



CITY OF LAKE FOREST PARK CITY COUNCIL COMMITTEE OF THE WHOLE MEETING

Monday, September 25, 2023 at 6:00 PM

**Meeting Location: In Person and Virtual / Zoom
17425 Ballinger Way NE Lake Forest Park, WA 98155**

INSTRUCTIONS FOR PARTICIPATING IN THIS MEETING VIRTUALLY:

**Join Zoom Webinar: <https://us06web.zoom.us/j/84308122892>
Call into Webinar: 253-215-8782 | Webinar ID: 843 0812 2892**

The Committee of the Whole is providing opportunities for public comment by submitting a written comment or by joining the meeting webinar (via computer or phone) or in person to provide oral public comment.

HOW TO PARTICIPATE WITH ORAL COMMENTS:

Sign up here <https://app.waitwhile.com/welcome/comment-sign-up> between 9:00 a.m. and 5:00 p.m. on the day of the meeting to provide Oral Comments during the meeting.

If you are attending the meeting in person, there is a sign in sheet located near the entrance to the Council Chambers. Simply fill the form out and the Deputy Mayor will call your name at the appropriate time. Oral comments are limited to 3:00 minutes per speaker.

If you are attending the meeting via Zoom, in order to address the Committee during the Public Comment section of the agenda, please use the “raise hand” feature at the bottom of the screen. Oral comments are limited to 3:00 minutes per speaker. Individuals wishing to speak to agenda items will be called to speak first in the order they have signed up. The City Clerk will call your name and allow you to speak. Please state your name and whether you are a resident of Lake Forest Park. The meeting is being recorded.

HOW TO SUBMIT WRITTEN COMMENTS:

<https://www.cityoflfp.gov/615/Hybrid-City-Council-Meetings> (use CTRL+CLICK to open this link)

Written comments for public hearings will be submitted to the Committee if received by 5:00 p.m. on the date of the meeting; otherwise, they will be provided to the Committee the next day. Because the City has implemented oral comments, written comments are no longer being read under Citizen Comments.

Meetings are shown on the city’s website and on Comcast channel 21 for subscribers within the Lake Forest Park city limits.

AGENDA

1. CALL TO ORDER

2. CITIZEN COMMENTS

*This portion of the agenda is set aside for the public to address the Council on agenda items or any other topic. The Council may direct staff to follow up on items brought up by the public. **Comments are limited to a three (3) minute time limit.***

3. DISCUSSION ITEMS

A. Discussion of Street Racing Ordinance - Shoreline Model

B. Discussion of Multimodal Street Proposal

C. Discussion of Resolution directing the administration to contract with a consultant for an Equity Analysis required pursuant to RCW 46.63.170 (1)(d)(i) and RCW 46.63.170 (1)(d)(ii)

4. ADJOURN

FUTURE SCHEDULE

--Thursday, September 28, 2023 City Council Budget and Finance Committee Special Meeting 6 pm – *hybrid meeting (Zoom and City Hall)*

--Thursday, September 28, 2023 City Council Regular Meeting 7 pm - *hybrid meeting (Zoom and City Hall)*

--Monday, October 9, 2023 Joint Special Meeting with Kenmore and Shoreline 5:45 pm – *Shoreline City Hall, 17500 Midvale Avenue N, Shoreline, WA 98133*

--Thursday, October 12, 2023 City Council Work Session 6 pm – *hybrid meeting (Zoom and City Hall)*

--Thursday, October 12, 2023 City Council Regular Meeting 7 pm - *hybrid meeting (Zoom and City Hall)*

--Monday, October 16, 2023 City Council Budget and Finance Committee Special Meeting 6 pm - *hybrid meeting (Zoom and City Hall)*

--Thursday, October 19, 2023 City Council Budget and Finance Committee Meeting – *canceled*

--Monday, October 23, 2023 City Council Committee of the Whole Meeting 6 pm - *hybrid meeting (Zoom and City Hall)*

--Thursday, October 26, 2023 City Council Regular Meeting 7 pm - *hybrid meeting (Zoom and City Hall)*

Any person requiring a disability accommodation should contact city hall at 206-368-5440 by 4:00 p.m. on the day of the meeting for more information.

ORDINANCE NO. 937**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON
AMENDING TITLE 10 OF THE SHORELINE MUNICIPAL CODE (SMC),
VEHICLES AND TRAFFIC, ESTABLISHING A NEW CHAPTER, SMC
10.22 STREET RACING.**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and has the authority to regulate the use of City streets pursuant to RCW 35A.11.020; and

WHEREAS, the City has an interest in maintaining the safety and welfare of its citizens and to ensure City streets are used in a safe manner for their intended purpose; and

WHEREAS, street racing events have increased nationwide and within the Puget Sound area and can result in collisions, sometimes serious injury and fatalities (to both participants, spectators, and innocent bystanders), fights, drug use, or other crimes that can adversely impact the community; and

WHEREAS, in addition to traditional racing, these events include “speed exhibition” activities such as rapid acceleration, squealing of tires, engaging in “donuts,” or other performance activities; and

WHEREAS, in addition to prohibiting and penalizing street racing and speed exhibition activities, it is also necessary to prohibit and penalize the organization of, and participation in, such activities, as these activities cause a disturbance to the peace of the community and a threat to public safety; and

WHEREAS, due to the volume of people that attend these events, all types of properties, residential and commercial, public and private, can suffer from trash, graffiti, damage to infrastructure and landscaping, and other nuisances, with commercial properties suffering economic loss as customers chose to go elsewhere; and

WHEREAS, to establish regulations prohibiting and penalizing both street racing and speed exhibitions and the organization and participation of such events, would enable the Shoreline Police to more effectively combat the occurrence of such events; and

WHEREAS, certain streets within the City are frequented by illegal racers and those who attend these illegal races due to the fact that these streets are wide and long, resulting in an uncontrolled racing environment that interferes with the use of these streets as spectators block off streets to allow for racing and performances; and

WHEREAS, by designating these areas and authorizing the court to impose additional penalties for subsequent violations, it will serve as a further deterrent; and

WHEREAS, on June 21, 2021, the City Council held a study session on the proposed Development Code amendments; and

WHEREAS, the City Council has determined it is in the interest of public safety and the welfare of motorists and pedestrians using City streets to establish regulations addressing street racing and speed exhibitions within the City;

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

Section 1. Amendment; Establishing new Chapter 10.22 Street Racing. Title 10 of the Shoreline Municipal Code, Vehicles and Traffic, is amended as set forth in Exhibit A to this Ordinance to establish Chapter 10.22 Street Racing.

