



INFORMATIONAL MEMORANDUM

TO: **Community Services & Safety Committee**

FROM: **Eric Drever, Chief of Police**

BY: **Eric Lund, Deputy Chief of Police**

CC: **Thomas McLeod**

DATE: **April 8, 2025**

SUBJECT: **Speed Camera Equity Analysis Acceptance**

ISSUE

City Council is being asked to accept the Speed Camera Equity Analysis that was initially presented to Council on January 13, 2025.

BACKGROUND

In September of 2021, a speed camera was installed in the city in the school zone near Showalter Middle School. In 2022, Washington State enacted Senate Bill 5974 which revised the law governing the use of Speed Safety Cameras for traffic enforcement. This bill allowed cameras to be installed near hospitals, parks, and school walking routes. Additionally, the bill required that cities conduct an equity assessment on the impact of the potential placement of new cameras prior to their installation.

The 3 proposed locations are:

- 12500 block of 50th Place S (Codiga Park)
- 14200 block of 42nd Ave S (Foster High School)
- 15000 block of 42nd Ave S (Thorndyke Elementary School)

DISCUSSION

The Equity Analysis was presented at the January 13th, 2025 Committee of the Whole meeting. Councilmembers expressed support for the cameras. After further review by the City Attorney's office, the recommendation was to bring the Equity Analysis back to the council to vote on whether to "accept" the Equity Analysis or not.

FINANCIAL IMPACT

There is no financial impact to the city related to accepting the Equity Analysis.

RECOMMENDATION

The Committee is being asked to accept the Equity Analysis and forward to the April 21, 2025 Consent Agenda.

ATTACHMENTS

Speed Camera Equity Analysis
RCW 46.63.220
COW Meeting Minutes 1/13/25



CITY OF
TUKWILA

Speed Safety Camera Equity Analysis

Eric Lund, Deputy Police Chief, Tukwila Police Department & Jo Anderson,
Inclusion and Engagement Manager, City of Tukwila

12-16-2024

Purpose

This speed safety camera equity analysis report was prepared in accordance Revised Code of Washington (“RCW”) Section 46.63.220(3). The goal of this report is to provide an analysis of equity considerations of the proposed traffic speed safety camera locations and examine whether there is a demonstrated need for such cameras. The proposed locations of the speed safety cameras (“SSCs”) are as follows:

- Codiga Park – 12500 block 50th Place S. (Public Park Speed Zone)
- Foster High School – 14200 block of 42nd Ave. S (School Speed Zone)
- Thorndyke Elementary School – 15000 block of 42nd Ave. S. (School Speed Zone)

Generally, SSCs have been shown to significantly reduce speed violations and crashes. Further, compared to traditional traffic enforcement like traffic stops, studies suggest that SSCs may address various inequities that are inherent in traffic enforcement by (1) reducing pedestrian deaths in car crashes, especially among Black, Indigenous, and People of Color (“BIPOC”) who are more affected by traffic deaths, and (2) removing social bias, such as racial profiling, by only focusing on vehicles and license plates.

Thus, at first glance, a speed safety camera program appears to be a more equitable system, as cameras initiate enforcement action objectively based on vehicle speed. However, camera placement can have a disproportionate impact on low-income and other historically marginalized communities. Careful consideration of camera placement is important to avoid unintended consequences.¹

Background

In 2019, the City of Tukwila adopted Ordinance No. 2612 authorizing the use of SSCs in school zones. Currently, the City has one SSC installed near Showalter Middle School, which became operational in September 2021. The Showalter Middle School SSC is located on S. 144th St in between Showalter Middle School and Foster High School, adjacent to the football stadium. The school zone’s 20 MPH speed limit is currently enforced solely during school hours.

In 2022, Washington State enacted Senate Bill 5974, which revised the law governing the use of SSCs for traffic enforcement. The updated legislation broadened the permissible locations for these cameras, allowing their installation near hospitals, parks, school walking routes, and at intersections with above-average crash rates. In addition, the law now requires that cities and counties conduct an equity assessment on the impact of the potential placement of the SSC prior to its installation. This equity analysis must evaluate how the camera's placement affects the local community's livability, accessibility, economic wellbeing, educational opportunities, and environmental health. Furthermore, the analysis must also show a demonstrated need for traffic cameras based on one or more of the following in the vicinity of the proposed camera location.

¹ Washington Traffic Safety Commission [Speed Safety Readiness Guide](#) 2023

Community Engagement

Before starting a SSC program, it's important to engage with the community to provide information about the new initiative and give them a chance to ask questions.² While the proposed Codiga Park location is a direct response to resident concerns, the additional school locations were proposed to the Council based on the effectiveness of the SSC at Showalter Middle School. Community support for cameras at Foster High School and Thorndyke Elementary School would benefit from engagement with students, parents, educators, and surrounding residents. Offering transparent information and open dialogue about SSCs will give people an opportunity to have their questions answered and ideas heard.

For the proposed Codiga Park location, there has been a mix of community engagement and discussion at Council Meetings with Allentown residents. A community group named Allentown Advocates was formed after the Allentown Bridge was closed due to a collision. This group has highlighted several issues, including the problem of speeding vehicles. Members of the police department regularly attend these meetings. In addition, at the January 3, 2022 Council Meeting, Allentown residents provided public comment about many traffic related issues, including excessive speed in their neighborhood. The idea of Park Safety Zone speed cameras was further discussed at Council Committee Meetings in August of 2022.

