

**Minutes for Kitsap County Non-Motorized Community Advisory Committee Meeting**  
May 16,, 2023

**Members present:**

Jess Chandler  
Brian Watson  
Nathan Menefee  
Scott Satter  
Ray Pardo  
Rick Feeney  
Deborah Weinmann  
Laura Westervelt

Public Works staff present: Melissa Mohr and David Forte

**Meeting called to order at 6:32pm.**

**Public Comment:**

Mark Libby: expressed interest in TIPS plan, especially for Kingston-area projects Rick

Feeney: impressed with Kingston community's non-motorized vision and engagement

**Approval of March and April 2023 minutes will be done at July meeting. Transportation**

**Improvement Plan (TIP) update: Melissa Mohr**

PW is assessing current state of TIP projects, based on permitting, staffing, and funding. Not putting new projects on TIP, but suggestions can still be made for TIP projects. Suggestions can be sent to <https://kcowa.us/tip>

Revenue stream is better than expected, but it's still only half through the year and PW will know more in Sept. - Oct. (at the end of the construction season and more accurate revenue projections).

**Pedestrian Metrics: Jess Chandler and Ray Pardo**

Ray Pardo made a motion that the NMC vote in favor of the Pedestrian Metrics proposal (see attached). Deb Weinmann seconded. Discussion followed.

Ray Pardo called the question for a vote.

Motion passed 7-1

Yeas:

Jess Chandler

Nathan Menefee

Scott Satter

Ray Pardo

Rick Feeney

Deborah Weinmann

Laura Westervelt

Nays:

Brian Watson

### **Automated Speed Enforcement (ASE): Nathan Menefee**

Nathan presented research findings, including ordinance language from cities, best practices, sample Request for Proposals, and court cases.

Findings: **See attached.**

Speed is a major factor in crashes. ASE is effective in reducing speeding behavior. Several studies have compared cost/benefits of various enforcement strategies and found ASE to deter speeding and reduce crashes. Community surveys show for support ASE. Numerous cities have ASE; Pierce County is the only WA county to adopt ASE. RCWs control ASE to large extent. Concern about “halo effect” where drivers slow down for know ASE areas, and then speed up again when they’re past it. ASE being considered in Kitsap County would only be where authorized by RCW (school zones, hospital walk zones, construction zones, and signed public park speed zones). We are primarily focused on school zones, but other areas are up for consideration.

### **NMC Meeting Time and Place:**

Melissa has secured reservations for the meeting room at the Silverdale Library by Central Kitsap High School, but we would need to move our meeting time earlier to start at 5pm. We would have to be out the door by 7pm because the library has a hard closing time of 7pm.

Ray Pardo moved that we move the meeting time to 5:15pm to 6:45pm on the third Thursday of each month. Laura Westervelt seconded.

Library does not have built-in ability to support virtual meetings, however. Strong preference among NMC members to have virtual meeting capability.

Motion was revised to make new 5:15pm - 6:45pm meeting time conditional on the ability to

support virtual meetings at the Silverdale Library. Jess Chandler will determine if we have the capability to run the hybrid meeting in the Library room and use the authority as chair to move the July meeting back to Port Orchard if necessary.

Motion passed unanimously.

Member & Staff Updates:

Rick Feeney reported on transmittal of NMC's proposal on speed limit reductions to the Board of County Commissioners (BOCC) on May 3, 2023. Commissioners were very interested in the topic and a long discussion happened. BOCC took no action on proposal.

John Willett brought forward idea to have NMC propose a resolution to create a dedicated budget for Non-motorized projects in Kitsap County.

Mark Libby supports the Pedestrian Metrics proposal that was passed in this meeting.

**Meeting adjourned at 8pm.**

## **Automated Speed Enforcement Research**

### **Relevant Studies/Reports**

DOT Recommendations Paper: <https://rosap.ntl.bts.gov/view/dot/16481>

National Cooperative Highway Research Program Report – Automated Enforcement for Speeding and Red Light Running (includes case study from Portland):

[https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/fhwasa1304/resources2/27%20-%20Automated%20Enforcement%20for%20Speeding%20and%20Red%20Light%20Running.pdf](https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/resources2/27%20-%20Automated%20Enforcement%20for%20Speeding%20and%20Red%20Light%20Running.pdf)