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

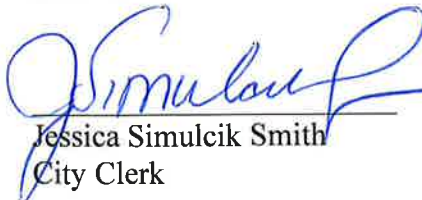
Section 3. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to any person or situation.

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


PASSED BY THE CITY COUNCIL ON JULY 19, 2021.


Mayor Will Hall

ATTEST:


Jessica Simulcik Smith
City Clerk

APPROVED AS TO FORM:


Julie Ainsworth-Taylor, Assistant City Attorney
On Behalf of Margaret King, City Attorney

Date of Publication: July 22, 2021
Effective Date: July 27, 2021

Chapter 10.22 - Street Racing

10.22.010 Purpose and Authority.

Street racing threatens the health and safety of the public, interferes with pedestrian and vehicular traffic, creates a public nuisance, interferes with the right of businesses and residents to enjoy the use of their property, and unnecessarily expends law enforcement resources.

This section is adopted to prohibit not only street racing itself but to prohibit spectators at street races. In prohibiting spectators, the act of organizing and participating in illegal street races will be discouraged.

The City has the authority to regulate the use of its streets under its constitutional police powers and state law, including but not limited to RCW 35.22.280.

SMC Chapter 10.05 sets forth the City's Traffic Regulations, adopting the State's Model Traffic Ordinance, which applies certain provisions of Chapter 46.61 RCW Rules of the Road throughout the City's jurisdiction.

RCW 46.61.530 provides that no person may race any motor vehicle upon any public highway. Racing occurs when any person or persons willfully compare or contest relative speeds by operation of one or more motor vehicles, whether or not such speed is in excess of the maximum speed prescribed by law. Racing constitutes reckless driving under RCW 46.61.500. Reckless driving is considered a gross misdemeanor, 30-day license suspension.

10.22.020 Definitions.

"Exhibition of speed" means the operation of a motor vehicle to present a display of speed, maneuverability, or power. Exhibition of speed or acceleration includes, but is not limited to, squealing the tires of a motor vehicle while it is stationary or in motion, rapid acceleration, rapid swerving or weaving, drifting, producing smoke from tire slippage, or leaving visible tire acceleration marks on the surface of a paved or unpaved area, that is done intentionally to draw the attention of persons in the vicinity.

"Illegal race event" means an event where street racing occurs using public highways, streets, or rights-of-way in violation of applicable motor vehicle and traffic laws, including RCW 46.61.500 and RCW 46.61.530, or within an off-street parking facility.

"Off-street parking facility" means a public or private off-street parking area open for use by the general public for parking motor vehicles.

"Preparations" means acts done to facilitate the racing event including, but not limited to, arrival of motor vehicles at a predetermined location; impeding the use of a city street by action, word, or physical barrier; the revving of motor vehicle engines or spinning of motor vehicle tires; the gathering of individuals with intent to actively take part in the event or to spectate; or the presence of a person acting as a race starter.

“Spectator” means any person who has actual or constructive knowledge that they are present at an illegal race event with intent to view, observe, watch, record, support, encourage, or witness the event as it progresses, whether on public or private property.

“Stay Out of Areas of Racing (SOAR)” means those areas specifically designated by the City as no racing zones due to frequent use for illegal race events.

“Street” means rights-of-way as provided in SMC 12.15.020.

“Street Racing” means an exhibition of speed; the action of a person(s) who willfully compare or contest of relative speeds by operation of one or more motor vehicles, whether or not such speed is in excess of the maximum speed prescribed by law, as provided in RCW 46.61.530, as amended, whether the comparison or contest is against another vehicle, clock, or other timing device. Street racing includes a contest or exhibition of speed whether in a parallel or circular direction and may occur both on streets and in off-street parking areas.

10.22.030 Street Racing Prohibited.

- A. No person shall knowingly engage or participate in street racing on a street or within an off-street parking facility within the city.
- B. Violations of this section shall be a gross misdemeanor punishable as provided in RCW 46.61.500 Reckless driving, as amended. In addition to the penalties provided for in RCW 46.61.500, upon conviction, the Court may impound the person’s vehicle for up to thirty (30) calendar days.

10.22.040 Spectating of Street Racing Prohibited.

- A. No person shall knowingly spectate at an illegal race event or, where preparations are being made for an illegal race event with the intent to be present at the illegal race event.
- B. For the purpose of this section, a person shall be considered present if within 200 feet of the location of the illegal race event or the location where preparations are being made for the illegal race event, whether on public or private property.
- C. Nothing in this section prohibits law enforcement officers from being spectators in the course of their official duties.
- D. Violations of this section shall be a misdemeanor punishable as provided in SMC 9.10.050.

10.22.050 Designation of No Racing Zones.

- A. Certain areas of the city are designated and identified as “No Racing Zones.” These zones are frequented by illegal racers and those who attend illegal race events because of

their characteristics, such as straight, wide, long, and with low traffic volumes during nighttime hours.

- B. The following described areas are identified and designated as No Racing Zones:
1. Aurora Avenue North, from North 145th Street to the King/Snohomish County line;
 2. 15th Avenue Northeast, from North 145th Street to Ballinger Way Northeast;
 3. North Richmond Beach Road, from North 185th Street to Northwest Richmond Beach Road
 4. Northwest Richmond Beach Road, from North Richmond Beach Road to Richmond Beach Drive Northwest.