For the proposed Foster High School and Thorndyke Elementary School locations, Council discussed placing cameras in these locations at the September 26, 2022 Committee of the Whole meeting. At the meeting, several clarifying questions were asked by councilmembers, with an emphasis on the importance of reaching a balance between disproportionately impacting vulnerable communities and enforcing laws against speeding to ensure public safety. It was noted during this meeting that the operational speed camera near Showalter was effective. Speed violations were reduced by 59% by the end of the 2021 school year. During the October 3, 2022 meeting, council voted 6-1 in favor of acquiring additional school zone cameras.

About the Proposed Locations

The three proposed locations are aligned with RCW 46.63.210, RCW 46.63.220, and TMC Chapter 9.53, which designates the zones as subject to specified restrictions and penalties and allows installation. Deploying cameras in such locations are most likely to protect vulnerable road users, such as students travelling to and from school as well as children, older adults, people on wheels – wheelchairs and scooters, strollers, bicycles, etc. to and from the park.

Codiga Park - 12500 50th Pl S

Codiga Park is located in the Allentown neighborhood of Tukwila. This is generally contained within U.S. Census Tract 263 according to the United State Census Bureau. **(ANNEX A)**

An estimated 74% of residents in this neighborhood tract are people of color.³ They are more likely to identify as Asian or White, have a higher median household income, and a lower poverty rate as

² Washington Traffic Safety Commission [Speed Safety Readiness Guide](#) 2023

³ American Community Study (ACS) 2022 5-year estimate

compared to residents in the entire City of Tukwila. The number of residents under the age of 18 is 20% higher than the rate in Tukwila and those over 65 is a percentage higher than the City. **(ANNEX B)**

Data pulled from recent speeding infractions issued by Tukwila PD officers in the Allentown neighborhood show that many non-Tukwila residents use S. 129th Pl, 50th Pl S., and S. 124th St as a cut-through to avoid traffic. The zip code 98178 and Seattle was listed as the highest home address for those that were issued a speeding infraction by officers. The Zip Code 98178 encompasses a large area of Seattle and has a higher median household income than Allentown (\$96,875 vs \$83,958)⁴

Thorndyke Elementary School – 15000 42nd Ave S

The proposed installation of a school zone speed camera near the school walk zone of Thorndyke Elementary School is in the 15000 block of 42nd Ave S. According to the Washington Office of Superintendent of Public Instruction (OSPI), there were 375 students enrolled at Thorndyke Elementary School during the 2023-24 academic year. Approximately 91.5% of the school's student population are low-income, and students are more likely to identify as Hispanic/Latino and Black/African American.⁵

The area around Thorndyke Elementary School is generally contained in U.S. Census Tract 282 according to the United States Census. **(ANNEX C)**. Based on the demographics of this neighborhood the analysis found that residents within this neighborhood tract are more likely to identify as Hispanic/Latino, Black, Asian, or White. This area has a lower median household income and a lower poverty rate as compared to residents of Tukwila. **(ANNEX D)**

Foster High School – 14200 42nd Ave S.

The proposed installation of a school zone speed camera near the school walk zone of Foster High School is on 42nd Ave S in the 14000 block. According to OSPI, there were 896 students enrolled at Foster High School during the 2023-24 academic year. Approximately 78.3% of the student population are low-income, and students are more likely to identify as Hispanic/Latino, Black/African American, and Asian.

This area is generally contained in U.S. Census Tract 272 according to the United States Census. **(ANNEX E)**. Based on the demographics of this neighborhood the analysis found that residents within this neighborhood tract are more likely to identify as Hispanic/Latino, Black, Asian, or White. This area has a lower median household income and has a higher poverty rate as compared to residents in the entire City of Tukwila. This neighborhood also has a higher percentage of residents under the age of 18 compared to the City of Tukwila and King County. **(ANNEX F)**

Equity Considerations and Opportunities

Impact on Livability

General Equity Considerations: In many cities, there is a history of underinvestment in transportation infrastructure in low-income communities and communities of color. Higher income and predominately white neighborhoods are more likely to have better road engineering that naturally moderates vehicle speed. Legacy systems that didn't fully consider environmental or community impact, on the other

⁴ <https://censusreporter.org/profiles/14000US53033026300-census-tract-263-king-wa/>

⁵ <https://reportcard.ospi.k12.wa.us/ReportCard/ViewSchoolOrDistrict/101401>

hand, have resulted in highways and other arterial roads with higher speeds running through historically marginalized communities. In these communities, installing a speed safety camera may further penalize the residents for the city's lack of investment in road engineering in that neighborhood.⁶

Opportunities: Speed cameras can enhance livability by reducing traffic speeds and improving road safety. This can lead to fewer accidents, injuries, and fatalities, making neighborhoods safer for residents, particularly for pedestrians. Enhanced safety can also contribute to a more pleasant and peaceful living environment.

