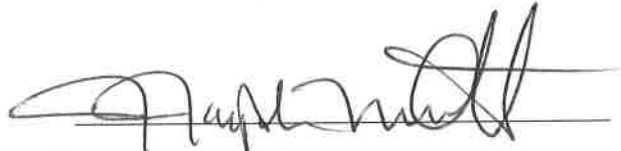
142 staff for the transportation, economy and environment committee and the law, justice and  
143 emergency management committee, or their successors.

144

Motion 14492 was introduced on 9/21/2015 and passed as amended by the  
Metropolitan King County Council on 12/14/2015, by the following vote:

Yes: 6 - Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Mr. Dunn, Mr.  
McDermott and Mr. Dembowski  
No: 1 - Mr. Upthegrove  
Excused: 2 - Mr. Phillips and Ms. Lambert

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON



Larry Phillips, Chair

ATTEST:



Anne Noris, Clerk of the Council

**Attachments:** None