- C. No Racing Zones shall include the full width of streets and adjoining property areas, including sidewalks, planting strips, and parking areas if those areas are being use for racing or race attendance, regardless of whether such property is a public place or is private property.
- D. No Racing Zones shall be designated by the placement of clear and conspicuous signs at all street/highway entrances to the “No Racing Zone.” At a minimum, these signs shall advise that the area is a “No Racing Zone”; that race attendance is prohibited; and violators are subject to SMC Chapter 10.22.

10.22.060 Stay Out of Areas of Racing Orders.

- A. In addition to any other penalty imposed by this section, the city attorney or city prosecuting attorney, after consultation with the chief of police, may seek a Stay Out of Areas of Racing (SOAR) order from the district court as a condition of pre-trial release or a condition of sentence, deferral, or suspension for any person found to be in violation of this chapter when the illegal race event occurred within a designated No Racing Zone.

- B. A district court may enter a SOAR order prohibiting a person from entering or remaining in a No Racing Zone for up to one year. The SOAR order shall be in writing, contain any conditional exceptions imposed by the court, and shall bear the following language:

Violation of this court order is a criminal offense under SMC 10.22.050 and shall constitute a separate criminal offense. Violators will be subject to arrest and their vehicle subject to impound.

- C. The district court in its discretion may allow a person subject to a SOAR order to enter a No Racing Zone under certain conditional exceptions. Exceptions to the SOAR order may include travel to and from and/or remaining in the following locations so long as these locations apply to or are used by the person who is subject of the SOAR order:
1. Place of residence;
 2. Court/government offices (while open to the public);
 3. Social services provider or treatment center;
 4. Place of employment;
 5. School;
 6. Attorney's office; or
 7. Medical services.
- D. If the court allows for exceptions in the SOAR order, the person subject to that order is required to have a copy of the order on their person whenever they are traveling through a No Racing Zone. Failure to present this order upon request by law enforcement is a violation of the SOAR order and subject to the penalties set forth in this chapter. For the purpose of this section, "travel" is defined as movement on foot or in a vehicle from one point to another without delay.
- E. Upon entering a SOAR order, the clerk of the court shall forward a copy of the order to the city of Shoreline police department on or before the next judicial day following issuance of the order. Upon receipt, Shoreline police shall enter the order into the appropriate law enforcement information system, noting the expiration date of the SOAR order.
- F. Notice of SOAR Order. A person is deemed to have notice of the SOAR order when:
1. The signature of either the person named in the order is affixed to the bottom of the order, acknowledging receipt of the order; or
 2. The order otherwise indicates that the person appeared before the court at the time the order was entered.
- G. Enforcement Procedure.
1. If a law enforcement officer has probable cause to believe that a person subject to a SOAR order, and in the officer's presence, is knowingly violating that order, such person may be arrested without the necessity for any warrant or additional court order and may impound the vehicle pursuant to state law or court-imposed conditions of the SOAR order

2. The chief of police, in consultation with the city attorney, shall have the authority to promulgate procedures for the administration of this chapter.

H. Penalties.


1. Violations of any person who knowingly violates a SOAR order shall be guilty of a gross misdemeanor.

Revised Multimodal Healthy Streets Pilot Proposal

LFP City Council COW
September 25, 2023

Proposal drafted by councilmembers French, Riddle, Goldman

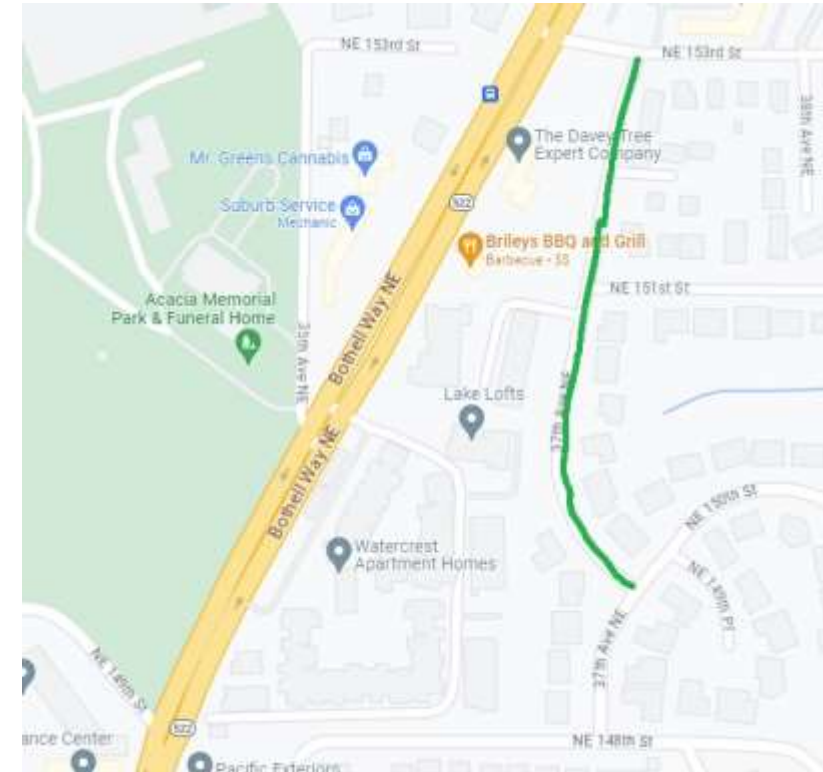
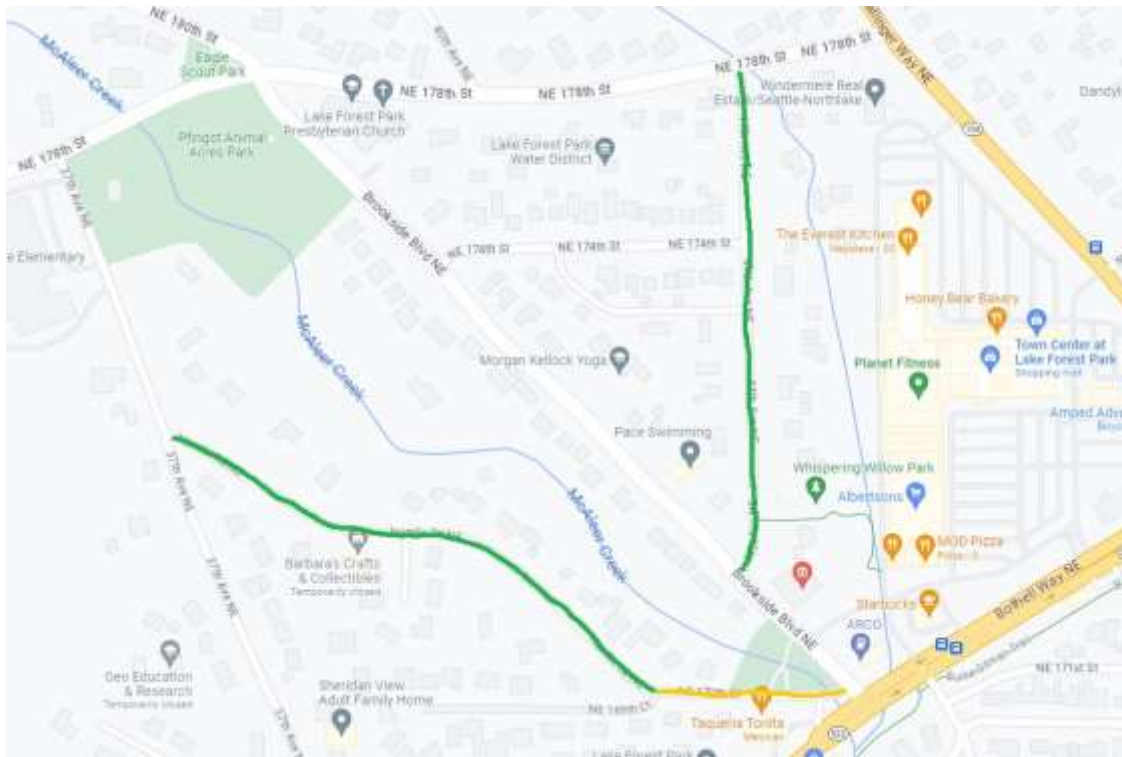
Motivations and Goals