Measure the effectiveness and impact of the program. Seek permanent solutions. If the installation of cameras does not reduce speed violations in the proposed areas, the City should consider other alternatives, such as traffic calming and road design. "Self-enforcing roadways are a preferred strategy for reducing vehicle speed."⁷ Revenue from the traffic safety camera program should be invested towards permanently solving the problem through improved engineering or other long-term solutions.

Estimated Impact of SSC Locations on Livability:

1. Codiga Park Location

A SSC at this location is expected to have a positive impact on livability across all segments of the community. By promoting safer vehicle speeds in this neighborhood, a SSC at this location will enable community members to ingress and egress their homes in a safer manner and enjoy a more peaceful living environment. This is particularly important in the Allentown neighborhood, which already experiences a larger volume of traffic associated with the nearby BNSF Intermodal Facility and non-City residents using local streets as a cut-through to avoid traffic.

2. Thorndyke Elementary School Location

A SSC at this location is expected to have a positive impact on livability across all segments of the community. By promoting safer vehicle speeds in this neighborhood, a SSC at this location will enable community members to ingress and egress their homes in a safer manner and enjoy a more peaceful living environment.

3. Foster High School Location

A SSC at this location is expected to have a positive impact on livability across all segments of the community. By promoting safer vehicle speeds in this neighborhood, a SSC at this location will enable community members to ingress and egress their homes in a safer manner and enjoy a more peaceful living environment.

Impact on Accessibility

General Equity Considerations: Accessibility is generally understood to be the ability for a person with a disability to use or understand something with reasonable effort and safety. This means that a person

⁶ Washington Traffic Safety Commission [Speed Safety Readiness Guide](#) 2023

⁷ Washington Traffic Safety Commission [Speed Safety Readiness Guide](#) 2023

with a disability should be able to access the same services, information, and interactions as someone without a disability.

Opportunities:

Properly placed speed cameras can improve accessibility by ensuring that roads are safer and more predictable for all users. Again, revenue from the traffic safety camera program should be invested towards permanently solving the problem through improved engineering or other long-term solutions.

Further, it is important that drivers and pedestrians are aware of the changes. At SSC locations the City should use plain and clear signage, find ways to communicate with diverse language groups, and ensure the administration of traffic infractions in accessible ways (e.g., online, mail, readable text, etc.).⁸

Estimated Impact of SSC Locations on Accessibility:

1. Codiga Park Location

A SSC at this location is expected to have a positive impact on accessibility across all segments of the community. In the Allentown neighborhood, there are very few sidewalks, which means that pedestrians including people on wheels – wheelchairs and scooters, strollers, bicycles, etc. must use the shoulder. To access Codiga Park, pedestrians would most likely need to use a soft shoulder with vehicular traffic buzzing by. This is especially true in the proposed school zone locations as 42nd Ave S is a highly traveled roadway and many students either walk along it or cross it to get to their school. The placement of a SSC in this location is expected to increase accessibility in the surrounding neighborhood.

2. Thorndyke Elementary School Location

A SSC at this location is expected to have a positive impact on accessibility across all segments of the community, especially families and children. Accessibility is particularly important near schools, parks, and community centers, where reduced speeds facilitate safer access for students. For this location in particular, most (if not all) students that attend Thorndyke Elementary School are younger, and, therefore, the most at-risk to be injured or killed by vehicles travelling at high rates of speed.

3. Foster High School Location

A SSC at this location is expected to have a positive impact on accessibility across all segments of the community, especially families and children. Accessibility is particularly important near schools, parks, and community centers, where reduced speeds facilitate safer access for students.

Impact on Economics

General Equity Considerations: Speed cameras can have mixed effects on the local economy. On one hand, reduced traffic accidents can lower healthcare and property damage costs, benefiting local economies. On the other hand, fines from speed cameras is a financial burden for some.

⁸ Adapted from the City of Lake Forest Park Traffic Speed Safety Camera Equity Impact Analysis produced by EConorthwest

It is important to ensure the equitable distribution of both the economic benefits and the burdens of speed safety cameras in the areas where they are located. Commuters, who are relatively more diverse and have lower incomes than the residents of the SSC's surrounding neighborhood, may experience a disproportionate financial burden from SSC placement and speed zone enforcement.⁹

Opportunities: [RCW 46.63.220](#) adds other traffic camera revenue use restrictions based on a jurisdiction's population. Jurisdictions with populations of *10,000 or more* must spend at least a proportionate share of their traffic safety camera revenue (excluding program operation costs) on undertaking the permitted traffic safety activities in census tracts with household incomes in the lowest quartile (determined by the most currently available census data) and in areas that have injury crash rates above the jurisdiction's average.

Additionally, [RCW 46.63.220\(16\)](#) and Tukwila Municipal Code Chapter 9.53 sets the penalty for safety cameras violations at a maximum of \$145, and may double for a school speed zone camera. The City has already adopted the practice of issuing a warning for first violation. While Tukwila Municipal Court has a history of considering equitable approaches to reducing monetary penalties, beginning June 6th, 2024 the City will also comply with [RCW 46.63.220\(15\)](#), allowing recipients of state public assistance to request 50% reduced penalties. Jurisdictions may also consider other options and alternatives for low-income violators not receiving state assistance such as:

- Due date extensions
- Payment plans
- Community service
- Traffic safety education

Estimated Impact of SSC Locations on Economics:

1. Codiga Park Location

A SSC at this location is not expected to have a significant disproportionate impact on lower income individuals. The majority of the residents that live near this location have a higher median household income and a lower poverty rate as compared to other residents in the City of Tukwila. However, historically, most of the speeding infractions issued by the Tukwila Police Department this neighborhood were actually issued to individuals who live outside of the City. Most of the individuals cited for speeding listed their zip code as 98178, which encompasses a large area of the City Seattle and recent data indicates that residents that live in this area have a higher median household income than those that live near this location (\$96,875 vs \$83,958).