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Officials (Rates Automated Enforcement as highly effective, and more effective than High Visibility Enforcement which is what is commonly employed across Kitsap County – See Chapter 3):

[https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100\\_Countermeasures10th\\_080621\\_v5\\_tag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf)

Studies show ASE most effective in School Zones and places with lots of traffic violations:

<https://crosscut.com/news/2022/01/are-wa-traffic-cameras-reducing-dangerous-driving-or-making-it-worse>

Municipal Research and Services Center (MSRC) Policy Guidance:

<https://mrsc.org/explore-topics/transportation/traffic-codes,-regulation-and-enforcement/automated-traffic-enforcement>

WA State 2020 Automated Traffic Enforcement Survey:

[https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/washington\\_ae2020\\_survey.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/washington_ae2020_survey.pdf)

Automated Enforcement Program Checklist published by IIHS in 2021 along with AAA, Advocates for Highway and Auto Safety, the Governors Highway Safety Association, and the National Safety Council

<https://www.iihs.org/media/431e551b-3f64-4591-8e30-ad35a069f41f/wq17YQ/News/2021/050621%20auto%20enforcement/AE-checklist-May-2021.pdf>

### **Key Facts**

- In 2019, 26% of all motor vehicle fatalities occurred in crashes in which one driver was speeding.<sup>1</sup>
- Automated speed enforcement can substantially reduce speeding on a wide range of roads. IIHS studies of cameras on residential roads in Maryland, on a high-speed roadway in Arizona and on city streets in the District of Columbia found that the proportion of drivers exceeding speed limits by more than 10 mph declined by 70, 88 and 82 percent, respectively, six to eight months after cameras were introduced.<sup>2</sup>

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<sup>1</sup> National Highway Traffic Safety Administration. (2021). *Quick facts 2019*. (Report No. DOT HS 813 124). <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813124>

<sup>2</sup> [Retting et al., 2008](#); [Retting et al., 2008](#); [Retting & Farmer, 2003](#)

- A 2020 national survey of drivers ages 16 and older indicated that 44 percent supported the use of speed cameras to ticket drivers who travel more than 10 mph over the speed limit on residential streets.<sup>3</sup>