- We want to encourage more people to get around the city by walking and cycling
 - Some streets are known for “cut-through” traffic which makes them less safe for non-motorized uses
 - Inspiration – Seattle’s “Healthy Street” program
- 
- Before we implement this throughout the city, we want to pilot it on ~3 streets that we selected

Changes from the version presented at the August COUNCIL

- More emphasis on community support – a bottom-up approach
- For the 3 pilot streets, city staff will reach out to residents to ask for their general agreement
- For future streets, city staff will accept applications from residents along a street
- The council would vote on future street conversions
- Since we know this works in other cities, more focus on how LFP can implement it in a practical sense

Pilot streets city will reach out about (in green)



- Hamlin Road between 37th Ave and 169th Ct
- 44th Ave between 178th St and Brookside Blvd
- 37th Ave between 153rd St and 150th St

Key language from ordinance

- Section 2. INITIATE PROGRAM. Council directs the Administration to:
 1. Reach out to residents along "pilot" streets identified herein. Staff should gauge interest of the residents for converting those streets into multimodal streets. With a 2/3 supermajority, the city shall move forward with a conversion. Pilot streets:
 - Hamlin Rd NE between 37th Ave NE and NE 169th Ct
 - 44th Ave NE between NE 178th St and Brookside Blvd NE
 - 37th Ave NE between NE 153rd St and NE 150th St
 2. Establish an application process where residents along any street can request the city convert that street to multimodal with a 2/3 supermajority
 3. Establish standards with LFPPW for signage/barriers at either end of the Health Street that allow local, emergency, and delivery access.
 4. Create standardized method to determine if a street can safely be converted into a Healthy Street prioritizing multimodal safety over vehicular traffic on a seasonal or permanent basis.

Key language from program draft

- **PROCESS:** Requests for a residential street into a Pedestrian Street should come from the residents and users of that street. Streets will be considered based on the criteria below. A street may be converted only after a Public Meeting has been held and the City Council approves its inclusion in the program. Pedestrian Streets may be seasonal or permanent.
- **STREET CONVERSION:** Public Works Department shall implement appropriate features to designate that the street is part of the program. Signage at the entrances to the street is a required feature. Additional non-permanent features can be added by the residents of the street like handball courts, hopscotch, basketball, etc. as long as it does not impede local and emergency travel through the street.
- **OVERSIGHT:** The program will be managed by the Lake Forest Park Public Works Department in partnership with the Lake Forest Park Police Department.
- **REVIEW:** Pedestrian Streets should be reviewed for need, upkeep costs, and neighborhood interest on an annual basis. Removal from the program to be based on either a street no longer meeting the Criteria or by neighborhood request with 2/3 majority neighborhood support.

Key criteria from program draft

- In selecting a street, the following criteria shall be considered:
 - 2/3 majority among neighborhood residents
 - No impact to emergency service access to impacted area
 - No impact to delivery of mail, packages, and other delivery services
 - Public Work has the capacity to implement the necessary signage
 - Does not meet traditional traffic calming criteria
 - Experiences negative impact from cut through traffic
 - Streets are distributed throughout the City

Any questions?

CITY OF LAKE FOREST PARK PEDESTRIAN STREET PROGRAM

Section 3, ItemB.

PURPOSE: The goal of the Lake Forest Park Multimodal Healthy Streets Program is to provide safe spaces for pedestrian, bicycle, and other non-motorized models of transportation and general street enjoyment to occur safely on and around residential streets.

FUNDING: Funding will be allocated through the City's biennial budget. Matching funds may also be utilized from partners.

PROCESS: Requests for a residential street into a Pedestrian Street should come from the residents and users of that street. Streets will be considered based on the criteria below. A street may be converted only after a Public Meeting has been held and the City Council approves its inclusion in the program. Pedestrian Streets may be seasonal or permanent.

STREET CONVERSION: Public Works Department shall implement appropriate features to designate that the street is part of the program. Signage at the entrances to the street is a required feature. Additional non-permanent features can be added by the residents of the street like handball courts, hopscotch, basketball, etc. as long as it does not impede local and emergency travel through the street.

OVERSIGHT: The program will be managed by the Lake Forest Park Public Works Department in partnership with the Lake Forest Park Police Department.