2. Thorndyke Elementary School Location

A SSC at this location is expected to have a slight disproportionate impact on lower income individuals. The median household income in this area is lower than the median income for City of Tukwila resident. But, the poverty rate is also lower than the Citywide rate. This suggests that the residents that live near this location have less economic power, but not quite in poverty.

⁹ City of Lake Forest Park Equity Analysis produced by ECONorthwest

3. Foster High School Location

A SSC at this location is expected to have a slight disproportionate impact on lower income individuals. The median income of residents in this neighborhood is lower than the median income of all City of Tukwila residents. In addition, this area also has a greater poverty rate when compared to the City's average poverty rate. However, the difference, while significant, is not major. According to recent census data, the median household income in this neighborhood is \$9,091 less than the median income of all City residents, and an poverty rate increase of 3.1%. Homeownership rate is also significantly higher in this neighborhood, which means that residents in this area are not subject to increasing rents. As a result, the placement of a SCC in this location may have a disproportionate impact on lower income individuals.

Impact on Educational Opportunities

Equity Consideration: Children's ability to get to school in a safe and timely manner is crucial to their educational attainment.

Opportunity: By improving road safety, speed cameras can contribute to safer routes for students traveling to and from schools. This can positively influence school attendance and overall student well-being, as parents may feel more confident allowing their children to walk or bike to school. 42nd Ave S is a main north/south route with steady traffic volumes. Children are present before and after school. In the case of the location near Foster High School, many students will cross 42nd Ave S, but not at a controlled intersection, on their way to and from school. Reducing speed at this location will reduce collisions and near misses to pedestrians.

Estimated Impact of SSC Locations on Educational Opportunities:

1. Codiga Park Location

A SSC at this location will not have an direct positive impact on educational opportunities. Although this location is not near a school or other educational facility, the number of residents, under the age of 18, in this neighborhood is 20% higher than the rate in Tukwila. Therefore, it is expected that by enabling more stringent enforcement of speed in this area, the placement of a SSC in this location will better enable children to ingress and egress to their nearby school in a safe and timely manner.

2. Thorndyke Elementary School Location

A SSC at this location will have a significant positive impact on educational opportunities. The proposed location of this SCC will be near the school walk zone of Thorndyke Elementary School in the 15000 block of 42nd Avenue South. The close proximity of the camera to the school will help ensure that children are able to attend the school in a safe and timely manner.

3. Foster High School Location

A SSC at this location will have a significant positive impact on educational opportunities. The proposed location of this SCC will be near the school walk zone of Foster High School is on 42nd

Ave S in the 14000 block. The close proximity of the camera to the school will help ensure that children are able to attend the school in a safe and timely manner.

Impact on Environmental Health

General Equity Considerations: Historically, the disproportionate burden of environmental harm is experienced by marginalized communities.

Opportunity: Speed cameras can indirectly benefit environmental health by promoting smoother traffic flow and reducing aggressive driving behaviors. This can lead to lower vehicle emissions, as smoother driving reduces fuel consumption and greenhouse gas emissions. Additionally, safer roads can encourage more people to walk or bike, further reducing environmental impacts.

Estimated Impact of SSC Locations on Educational Opportunities:

1. Codiga Park Location

An SSC at this location will have a positive impact on environmental health across all segments of the community. An SSC will promote slower vehicle speeds, thereby reducing the likelihood of traffic collisions, fuel consumption, and the emission of greenhouse gases.

2. Thorndyke Elementary School Location

A SSC at this location will have a positive impact on environmental health across all segments of the community, especially families and children. A SSC will promote slower vehicle, thereby reducing the likelihood of major traffic collisions, fuel consumption, and the emission of greenhouse gases. This positive effect will greatly benefit students attending the Thorndyke Elementary School, who are particularly vulnerable to these negative effects on environmental health due to their age, size, and mobility.

3. Foster High School Location

An SSC at this location will have a positive impact on environmental health across all segments of the community, especially families and children. A SSC will promote slower vehicle, thereby reducing the likelihood of major traffic collisions, fuel consumption, and the emission of greenhouse gases. This positive effect will greatly benefit students attending the nearby Foster High School, who are particularly vulnerable to these negative effects on environmental health due to their age, size, and mobility.

Speed Data Analysis

To determine whether there is a demonstrated need for SSCs at the proposed locations, the Police Department conducted a speed data analysis of the Codiga Park, Thorndyke Elementary School, and Foster High School locations. This analysis included speed studies and a review of recent speeding tickets and crashes that occurred in the area. Speed and crash data is particularly important to consider because “the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph,

75% at 50 mph, and 90% at 58 mph.”¹⁰ In sum, the results of the analysis showed a high percentage of vehicles are speeding at dangerous rates in all three proposed locations.