## Ordinances/Code Provisions

Jurisdiction	Type	Link to Authorizing Ordinance
Auburn	City	<a href="http://www.codepublishing.com/WA/Auburn/html/Auburn10/Auburn1042.html#10.42">http://www.codepublishing.com/WA/Auburn/html/Auburn10/Auburn1042.html#10.42</a>
Bellevue	City	<a href="http://www.codepublishing.com/WA/Bellevue/html/Bellevue11/Bellevue1149.html#11.49">http://www.codepublishing.com/WA/Bellevue/html/Bellevue11/Bellevue1149.html#11.49</a>
Bellingham	City	<a href="http://www.codepublishing.com/WA/Bellingham/html/Bellingham11/Bellingham1116.html#11.16">http://www.codepublishing.com/WA/Bellingham/html/Bellingham11/Bellingham1116.html#11.16</a>
Bonney Lake	City	<a href="http://www.codepublishing.com/WA/BonneyLake/html/BonneyLake10/BonneyLake1040.html#10.40">http://www.codepublishing.com/WA/BonneyLake/html/BonneyLake10/BonneyLake1040.html#10.40</a>
Bremerton	City	<a href="http://www.codepublishing.com/WA/Bremerton/html/Bremerton10/Bremerton1042.html">http://www.codepublishing.com/WA/Bremerton/html/Bremerton10/Bremerton1042.html</a>
Burien	City	<a href="http://www.codepublishing.com/WA/Burien/html/Burien10/Burien1005.html#10.05.070">http://www.codepublishing.com/WA/Burien/html/Burien10/Burien1005.html#10.05.070</a>
Des Moines	City	<a href="http://www.codepublishing.com/WA/DesMoines/html/DesMoines10/DesMoines1036.html#10.36">http://www.codepublishing.com/WA/DesMoines/html/DesMoines10/DesMoines1036.html#10.36</a>
Federal Way	City	<a href="http://www.codepublishing.com/WA/FederalWay/html/FederalWay08/FederalWay0805.html#8.05.090">http://www.codepublishing.com/WA/FederalWay/html/FederalWay08/FederalWay0805.html#8.05.090</a>
Fife	City	<a href="http://www.codepublishing.com/WA/Fife/html/Fife10/Fife1060.html#10.60">http://www.codepublishing.com/WA/Fife/html/Fife10/Fife1060.html#10.60</a>
Issaquah	City	<a href="http://www.codepublishing.com/WA/Issaquah/html/Issaquah10/Issaquah1042.html#10.42">http://www.codepublishing.com/WA/Issaquah/html/Issaquah10/Issaquah1042.html#10.42</a>
Kent	City	<a href="http://www.codepublishing.com/WA/Kent/html/Kent09/Kent0936.html#9.36.140">http://www.codepublishing.com/WA/Kent/html/Kent09/Kent0936.html#9.36.140</a>
Lacey	City	<a href="http://www.codepublishing.com/WA/Lacey/#!/lacey10/Lacey1006.html#10.06">http://www.codepublishing.com/WA/Lacey/#!/lacey10/Lacey1006.html#10.06</a>
Lake Forest Park	City	<a href="http://www.codepublishing.com/WA/LakeForestPark/html/LakeForestPark10/LakeForestPark1006.html#10.06.030">http://www.codepublishing.com/WA/LakeForestPark/html/LakeForestPark10/LakeForestPark1006.html#10.06.030</a>
Lakewood	City	<a href="http://www.codepublishing.com/WA/Lakewood/#!/10.04.html#10.04.040">http://www.codepublishing.com/WA/Lakewood/#!/10.04.html#10.04.040</a>
Longview	City	<a href="http://www.codepublishing.com/WA/Longview/html/Longview11/Longview1104.html#11.04">http://www.codepublishing.com/WA/Longview/html/Longview11/Longview1104.html#11.04</a>
Lynnwood	City	<a href="http://www.codepublishing.com/WA/Lynnwood/html/Lynnwood11/Lynnwood1118.html#11.18">http://www.codepublishing.com/WA/Lynnwood/html/Lynnwood11/Lynnwood1118.html#11.18</a>
Monroe	City	<a href="http://www.codepublishing.com/WA/Monroe/html/Monroe10/Monroe1014.html#10.14">http://www.codepublishing.com/WA/Monroe/html/Monroe10/Monroe1014.html#10.14</a>
Moses Lake	City	<a href="http://www.cityofml.com/DocumentCenter/Home">http://www.cityofml.com/DocumentCenter/Home</a>
Pasco	City	<a href="https://pasco.municipal.codes/PMC/10.31">https://pasco.municipal.codes/PMC/10.31</a>

<sup>3</sup> [AAA Foundation for Traffic Safety, 2021](#)

Pierce	County	<a href="https://www.codepublishing.com/WA/PierceCounty/">https://www.codepublishing.com/WA/PierceCounty/</a>
Puyallup	City	<a href="http://www.codepublishing.com/WA/Puyallup/html/Puyallup10/Puyallup1033.html#10.33">http://www.codepublishing.com/WA/Puyallup/html/Puyallup10/Puyallup1033.html#10.33</a>
Redmond	City	<a href="http://www.codepublishing.com/WA/Redmond/municode/Redmond10/Redmond1025.html#10.25">http://www.codepublishing.com/WA/Redmond/municode/Redmond10/Redmond1025.html#10.25</a>
Renton	City	<a href="http://www.codepublishing.com/WA/Renton/#!/renton10/Renton1012.html#10-12-15">http://www.codepublishing.com/WA/Renton/#!/renton10/Renton1012.html#10-12-15</a>
SeaTac	City	<a href="http://www.codepublishing.com/WA/SeaTac/html/SeaTac09/SeaTac0935.html#9.35">http://www.codepublishing.com/WA/SeaTac/html/SeaTac09/SeaTac0935.html#9.35</a>
Seattle	City	<a href="https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT11VETR">https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT11VETR</a>
Spokane	City	<a href="https://my.spokanecity.org/smc/?Chapter=16A.64">https://my.spokanecity.org/smc/?Chapter=16A.64</a>
Tacoma	City	<a href="http://cms.cityoftacoma.org/cityclerk/Files/MunicipalCode/Title11-Traffic.PDF#Page=93">http://cms.cityoftacoma.org/cityclerk/Files/MunicipalCode/Title11-Traffic.PDF#Page=93</a>
Vancouver	City	<a href="http://www.cityofvancouver.us/sites/default/files/fileattachments/vmc/titles_chapters/009.097.pdf">http://www.cityofvancouver.us/sites/default/files/fileattachments/vmc/titles_chapters/009.097.pdf</a>
Wenatchee	City	<a href="http://www.codepublishing.com/WA/Wenatchee/html/Wenatchee08/Wenatchee0806.html#8.06">http://www.codepublishing.com/WA/Wenatchee/html/Wenatchee08/Wenatchee0806.html#8.06</a>