CRITERIA: Among other criteria, review and approval of each street brought into the program shall be based on viability, public safety, maintenance needs, and budget.

In selecting a street, the following criteria shall be considered:

- Minimum of 2/3 approval from neighborhood residents
- No impact to emergency service access to impacted area
- No impact to delivery of mail, packages, and other delivery services
- Public Work has the capacity to implement the necessary signage
- Does not meet traditional traffic calming criteria
- Experiences negative impact from cut through traffic
- Streets are distributed throughout the City

REVIEW: Pedestrian Streets should be reviewed for need, upkeep costs, and neighborhood interest on an annual basis. Removal from the program to be based on either a street no longer meeting the Criteria or by neighborhood request with majority neighborhood support.

WHEREAS, the City recognizes the importance for everyone to get outside for exercise and enjoyment, and

WHEREAS, the City has many residential streets where residents enjoy taking walks, walking their pets, socializing with neighbors, and playing with friends in the street, and

WHEREAS, vehicles (traveling at excessive speeds) or (traveling near pedestrian can) create unsafe conditions therefore less people use the street, and

WHEREAS, many of these residential streets do not meet the criteria for robust and expensive traffic calming measures, and

WHEREAS, restricting certain residential streets from through traffic has been successful in nearby cities of Seattle and Bothell, and

WHEREAS, the Police Department is committed to Target Zero to reduce traffic deaths and serious injuries to zero by 2030, and

NOW, THEREFORE, the City Council of the City of Lake Forest Park, Washington does hereby resolve as follows:

Section 1. AUTHORIZATION. The Administration is authorized to implement a Multimodal Healthy Streets program within Lake Forest Park.

Section 2. INITIATE PROGRAM. Council directs the Administration to:

1. Reach out to residents along "pilot" streets identified herein. Staff should gauge interest of the residents for converting those streets into multimodal streets. With a 2/3 of the resident's approval, the city shall move forward with a conversion. Pilot streets:
 1. Hamlin Rd NE between 37th Ave NE and NE 169th Ct
 2. 44th Ave NE between NE 178th St and Brookside Blvd NE
 3. 37th Ave NE between NE 153rd St and NE 150th St
2. Establish an application process where residents along any street can request the city convert that street to multimodal.
3. Establish standards with LFPPW for signage/barriers at either end of the Health Street that allow local, emergency, and delivery access.
4. Create standardized method to determine if a street can safely be converted into a Healthy Street prioritizing multimodal safety over vehicular traffic on a seasonal or permanent basis.

Section 3. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

PASSED BY A MAJORITY VOTE of the members of the Lake Forest Park City

Council this _____ day of Month, 2023.



PDF RCW 46.63.170

Automated traffic safety cameras—Definition. (*Effective until June 30, 2025.*)

(1) The use of automated traffic safety cameras for issuance of notices of infraction is subject to the following requirements:

(a) Except for proposed locations used solely for the pilot program purposes permitted under subsection (6) of this section, the appropriate local legislative authority must prepare an analysis of the locations within the jurisdiction where automated traffic safety cameras are proposed to be located: (i) Before enacting an ordinance allowing for the initial use of automated traffic safety cameras; and (ii) before adding additional cameras or relocating any existing camera to a new location within the jurisdiction. Automated traffic safety cameras may be used to detect one or more of the following: Stoplight, railroad crossing, school speed zone violations, speed violations on any roadway identified in a school walk area as defined in RCW 28A.160.160, speed violations in public park speed zones, hospital speed zones, speed violations subject to (c) or (d) of this subsection, or violations included in subsection (6) of this section for the duration of the pilot program authorized under subsection (6) of this section. At a minimum, the local ordinance must contain the restrictions described in this section and provisions for public notice and signage. Cities and counties using automated traffic safety cameras before July 24, 2005, are subject to the restrictions described in this section, but are not required to enact an authorizing ordinance. Beginning one year after June 7, 2012, cities and counties using automated traffic safety cameras must post an annual report of the number of traffic accidents that occurred at each location where an automated traffic safety camera is located as well as the number of notices of infraction issued for each camera and any other relevant information about the automated traffic safety cameras that the city or county deems appropriate on the city's or county's website.

(b)(i) Except as provided in (c) and (d) of this subsection and subsection (6) of this section, use of automated traffic safety cameras is restricted to the following locations only: (A) Intersections of two or more arterials with traffic control signals that have yellow change interval durations in accordance with RCW 47.36.022, which interval durations may not be reduced after placement of the camera; (B) railroad crossings; (C) school speed zones; (D) roadways identified in a school walk area as defined in RCW 28A.160.160; (E) public park speed zones, as defined in (b)(ii) of this subsection; and (F) hospital speed zones, as defined in (b)(ii) of this subsection.

(ii) For the purposes of this section:

(A) "Public park speed zone" means the marked area within public park property and extending 300 feet from the border of 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.

(B) "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.

(c) In addition to the automated traffic safety cameras authorized under (d) of this

subsection, any city west of the Cascade mountains with a population of more than 195,000 located in a county with a population of fewer than 1,500,000 may operate an automated traffic safety camera to detect speed violations subject to the following limitations:

(i) A city may only operate one such automated traffic safety camera within its respective jurisdiction; and

(ii) The use and location of the automated traffic safety camera must have first been authorized by the Washington state legislature as a pilot project for at least one full year.

(d)(i) Cities may operate at least one automated traffic safety camera under this subsection to detect speed violations, subject to the requirements of (d)(ii) of this subsection. Cities may operate one additional automated traffic safety camera to detect speed violations for every 10,000 residents included in the city's population. Cameras must be placed in locations that comply with one of the following:

(A) The location has been identified as a priority location in a local road safety plan that a city has 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;

(B) The location has a significantly higher rate of collisions than the city average in 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) The location is in an area within the city limits designated by local ordinance as a zone subject to specified restrictions and penalties on racing and race attendance.

(ii) A city locating an automated traffic safety camera under this subsection (1)(d) must complete an equity analysis that evaluates livability, accessibility, economics, education, and environmental health, and shall consider the outcome of that analysis when identifying where to locate an automated traffic safety camera.