Speed Studies

Speed studies were conducted at the three locations in 2022 using speed measuring devices (**Tables 2a – 2c**). As illustrated below, the data shows that every day more than half of the total vehicles were traveling at least 11MPH more than the posted speed limit.

Table 2a: Codiga Park

	Sunday 7/31/22	Monday 8/1/22	Tuesday 8/2/22
Total vehicle count	2134	3021	3189
11+ MPH over the limit	1548	1747	1962
Percent	72%	57%	61%

Table 2b: 15000 42nd Ave S (Thorndyke Elementary School) – School Zone

	Wednesday 12/14/22	Thursday 12/15/22	Friday 12/16/22
Total vehicle count	1177	1001	1055
6+ MPH over the limit	607	584	561
Percent	51%	58%	53%

Table 2c: 14200 42nd Ave S (Foster High School) - School Zone*

	September 2022 Daily Average	October 2022 Daily Average
Total Vehicle Count	1077	1337
6+MPH over the limit	682	613
Percent	63%	45%

* The data near Foster High School (**Table 2c**) was conducted with the permanently mounted speed radar signs that were always turned on. The data in Table 3c is the daily average as opposed to actual count in Table 2a and 2b.

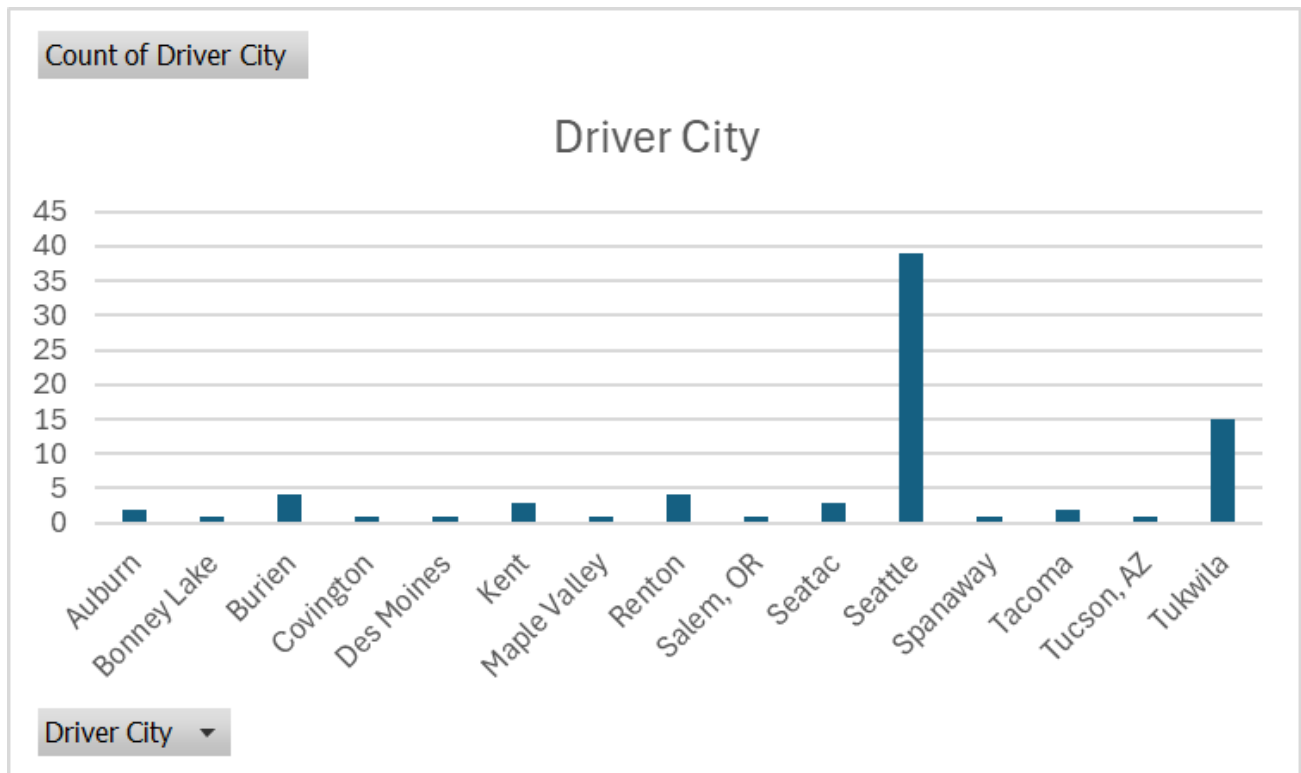
Recent Speeding Ticket Analysis – Allentown

The Police Department also analyzed speeding ticket data for the Allentown neighborhood between 7/15/24 and 9/19/24 (**Table 1**). Altogether, the Police Department’s Traffic Unit issued 79 speeding infractions during this period. To better understand the impact of a SSC at the Codiga Park location, the Police Department collected and analyzed the city listed as the home residence of the driver of the speeding vehicle.