Further breakdown:

- [Bellevue Municipal Code Ch. 11.49](#) – Red lights and school zones
- [Federal Way Municipal Code Sec. 8.05.090](#) – Red lights and school zones
- [Issaquah Municipal Code Ch. 10.42](#) – Red lights and school zones
- [Lake Forest Park Municipal Code Ch. 10.06](#) – Red lights and school zones
- [Lakewood Municipal Code Sec. 10.04.040](#) – Red lights, railroad crossings, and school zones
- [Lynnwood Municipal Code Ch. 11.18](#) – Red lights, railroad crossings, and school zones
- [Moses Lake Municipal Code Ch. 10.48](#) – Red lights, railroad crossings, and school zones
- [Pierce County Code Ch. 10.42](#) – Red lights only
- [Spokane Municipal Code Ch. 16A.64](#) – Red lights and school zones. Includes sunset date; city has been using 5-year reauthorizations.
- [Tukwila Ordinance No. 2612](#) (2019) – School zones only; includes analysis of proposed intersections, implementation timeline, FAQs, and information materials distributed to school district staff, students, and parents
- [Wenatchee Municipal Code Ch. 8.06](#) – Red lights and school zones

### Noted Key Decisions for ASE Programs:

- Should the program employ regular auditing?
- Role of equity in determining the placement of cameras, particularly permanent cameras.

- Contractor operated? (Every program in WA jurisdictions appears to be contractor operated w/ citations reviewed & signed by a sworn law enforcement officer)
- Should the program be mobile/moveable?
- Fine can be no greater than the fine for a parking infraction within the jurisdiction (need to confirm this)
- Fines are not included in the driving record and shall be processed in the same manner as parking infractions
- There are two primary types of speed measurement techniques. 1) 3D Radar, requires no roadway changes, 2) Inductance Loop, requires inductance loops to be placed under the road surface
- Should consider “halo effects” – positive or negative effects from automated speed enforcement programs...i.e. if drivers slow down to comply with a known speed camera, will they then speed elsewhere to make up for lost time.
- Overarching goal must be to change behavior, not to generate revenue.

## **County Municipal Code Sample (Pierce County):**

### **Chapter 10.42**

#### **AUTHORIZED USE OF AUTOMATED TRAFFIC SAFETY CAMERAS**

##### **Sections:**

**10.42.010 Automated Traffic Safety Cameras Authorized.**

**10.42.020 Notice of Infraction.**

**10.42.030 Signage.**

**10.42.040 Warning Period(s).**

**10.42.050 Monetary Penalties.**

**10.42.060 Compensation for Services.**

**10.42.070 Authorized for Use of Electronic Signatures.**

**10.42.010 Automated Traffic Safety Cameras Authorized.**

The use of automated traffic safety cameras to detect a violation of the RCW Sections adopted by reference in WAC 308-330-421 is authorized at intersections where two arterial roadways intersect, or meet, subject to the restrictions specified in state law (RCW 46.63.170).

A. Law enforcement officers of Pierce County and any other persons commissioned by the Sheriff of Pierce County are authorized to use automated traffic cameras and related automated systems to detect stoplight violations.

B. The use of automated traffic safety cameras is subject to the following restrictions:

1. Use of traffic safety cameras is restricted to two arterial intersections;
2. Automated traffic safety cameras may only take pictures and video images of the vehicle and vehicle license plate and only while an infraction is occurring. Pictures and video images taken by automated traffic safety cameras may not reveal the face of the driver or of the passengers in the vehicle.
3. Authorization is limited for up to six automated traffic safety cameras.

(Ord. 2008-83s2 § 2 (part), 2008)

**10.42.020 Notice of Infraction.**

A. Whenever any vehicle is photographed by an automatic traffic safety camera, a notice of infraction shall be mailed to the registered owner of the vehicle within 14 days of the violation, or to the renter of a vehicle within 14 days of establishing the renter's name and address under this Section.

