



# PUBLIC SAFETY COMMITTEE MEETING

Monday, March 16, 2026, at 5:00 PM  
Snoqualmie City Hall, 38624 SE River Street & Zoom

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## COMMITTEE MEMBERS

Chair: Rob Wotton

Councilmembers: Catherine Cotton and Bryan Holloway

*This meeting will be conducted in person and remotely using Zoom.*

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## CALL TO ORDER & ROLL CALL

## AGENDA APPROVAL

## PUBLIC COMMENTS (online public comments will not be taken).

## MINUTES

1. Approval of the minutes dated February 17, 2026
2. Approval of the minutes dated March 2, 2026

## AGENDA BILLS

3. **AB26-005:** Ordinance amending Chapter 10.24 Compression Brakes

**Proposed Action:** Move to approve Ordinance 1317 and amend Snoqualmie Municipal Code 10.24 Compression Brakes

## DISCUSSION

4. Police Chief Timeline
5. Covered Load Enforcement Discussion

## ITEMS FOR FUTURE DISCUSSION

## ADJOURNMENT



## PUBLIC SAFETY COMMITTEE MEETING MINUTES

### February 17, 2026

*This meeting was conducted in person at Snoqualmie City Hall and remotely using Zoom.*

**CALL TO ORDER & ROLL CALL** – Chair Wotton called the meeting to order at 5:00 pm.

**Committee Members:** Councilmembers Rob Wotton, Catherine Cotton and Bryan Holloway were present.

Mayor James Mayhew was also present.

**City Staff:**

Mike Chambless, City Administrator; Dena Burke, City Attorney; Gary Horejsi, Interim Police Chief; Police Capt., Moate; Mike Bailey, Fire Chief; Robert Thrall, Interim City Clerk; and Rebecca Solem, Temp Executive Assistant.

**AGENDA APPROVAL** – The Agenda was approved as amended – Item “Future Discussion Items” was added.

**PUBLIC COMMENTS** –

- Caitlyn Wisync of Snoqualmie encouraged The Committee to vote “Yes” on AB26-004. She stated that manual enforcement alone isn’t going to be able to fully address the problem. Mrs. Wisync also brought to The Committee’s attention the Actibump Swedish inverted speed bumps which would avoid the concern for personal privacy. And asked the Committee to continue exploring additional avenues to slow drivers down.
- Kristin Feedler of Snoqualmie thanked The Committee for addressing this concern and acknowledged the previous additions of the blinking pedestrian light as well as the speed limit ticker sign. She expressed disappointment that the speed study was not also conducted in front of the Elementary school as the stop sign nearby is the first after a long straightaway. Ms. Feedler suggested The Committee consider adding additional stop signs and other speed indicators and expressed hope that The Committee will work on this concern to protect the small children of Snoqualmie.
- Hadley Everts of Snoqualmie thanked the Police Department for conducting the speed study. She stated that she and her neighbors have celebrated The Department’s assistance, supported the addition of speed enforcement cameras and emphasized that the previous actions taken by The Department and The Committee have created an incredible improvement to safety and quality of life.
- Nick Postigleioni of Snoqualmie confirmed that he attended last year’s meeting on the same topic and that the City Administrator had observed a four-way stop with him the previous year. He expressed concern regarding the straight of way by the high school being a hotspot for speeding and the text on the signs regarding school hours is too small and frequently covered by vegetation. He believed there needed to be an engineered traffic solution to physically slow drivers. He also remarked on the effectiveness of the speed camera by the High School in Issaquah.

**MINUTES** – The minutes dated February 2, 2026, were approved.

## PRESENTATION

1. School Zone Speeding – Chief Horejsi led the discussion and began by sharing a presentation regarding the topic. Verra Mobility, the vendor the City of Issaquah uses for their traffic safety cameras, provided a short case study, the data of which was shared. He assured The Committee that The City is not looking at any Automatic License Plate Readers (ALPRs) type solutions. CM Holloway asked several questions regarding the security and ownership of the data and wanted to make it known that it's the vendor not The City that owns the data and everything goes through them. He would also like to add additional solutions to the next presentation and to include cost analysis. He made sure to express that there would be no consideration of any solution that relinquishes The City and Police Department's ability to determine the level of enforcement. CM Cotton thanked those that provided Public Comments. She agreed that the Public's main concern regarding the safety cameras would be whether they were ALPRs. She expressed the need for a multi-prong approach and reminded The Committee that Public Works had previously brought forward ideas such as temporary rumble strips, an Actibump inverted bump (as the usual speed bump is bad for snowplows and fire trucks), to name a few. The Chief reminded The Committee that he is unable to proceed with any further inquiry unless the ordinance that allows the technology is passed. He confirmed for The Council that they were only authorizing the gathering of vendor information and nothing further. The Mayor told The Committee that The City would bring the top two to three proposals from vendors, none of which would use ALPRs, that there would only be a fixed monthly charge to the Vendor with no fiscal connection to the number or type of infractions imposed. The time required of the Verra Mobility could be covered with the officers that The City of Snoqualmie currently has and therefore not of concern in that regard. The reason that vendor was investigated was since it is already integrated with the Court of the City of Issaquah of whom we contract. He summarized that what was brought before The Committee was an example of what could be done with the current budget with the goal of stopping speeding not increasing revenue.