¹⁰ Tefft, B.C. (2011). *Impact Speed and a Pedestrian’s Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

Forty of the 79 speeding drivers, who were issued speeding infractions, listed a Seattle address as their home (about 50% of the total). Tukwila follows with 15 entries (about 19% of the total). Other cities, including SeaTac, Burien, Renton, and others, have significantly fewer occurrences, ranging from 1 to 4 entries each.

Table 1: City of Residence of Speeding Violators – Codiga Park Location



The data shows that a significant majority of drivers who received speeding infractions during this time-period reside in Seattle, specifically ZIP code 98178. Out of the total entries, Seattle ZIP codes account for a substantial portion of the citations. During rush hour on I-5, it is believed that many motorists use Allentown as a cut-through to I-405 to avoid daily freeway congestion. Addressing this issue in Allentown could enhance road safety and reduce the frequency of speeding infractions in the area.

Crash Data

An analysis of crash data over the past 5 years (2019-2023) near the proposed locations (**ANNEX G**) found that 42nd Ave S. has had a high level of crashes between S. 140th St and Southcenter Blvd. There is a significant number of students traveling on 42nd Ave S Thorndyke Elementary School and Foster High School are both near 42nd Ave S. Especially near the high school, many students will cross 42nd Ave S at places other than the controlled intersection. With the number of crashes all along 42nd Ave S., it is extremely important to keep vehicle speeds low for the safety of our students. The two locations are already clearly marked school zones by signage, but, as the speed study shows (**page 6**), approximately 50% of the vehicles exceed the speed limit by 6MPH or more. The yearly average of collisions along 42nd Ave S in the past 5 years is 17.2 crashes per year.

The crash data near Codiga Park is much lower. There have been a total of 17 crashes in the past 5 years along S. 129th St and S. 124th St. This is an average of 3.4 crashes per year. Although the crash data is minimal compared to the other locations, the Codiga Park speed data shows that well over 50% (in one day over 70%) of the vehicles are traveling 11MPH or more over the posted speed limit (**page 5 – Table 2a**).

Speed Camera Deployment

The following steps are required or encouraged either by Washington State Law or best practices.¹¹

- **Signage** – The law requires that signs notifying drivers of speed safety cameras be installed at least **30 days prior** to activation of the camera.
- **Warnings** – Cities should consider establishing a period of time after installation (usually 30 days) when all violators receive a warning. This was the practice after installing the school zone speed camera near Showalter Middle School in 2021.
- **Enforcement tolerance threshold** – NHTSA recommends a threshold of up to 11MPH on most roads, and no less than 6MPH in school zones and other locations with lower speed limits where pedestrians and children might be present, such as neighborhoods, playgrounds, and parks.¹²
- **Due Process** – The agency managing the SSC program has adequate staffing to send out timely notice. State law requires the infraction be mailed to the registered owner within 14 days of the violation.

City Staffing

If the three proposed locations are approved by council, this will increase the number of infractions and time needed by court staff to process and adjudicate. Tukwila Municipal Court staff relayed that they believe that they have the appropriate amount of staff to handle the increase.

Summary

The City of Tukwila is planning to implement new cameras to enhance public safety by reducing speeding in key areas. To ensure the initiative is equitable, the city has focused on placing the cameras in locations with a high potential for accidents or traffic violations, while considering the demographic diversity of the neighborhoods affected. This ensures that the benefits, such as safer streets, are fairly distributed across different communities while potential harms, such as financial burden, are mitigated.

The placement and deployment of these cameras are informed by best practices in equitable traffic management, drawing on national research and local data. These steps help ensure that the program addresses both safety concerns and social fairness, while improving the overall quality of life for all Tukwila community members.

From the analysis, equity considerations and opportunities were identified in the areas of livability, accessibility, economics, education, and environmental health. The City will adhere to state

¹¹ Washington Traffic Safety Commission [Speed Safety Readiness Guide](#) 2023

¹² National Highway Transportation Safety Administration. (2008, March). Speed Enforcement Camera Systems Operational Guidelines.

requirements and consider additional opportunities to increase equity and mitigate burden for those most impacted by disparities. Identified opportunities to increase equity in the proposed locations include:

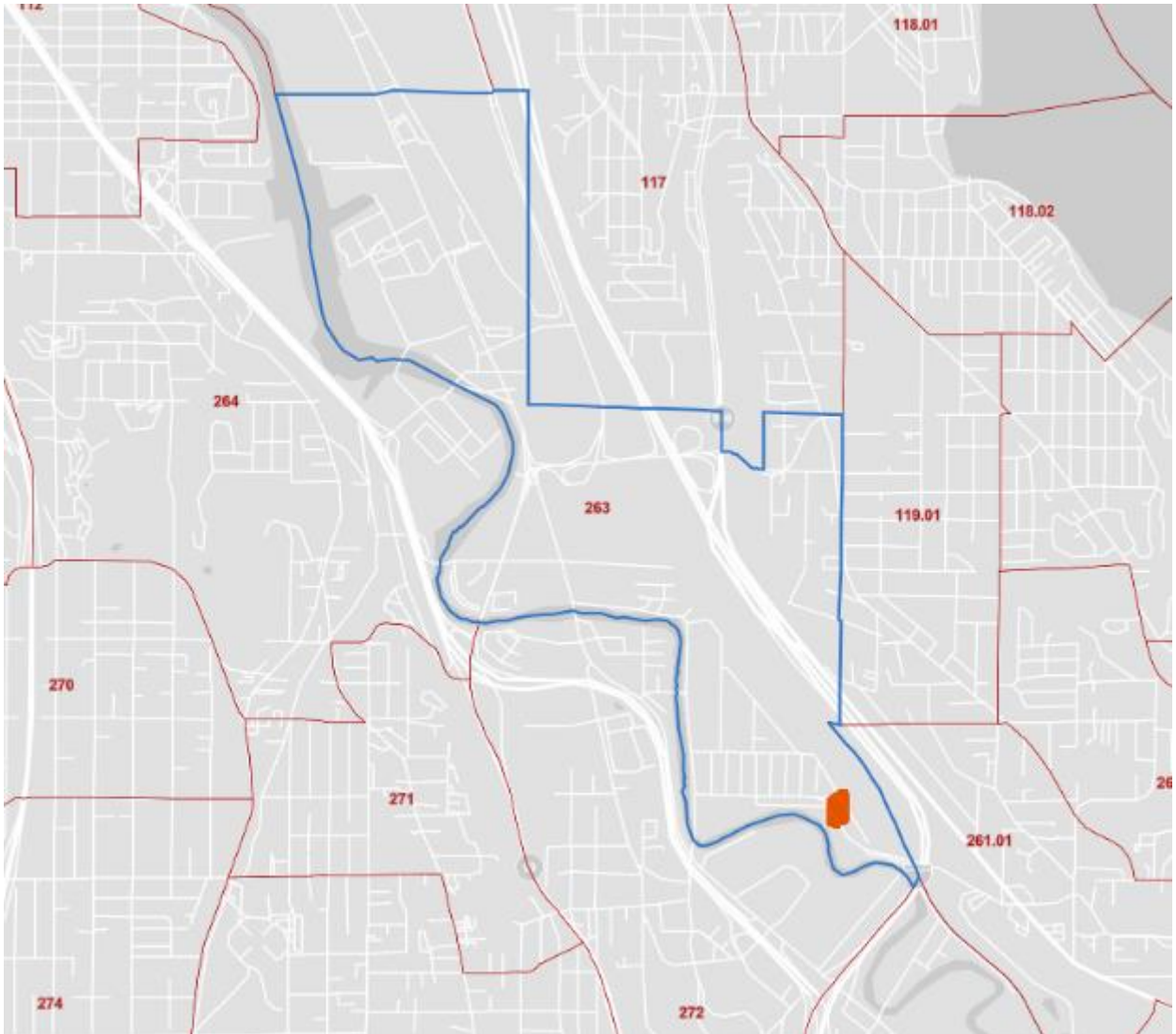
- Enhancing **livability** by reducing traffic speeds and improving road safety. Using revenue from the program to invest in permanent, long-term solutions.
- Improving **accessibility**, particularly for people with disabilities, by ensuring that roads are safer and more predictable, using plain and clear signage, and administering traffic infractions in accessible ways.
- Addressing **impact on economics** by using program revenues towards traffic safety activities in low-income neighborhoods and areas with higher injury crash rates. Also, continuing to use equitable approaches to reducing monetary penalties.
- Addressing **impact on educational opportunities** by creating safer routes for students traveling to and from school. This can positively influence school attendance and overall student wellbeing.
- Addressing **impact on environmental health** by promoting smoother traffic flow, reducing aggressive driving behavior and emissions, and encouraging walking and cycling in areas where marginalized communities experience environmental harm.

Reporting and continued evaluation are required. Cities and counties using traffic cameras must also post an annual report on their websites showing the number of traffic crashes that have occurred at each camera's location, and the number of infraction notices generated from each camera. Starting January 1, 2026, this required annual report must also indicate the percentage of traffic camera revenue used to pay the jurisdiction's camera program costs, and how the jurisdiction used any revenue that exceeded those costs.

The future of Tukwila's traffic safety camera program should benefit all residents equally, enhancing safety without disproportionately burdening any specific group. To that end, future camera placement decisions should be informed by an equity analysis, including data and community engagement with those most impacted by inequities.

ANNEX A

Census Tract 263 - Allentown



The red dot is the approximate proposed location near Codiga Park. 50th PI S and S. 124th St are classified as a Collector Arterials per TMC 9.18.030¹³. A collector arterial is a type of roadway designed to gather traffic from local streets and funnel it to larger, more heavily traveled roads like major arterials or highways. It balances the function of providing access to local properties (like homes and businesses) with the need to move moderate volumes of traffic over longer distances. Collector arterials typically handle more traffic than local streets but

¹³ Tukwila Municipal Code [Link](#)

less than major arterials, serving both residential and commercial areas while connecting neighborhoods to key routes.