B. If the registered owner of the vehicle is a rental car business, the law enforcement agency shall, before a notice of infraction is issued, provide a written notice to the rental car business that a notice of infraction may be issued to the rental car business if the rental car business does not, within 18 days of receiving the written notice, provide to the issuing agency by return mail:

1. A statement under oath stating the name and known mailing address of the individual driving or renting the vehicle when the infraction occurred; or
2. A statement under oath that the business is unable to determine who was driving or renting the vehicle at the time the infraction occurred; or
3. In lieu of identifying the vehicle operator, the rental car business may pay the applicable penalty. Timely mailing of this statement to the issuing law enforcement agency relieves a rental car business of any liability under this Chapter for the notice of infraction.

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10.42.030

C. The law enforcement officer issuing the notice of infraction shall include with it a



certificate or facsimile thereof, based upon inspection of photographs, micro-photos, 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 under this Chapter.

(Ord. 2008-83s2 § 2 (part), 2008)

**10.42.030 Signage.**

All locations where automated traffic safety cameras are in use will have signs in locations that clearly indicate to a driver that he or she is entering a zone where traffic laws are enforced by an automated traffic safety camera. (Ord. 2008-83s2 § 2 (part), 2008)

**10.42.040 Warning Period(s).**

All locations where automated traffic safety cameras are located for red light running violations will have a mandatory warning period of at least 30 days prior to any monetary penalty be enforced. (Ord. 2008-83s2 § 2 (part), 2008)

**10.42.050 Monetary Penalties.**

A traffic infraction for violation of RCW Sections adopted by reference in WAC 308-330-421 or Chapter 10.42 PCC issued through the use of automated traffic safety camera shall be processed in the same manner as a parking violation, with a comparable monetary penalty in the current dollar amount of any similar violation adjudicated under RCW 46.61.050. (Ord. 2008-83s2 § 2 (part), 2008)

**10.42.060 Compensation for Services.**

The compensation paid to the manufacturer or vendor of automated traffic safety camera equipment shall be based only upon the value of the equipment and services provided or rendered in support of the system, and shall not be based upon a portion of the individual fine or civil penalty imposed or the revenue generated by the equipment. (Ord. 2008-83s2 § 2 (part), 2008)

**10.42.070 Authorized for Use of Electronic Signatures.**

The Pierce County Sheriff, or designee, is authorized to utilize electronic signatures in accordance with the provisions of RCW 19.34, to facilitate the automated traffic safety camera

system. (Ord. 2008-83s2 § 2 (part), 2008)

**Kitsap County Non-Motorized Facilities Community Advisory Committee  
Resolution May 16, 2023**

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Whereas, the NMFCAC is aware that the county already has definitions of adequate sidewalks and paved shoulders in the existing road standards,

Whereas WA state law recognizes the rights of non-motorized users to use paved shoulders where sidewalks do not exist, thus sidewalks and paved shoulders are pedestrian facilities,

Whereas, the NMFCAC believes that the county has complete data on existing paved shoulders (CRAB) and will have complete data on existing sidewalks (ADA Transition Plan),

Whereas, the NMFCAC supports an evaluation of the extent to which existing sidewalks and shoulders meet the road standards to objectively identify critical gaps in our existing pedestrian facilities.

Whereas, the NMFCAC believes up-to-date evaluations will ensure new, safe, pedestrian facilities are established equitably county-wide and will allow us to measure progress over time.

Taken all together, these improved processes will elevate the level of trust, transparency, and shared accomplishment between county personnel and community members as improvements in pedestrian facilities are completed. Finally, the following recommendation recognizes the county has a finite budget and is charged with allocating limited resources.

The NMFCAC recommends the county evaluate sidewalks and shoulders in accordance with current road standards. Focus areas, such as the UGAs, village LAMIRDs, areas near schools, and the areas surrounding pedestrian generators should be prioritized.

The evaluation should be reported in a way that citizens and government officials alike can quickly see the relative adequacy of pedestrian facilities across the county and within focused areas.

The county determines the frequency and extent of the evaluation report based on budget constraints. Furthermore, the NMFCAC recommends the cost estimate be fully or at least partially included in subsequent budget allocations.