## AGENDA BILL

2. **AB26-004:** Ordinance adding Ch. 10.13 Automated Traffic Safety Cameras to the Snoqualmie Municipal Code – Chief Horejsi led the discussion. He clarified that state law changed in 2024 and dictates a lot of what can and cannot be done regarding safety cameras. Chief Horejsi confirmed that infractions can only be issued by The City's officers per state law. The City's officers make the decision themselves, and The City's officers would go to court to do testimony if needed. No changes to the Ordinance were requested and the Ordinance was approved to go before the Council.

## FUTURE DISCUSSION ITEMS

3. 4th Quarter Accreditation Report – moved to next meeting
4. Crisis Intervention Training for Officers – moved to next meeting

**ADJOURNMENT** - The meeting was adjourned at 5:54 pm.

*Minutes prepared by Rebecca Solem, Temp Executive Assistant.  
Recorded meeting audio is available on the city website after the meeting.  
Minutes approved at the \_\_\_\_\_ Public Safety Committee Meeting.*



## PUBLIC SAFETY COMMITTEE MEETING MINUTES

### March 2, 2026

*This meeting was conducted in person at Snoqualmie City Hall and remotely using Zoom.*

**CALL TO ORDER & ROLL CALL** – Chair Wotton called the meeting to order at 5:00 pm.

**Committee Members:** Councilmembers Rob Wotton, Catherine Cotton and Bryan Holloway were present.

Mayor James Mayhew was also present.

**City Staff:**

Mike Chambless, City Administrator; Dena Burke, City Attorney; Gary Horejsi, Interim Police Chief; Mike Bailey, Fire Chief; Jimmie Betts, IT Systems Specialist; and Rebecca Solem, Temp Executive Assistant.

**AGENDA APPROVAL** – The Agenda was approved as presented

**AGENDA BILL** –

1. **AB26-004:** Ordinance adding Ch. 10.13 Automated Traffic Safety Cameras to the Snoqualmie Municipal Code – Councilmember Holloway raised concerns about delegating enforcement to vendors, long-term policy control, and avoiding pressure to issue citations. Staff and Councilmembers clarified that cameras only augment capacity, capture limited images/video, and operate under strict state law and public-records rules.

**DISCUSSION** –

2. Crisis Intervention Training for Officers – Councilmembers received an update on Crisis Intervention Training requirements: officers must complete 24 hours of annual de-escalation training plus a 40-hour CIT course every three years, exceeding state standards. King County covers CIT training costs, with all officers expected to complete the training by the end of 2026. Snoqualmie currently lacks a dedicated mental-health professional, and call-volume data reflects only police-related mental-health responses. With the North Bend contract ending, the department anticipates needing 18 CIT training slots.
3. 4th Quarter Accreditation Report – Chief Bailey reported the ongoing training, and progress toward accreditation requirements. Key goals include updating SMC language, improving volunteer-day recordkeeping, and preparing the wildfire/brush-truck program for the upcoming smoke season. The Council praised the department’s performance, emphasizing that the Chief is underselling the team’s strong work.

**FUTURE DISCUSSION ITEMS** –

4. FIFA fan zones

**ADJOURNMENT** - The meeting was adjourned at 5:50 pm.

*Minutes prepared by Rebecca Solem, Temp Executive Assistant.  
Recorded meeting audio is available on the city website after the meeting.  
Minutes approved at the \_\_\_\_\_ Public Safety Committee Meeting.*

DRAFT

## AB Number

AB26-005

## Agenda Bill Information

### Title \*

Ordinance amending Chapter 10.24 Compression Brakes

### Action \*

Motion

### Council Agenda Section

Ordinance

### Council Meeting Date \*

04/13/2026

### Staff Member

Gary Horejsi

### Department \*

Police

### Committee

Public Safety

### Committee Date

04/06/2026

### Exhibits

Packet Attachments - if any

Drag and drop up to **10** files here to upload or [Choose files](#)

Files (2 uploaded)

 <a href="#">x1 Ordinance Compression Brake 20260225.docx</a>	29.27KB	<a href="#">Remove</a>
 <a href="#">x2 Chapter 10.24 Compression Brake Ordinance Draft 20260225.docx</a>	19.89KB	<a href="#">Remove</a>

Click [here](#) to review attachments.

## Summary

### Introduction \*

Brief summary.

This proposed ordinance amendment updates existing municipal code adopted in 1986 regulating the use of compression brakes to control noise in our largely residential city.

### Proposed Motion

Move to approve Ordinance 1317 and amend Snoqualmie Municipal Code 10.24 Compression Brakes

### Background/Overview \*

What was done (legislative history, previous actions, ability to hyperlink)

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The City of Snoqualmie has received multiple complaints regarding the use of compression brakes within city limits. Snoqualmie Municipal Code (SMC) Chapter 10.24, originally adopted in 1986 (forty years ago), no longer reflects current standards, industry practices, terminology, or public safety needs. To better serve the community, the proposed updates to Chapter 10.24 would modernize Compression Brake regulations. These updates will clarify the definition of a compression brakes, specify when its use is prohibited, and revise associated penalties and signage requirements.