(e) All locations where an automated traffic safety camera is 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 speed violations under (d) of this subsection must be clearly marked 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 the driver is entering an area where speed violations 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 department of transportation under chapter 47.36 RCW.

(f) Automated traffic safety cameras may only take pictures of the vehicle and vehicle license plate and only while an infraction is occurring. The picture must not reveal the face of the driver or of passengers in the vehicle. The primary purpose of camera placement is to take pictures of the vehicle and vehicle license plate when an infraction is occurring. Cities and counties shall consider installing cameras in a manner that minimizes the impact of camera flash on drivers.

(g) A notice of infraction 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 (3)(a) of this section. The law enforcement 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

under this chapter. 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. A person receiving a notice of infraction based on evidence detected by an automated traffic safety camera may respond to the notice by mail.

(h) The registered owner of a vehicle is responsible for an infraction under RCW **46.63.030**(1)(d) unless the registered owner overcomes the presumption in RCW **46.63.075**, or, in the case of a rental car business, satisfies the conditions under subsection (3) of this section. If appropriate under the circumstances, a renter identified under subsection (3)(a) of this section is responsible for an infraction.

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

(j) All locations where an automated traffic safety camera is used must be clearly marked at least 30 days prior to activation of the camera by placing 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. 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 department of transportation under chapter **47.36** RCW.

(k) If a county or city has established an authorized automated traffic safety camera program under this section, the compensation paid to the manufacturer or vendor of the equipment used must be based only upon the value of the equipment and services provided or rendered in support of the system, and may not be based upon a portion of the fine or civil penalty imposed or the revenue generated by the equipment.

(l) If a city is operating an automated traffic safety camera 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 speed violations under (d) of this subsection, 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 to the state treasurer shall be deposited in the Cooper Jones active transportation safety account created in RCW **46.68.480**. This subsection (1)(l) does not apply to automated traffic safety cameras authorized for stoplight, railroad crossing, or school speed zone violations.

(2) Infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record under RCW **46.52.101** and **46.52.120**. Additionally, infractions generated by the use of automated traffic safety cameras under this section shall be processed in the same manner as parking infractions, including for the purposes of RCW **3.50.100**, **35.20.220**, **46.16A.120**, and **46.20.270**(2). Except as provided otherwise in subsection (6) of this section, the amount of the fine issued for an infraction generated through the use of an automated traffic safety camera shall not exceed the amount of a fine issued for other parking infractions within the jurisdiction. However, the amount of the fine issued for a traffic control signal violation detected

through the use of an automated traffic safety camera shall not exceed the monetary penalty for a violation of RCW **46.61.050** as provided under RCW **46.63.110**, including all applicable statutory assessments.

(3) If the registered owner of the vehicle is a rental car business, the law enforcement agency shall, before a notice of infraction being issued under this section, 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:

(a) A statement under oath stating the name and known mailing address of the individual driving or renting the vehicle when the infraction occurred; or

(b) A statement under oath that the business is unable to determine who was driving or renting the vehicle at the time the infraction occurred because the vehicle was stolen at the time of the infraction. A statement provided under this subsection must be accompanied by a copy of a filed police report regarding the vehicle theft; or

(c) 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.

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

(5)(a) For the purposes of this section, "automated traffic safety camera" means a device that uses a vehicle sensor installed to work in conjunction with an intersection traffic control system, a railroad grade crossing control system, or a speed measuring device, and a camera synchronized to automatically record one or more sequenced photographs, microphotographs, or electronic images of the rear of a motor vehicle at the time the vehicle fails to stop when facing a steady red traffic control signal or an activated railroad grade crossing control signal, or exceeds a speed limit as detected by a speed measuring device.

(b) For the purposes of the pilot program authorized under subsection (6) of this section, "automated traffic safety camera" also includes a device used to detect stopping at intersection or crosswalk violations; stopping when traffic obstructed violations; public transportation only lane violations; and stopping or traveling in restricted lane violations. The device, including all technology defined under "automated traffic safety camera," must not reveal the face of the driver or the passengers in vehicles, and must not use any facial recognition technology in real time or after capturing any information. If the face of any individual in a crosswalk or otherwise within the frame is incidentally captured, it may not be made available to the public nor used for any purpose including, but not limited to, any law enforcement action, except in a pending action or proceeding related to a violation under this section.

(6)(a)(i) A city with a population greater than 500,000 may adopt an ordinance creating a pilot program authorizing automated traffic safety cameras to be used to detect one or more of the following violations: Stopping when traffic obstructed violations; stopping at intersection or crosswalk violations; public transportation only lane violations; and stopping or traveling in restricted lane violations. Under the pilot program, stopping at intersection or crosswalk violations may only be enforced at the 20 intersections where the city would most like to address safety concerns related to stopping at intersection or crosswalk violations. At a minimum, the local

ordinance must contain the restrictions described in this section and provisions for public notice and signage.

(ii) Except where specifically exempted, all of the rules and restrictions applicable to the use of automated traffic safety cameras in this section apply to the use of automated traffic safety cameras in the pilot program established in this subsection (6).

(iii) As used in this subsection (6), "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.

(b) Use of automated traffic safety cameras as authorized in this subsection (6) is restricted to the following locations only: Locations authorized in subsection (1)(b) of this section; and midblock on arterials. Additionally, the use of automated traffic safety cameras as authorized in this subsection (6) is further limited to the following:

(i) The portion of state and local roadways in downtown areas of the city used for office and commercial activities, as well as retail shopping and support services, and that may include mixed residential uses;

(ii) The portion of state and local roadways in areas in the city within one-half mile north of the boundary of the area described in (b)(i) of this subsection;

(iii) Portions of roadway systems in the city that travel into and out of (b)(ii) of this subsection that are designated by the Washington state department of transportation as noninterstate freeways for up to four miles; and

(iv) Portions of roadway systems in the city connected to the portions of the noninterstate freeways identified in (b)(iii) of this subsection 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.

(c) However, automated traffic safety cameras may not be used on an on-ramp to an interstate.

(d) From June 11, 2020, through December 31, 2020, a warning notice with no penalty must 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 (6). Beginning January 1, 2021, a notice of infraction must be issued, in a manner consistent with subsections (1) (g) and (3) of this section, for a violation generated through the use of an automated traffic safety camera authorized in this subsection (6). However, the penalty for the violation may not exceed \$75.

(e) For infractions issued as authorized in this subsection (6), a city with a pilot program shall remit monthly to the state 50 percent of the noninterest money received under this subsection (6) 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 to the state treasurer shall be deposited in the Cooper Jones active transportation safety account created in RCW 46.68.480. The remaining 50 percent retained by the city must be used only for improvements to transportation that support equitable access and mobility for persons with disabilities.

(f) A transit authority may not take disciplinary action, regarding a warning or infraction issued pursuant to this subsection (6), 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.

(g) A city that implements a pilot program under this subsection (6) must provide a preliminary report to the transportation committees of the legislature by June 30, 2024, and a final report by January 1, 2025, on the pilot program that includes the locations chosen for the automated traffic safety cameras used in the pilot program, the number of warnings and traffic infractions issued under the pilot program, the number of traffic infractions issued with respect to vehicles registered outside of the county in which the city is located, the infrastructure improvements made using the penalty moneys as required under (e) of this subsection, an equity analysis that includes any disproportionate impacts, safety, and on-time performance statistics related to the impact on driver behavior of the use of automated traffic safety cameras in the pilot program, and any recommendations on the use of automated traffic safety cameras to enforce the violations that these cameras were authorized to detect under the pilot program.

[**2022 c 182 § 423**; **2020 c 224 § 1**; **2015 3rd sp.s. c 44 § 406**; **2015 1st sp.s. c 10 § 702**; **2013 c 306 § 711**. Prior: **2012 c 85 § 3**; **2012 c 83 § 7**; **2011 c 367 § 704**; **2010 c 161 § 1127**; **2009 c 470 § 714**; **2007 c 372 § 3**; **2005 c 167 § 1**.]

NOTES:

Expiration date—2022 c 182 § 423: "Section 423 of this act expires June 30, 2025." [**2022 c 182 § 506**.]

Intent—Effective date—2022 c 182: See notes following RCW **70A.65.240**.

Expiration date—2022 c 182; 2020 c 224 § 1: "Section 1 of this act expires June 30, 2025." [**2022 c 182 § 505**; **2020 c 224 § 3**.]

Effective date—2015 3rd sp.s. c 44: See note following RCW **46.68.395**.

Effective date—2015 1st sp.s. c 10: See note following RCW **43.19.642**.

Effective date—2013 c 306: See note following RCW **47.64.170**.

Findings—Intent—2012 c 85: "The legislature finds that it is in the interests of the driving public to continue to provide for a uniform system of traffic control signals, including provisions relative to yellow light durations, fine amounts for certain traffic control signal violations, and signage and reporting requirements at certain traffic control signal locations. The legislature further finds that a uniform system of traffic control signals greatly enhances the public's confidence in a safe and equitable highway network. Therefore, it is the intent of the legislature to harmonize and make uniform certain legal provisions relating to traffic control signals." [**2012 c 85 § 1**.]

Effective date—2011 c 367 §§ 703, 704, 716, and 719: See note following RCW **46.18.060**.

Effective date—Intent—Legislation to reconcile chapter 161, Laws of 2010 and other amendments made during the 2010 legislative session—2010 c 161: See notes following RCW **46.04.013**.

Effective date—2009 c 470: See note following RCW **46.68.170**.

PDF RCW 46.63.170

Automated traffic safety cameras—Definition. (*Effective June 30, 2025.*)

(1) The use of automated traffic safety cameras for issuance of notices of infraction is subject to the following requirements:

(a) The appropriate local legislative authority must prepare an analysis of the locations within the jurisdiction where automated traffic safety cameras are proposed to be located: (i) Before enacting an ordinance allowing for the initial use of automated traffic safety cameras; and (ii) before adding additional cameras or relocating any existing camera to a new location within the jurisdiction. Automated traffic safety cameras may be used to detect one or more of the following: Stoplight, railroad crossing, school speed zone violations, speed violations on any roadway identified in a school walk area as defined in RCW **28A.160.160**, speed violations in public park speed zones, hospital speed zones, or speed violations subject to (c) or (d) of this subsection. At a minimum, the local ordinance must contain the restrictions described in this section and provisions for public notice and signage. Cities and counties using automated traffic safety cameras before July 24, 2005, are subject to the restrictions described in this section, but are not required to enact an authorizing ordinance. Beginning one year after June 7, 2012, cities and counties using automated traffic safety cameras must post an annual report of the number of traffic accidents that occurred at each location where an automated traffic safety camera is located as well as the number of notices of infraction issued for each camera and any other relevant information about the automated traffic safety cameras that the city or county deems appropriate on the city's or county's website.

(b)(i) Except as provided in (c) and (d) of this subsection, use of automated traffic safety cameras is restricted to the following locations only: (A) Intersections of two arterials with traffic control signals that have yellow change interval durations in accordance with RCW **47.36.022**, which interval durations may not be reduced after placement of the camera; (B) railroad crossings; (C) school speed zones; (D) roadways identified in a school walk area as defined in RCW **28A.160.160**; (E) public park speed zones, as defined in (b)(ii) of this subsection; and (F) hospital speed zones, as defined in (b)(ii) of this subsection.

(ii) For the purposes of this section:

(A) "Public park speed zone" means the marked area within public park property and extending 300 feet from the border of 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.

(B) "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**.

(c) In addition to the automated traffic safety cameras authorized under (d) of this subsection, any city west of the Cascade mountains with a population of more than 195,000 located in a county with a population of fewer than 1,500,000 may operate an automated traffic safety camera to detect speed violations subject to the following limitations:

(i) A city may only operate one such automated traffic safety camera within its respective jurisdiction; and

(ii) The use and location of the automated traffic safety camera must have first been authorized by the Washington state legislature as a pilot project for at least one full year.