Current Code Language (SMC 10.24.010 – Compression brakes prohibited – Penalty “No person shall use motor vehicle brakes which are in any way activated or operated by the compression of the engine or any such motor vehicle or any unit or part thereof. Any violation of this section shall be deemed a traffic infraction and the penalty therefor shall be \$50.00.” (Ord. 576 § 1, 1986)): is proving difficult to apply to modern vehicles.

Updating aligns Chapter 10.24 with current vehicle technology and provides clearer, more effective tools to respond to noise complaints and support neighborhood livability. This will help address community concerns about the noise generated by compression brakes, particularly in predominantly residential areas.

**Analysis \***

Amends Chapter 10.24, Compression Brakes by clearly defining "Compression Brakes" to include all compression technology in use, prohibiting their use within the City, providing for emergency situations, and updating the penalty to \$250 per violation.

**Budgetary Status \***

This action has no budgetary implications.

**Budget Summary**

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**Fiscal Impact**

**Amount of Expenditure**

**Amount Budgeted**

**Appropriation Requested**

\$

\$

\$

**Fiscal Impact**

Screenshot below is an image of the budget summary table.

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**Comments:**

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Submit

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Item 3.

**ORDINANCE NO. 1317**

**AN ORDINANCE OF THE CITY OF SNOQUALMIE, WASHINGTON  
AMENDING SNOQUALMIE MUNICIPAL CODE CHAPTER 10.24; AND  
PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, the current Snoqualmie Municipal Code (SMC) Chapter 10.24 was adopted forty years ago in 1986, and no longer reflects current standards, practices, language, or public safety needs; and

**WHEREAS**, the city has received community engagement regarding the noise levels of compression brakes; and

**WHEREAS**, the City seeks to modernize its compression brake regulations to promote noise abatement and support effective enforcement.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SNOQUALMIE, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:**

**Section 1. Chapter 10.24 Amended.** Chapter 10.24 of the SMC is hereby amended as set forth in the attached Exhibit A.

**Section 2. Effective Date.** This ordinance shall be effective five days after publication as provided by law.

**Section 3. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk or the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations; or ordinance numbering anti section/subsection numbering.

**Section 4. Severability.** If any one or more section, subsection, or sentence of this ordinance is held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance and the same shall remain in full force and effect.

**PASSED** by the City Council of the City of Snoqualmie, Washington, this \_\_\_\_  
day of \_\_\_\_\_ 2026.

\_\_\_\_\_  
James Mayhew, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Robert Thrall, Interim City Clerk

\_\_\_\_\_  
Dena Burke, City Attorney

**Chapter 10.24****COMPRESSION BRAKES**~~**10.24.010 Compression brakes prohibited – Penalty.**~~

~~No person shall use motor vehicle brakes which are in any way activated or operated by the compression of the engine or any such motor vehicle or any unit or part thereof. Any violation of this section shall be deemed a traffic infraction and the penalty therefor shall be \$50.00. (Ord. 576 § 1, 1986).~~

**10.24.010 Definitions**

- A. “Compression Brakes” means a breaking device that is in any way activated or operated by the compression of the engine of that motor vehicle. Compression Brakes are also referred to as Engine Compression Brakes, Jacob’s Brakes, or Jake Brakes.
- B. “Motor vehicle” means every self-propelled device capable of being moved upon the public highway and in, upon or by which any person or property is or may be transported or drawn upon a public highway, excepting devices moved by human or animal power or used exclusively upon stationary rails or tracks, and including automobiles, tractors, trucks, trailers and transportation equipment of all kinds and sizes or any combination or combinations of the same.

**10.24.020 Compression Brakes prohibited.**

No person shall use compression breaks except in case of emergency per SMC 10.24.030.

**10.24.030 Emergency use deemed affirmative defense.**

It shall be an affirmative defense under this chapter that such compression brakes were applied in an emergency and were necessary for the protection of persons and/or property.

**10.24.040 Violation – Penalty.**

Any person violating the provisions of this chapter shall be deemed to have committed a traffic infraction and shall be assessed a monetary penalty in an amount not to exceed \$250.00.

**10.25.050 Posting signs.**

The Parks and Public Works Director is authorized and directed to post appropriate signs consistent with this chapter.

# CHIEF OF POLICE



# MARCH



# INTERVIEWS

Item 4.

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23 TBD: 2 PANEL INTERVIEWS  MID DAY: DEBRIEF AT THE END OF INTERVIEWS	24 MEET & GREET IN THE COUNCIL CHAMBERS  2:00PM - 4:00PM: BUSINESS OWNERS  6:30PM - 8:00PM: COMMUNITY	25  TBD: MAYOR INTERVIEW PANEL  4:00PM - 6:00PM: COUNCIL MEET AND GREET	26	27	28
29	30	31				