(d)(i) Cities may operate at least one automated traffic safety camera under this subsection to detect speed violations, subject to the requirements of (d)(ii) of this subsection. Cities may operate one additional automated traffic safety camera to detect speed violations for every 10,000 residents included in the city's population. Cameras must be placed in locations that comply with one of the following:

(A) The location has been identified as a priority location in a local road safety plan that a city has 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;

(B) The location has a significantly higher rate of collisions than the city average in 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) The location is in an area within the city limits designated by local ordinance as a zone subject to specified restrictions and penalties on racing and race attendance.

(ii) A city locating an automated traffic safety camera under this subsection (1)(d) must complete an equity analysis that evaluates livability, accessibility, economics, education, and environmental health, and shall consider the outcome of that analysis when identifying where to locate an automated traffic safety camera.

(e) All locations where an automated traffic safety camera is 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 speed violations under (d) of this subsection must be clearly marked 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 the driver is entering an area where speed violations 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 department of transportation under chapter **47.36** RCW.

(f) Automated traffic safety cameras may only take pictures of the vehicle and vehicle license plate and only while an infraction is occurring. The picture must not reveal the face of the driver or of passengers in the vehicle. The primary purpose of camera placement is to take pictures of the vehicle and vehicle license plate when an infraction is occurring. Cities and counties shall consider installing cameras in a manner that minimizes the impact of camera flash on drivers.

(g) A notice of infraction 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 (3)(a) of this section. The law enforcement 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 under this chapter. 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. A person receiving a notice of infraction based on evidence detected by an automated traffic safety camera may respond to the notice by mail.

(h) The registered owner of a vehicle is responsible for an infraction under RCW **46.63.030**(1)(d) unless the registered owner overcomes the presumption in RCW **46.63.075**, or, in the case of a rental car business, satisfies the conditions under subsection (3) of this section. If appropriate under the circumstances, a renter identified under subsection (3)(a) of this section is responsible for an infraction.

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

(j) All locations where an automated traffic safety camera is used must be clearly marked at least 30 days prior to activation of the camera by placing 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. 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 department of transportation under chapter **47.36** RCW.

(k) If a county or city has established an authorized automated traffic safety camera program under this section, the compensation paid to the manufacturer or vendor of the equipment used must be based only upon the value of the equipment and services provided or rendered in support of the system, and may not be based upon a portion of the fine or civil penalty imposed or the revenue generated by the equipment.

(l) If a city is operating an automated traffic safety camera 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 speed violations under (d) of this subsection, 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 to the state treasurer shall be deposited in the Cooper Jones active transportation safety account created in RCW **46.68.480**. This subsection (1)(l) does not apply to automated traffic safety cameras authorized for stoplight, railroad crossing, or school speed zone violations.

(2) Infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record under RCW **46.52.101** and **46.52.120**. Additionally, infractions generated by the use of automated traffic safety cameras under this section shall be processed in the same manner as parking infractions, including for the purposes of RCW **3.50.100**, **35.20.220**, **46.16A.120**, and **46.20.270**(2). The amount of the fine issued for an infraction generated through the use of an automated traffic safety camera shall not exceed the amount of a fine issued for other parking infractions within the jurisdiction. However, the amount of the fine issued for a traffic control signal violation detected through the use of an automated traffic safety camera shall not exceed the

monetary penalty for a violation of RCW **46.61.050** as provided under RCW **46.63.110**, including all applicable statutory assessments.

(3) If the registered owner of the vehicle is a rental car business, the law enforcement agency shall, before a notice of infraction being issued under this section, 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:

(a) A statement under oath stating the name and known mailing address of the individual driving or renting the vehicle when the infraction occurred; or

(b) A statement under oath that the business is unable to determine who was driving or renting the vehicle at the time the infraction occurred because the vehicle was stolen at the time of the infraction. A statement provided under this subsection must be accompanied by a copy of a filed police report regarding the vehicle theft; or

(c) 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.

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

(5) For the purposes of this section, "automated traffic safety camera" means a device that uses a vehicle sensor installed to work in conjunction with an intersection traffic control system, a railroad grade crossing control system, or a speed measuring device, and a camera synchronized to automatically record one or more sequenced photographs, microphotographs, or electronic images of the rear of a motor vehicle at the time the vehicle fails to stop when facing a steady red traffic control signal or an activated railroad grade crossing control signal, or exceeds a speed limit as detected by a speed measuring device.

(6) During the 2011-2013 and 2013-2015 fiscal biennia, this section does not apply to automated traffic safety cameras for the purposes of section 216(5), chapter 367, Laws of 2011 and section 216(6), chapter 306, Laws of 2013.

[**2022 c 182 § 424**; **2015 3rd sp.s. c 44 § 406**; **2015 1st sp.s. c 10 § 702**; **2013 c 306 § 711**. Prior: **2012 c 85 § 3**; **2012 c 83 § 7**; **2011 c 367 § 704**; **2010 c 161 § 1127**; **2009 c 470 § 714**; **2007 c 372 § 3**; **2005 c 167 § 1**.]

NOTES:

Effective date—2022 c 182 § 424: "Section 424 of this act takes effect June 30, 2025."
[**2022 c 182 § 507**.]

Intent—2022 c 182: See note following RCW **70A.65.240**.

Effective date—2015 3rd sp.s. c 44: See note following RCW **46.68.395**.

Effective date—2015 1st sp.s. c 10: See note following RCW **43.19.642**.

Effective date—2013 c 306: See note following RCW **47.64.170**.

Findings—Intent—2012 c 85: "The legislature finds that it is in the interests of the driving public to continue to provide for a uniform system of traffic control signals, including provisions relative to yellow light durations, fine amounts for certain traffic control signal violations, and signage and reporting requirements at certain traffic control signal locations. The legislature further finds that a uniform system of traffic control signals greatly enhances the public's confidence in a safe and equitable highway network. Therefore, it is the intent of the legislature to harmonize and make uniform certain legal provisions relating to traffic control signals." [**2012 c 85 § 1**.]

Effective date—2011 c 367 §§ 703, 704, 716, and 719: See note following RCW **46.18.060**.

Effective date—Intent—Legislation to reconcile chapter 161, Laws of 2010 and other amendments made during the 2010 legislative session—2010 c 161: See notes following RCW **46.04.013**.

Effective date—2009 c 470: See note following RCW **46.68.170**.