ANNEX B

Demographic Data from U.S. Census Tract 263 vs City of Tukwila vs King County¹⁴

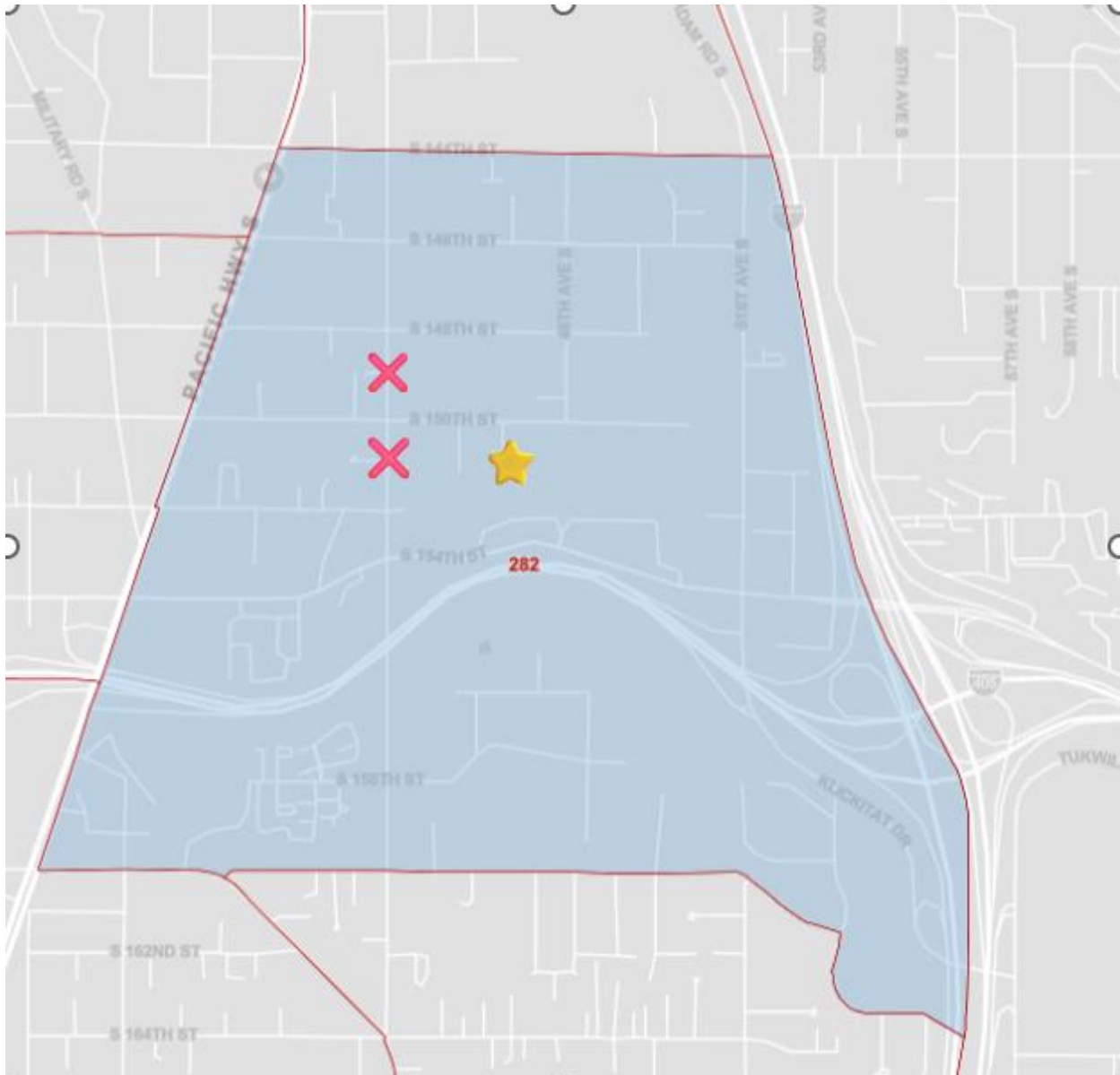
Demographic	Census Tract 263 (Allentown)	City of Tukwila	King County
Race and Ethnicity*			
White	26%	29%	56%
Black/African American	12%	17%	6%
American Indian/Alaska Native	7%	1%	0%
Asian	41%	24%	19%
Native Hawaiian/Pacific Islander	1%	3%	1%
Hispanic	12%	22%	10%
Age			
Percent Under 18 years old	21%	18%	20%
Percent Over 65 years old	12%	11%	14%
Wealth and Income			
Poverty Rate	4%	13.3%	8.5%
Median Household Income	\$83,958	\$76,331	\$116,340
Other Socioeconomic Indicators			
Percent of Residents with Bachelor's or higher	27.3%	25.8%	54.9%
Homeownership Rate	67.0%	42.4%	55.6%

* Margin of error is at least 10 percent of the total value. Take care with these statistics.

¹⁴ Source - <https://censusreporter.org/profiles/14000US53033026300-census-tract-263-king-wa/>

ANNEX C

15000 42nd Ave S – Thorndyke – Census Tract 282¹⁵



The red X's mark the approximate location of the speed cameras. The yellow star is the location of Thorndyke Elementary School. 42nd Ave S is also classified as a Collector Arterial (TMC 9.18.030)¹⁶. Children that walk to Thorndyke Elementary School walk along 42nd Ave S and many must also cross the road from the west.

¹⁵ Source - <https://censusreporter.org/profiles/14000US53033028200-census-tract-282-king-wa/>

¹⁶ Tukwila Municipal Code [Link](#)

ANNEX D

Demographic Data from U.S. Census Tract 282 vs City of Tukwila vs King County¹⁷

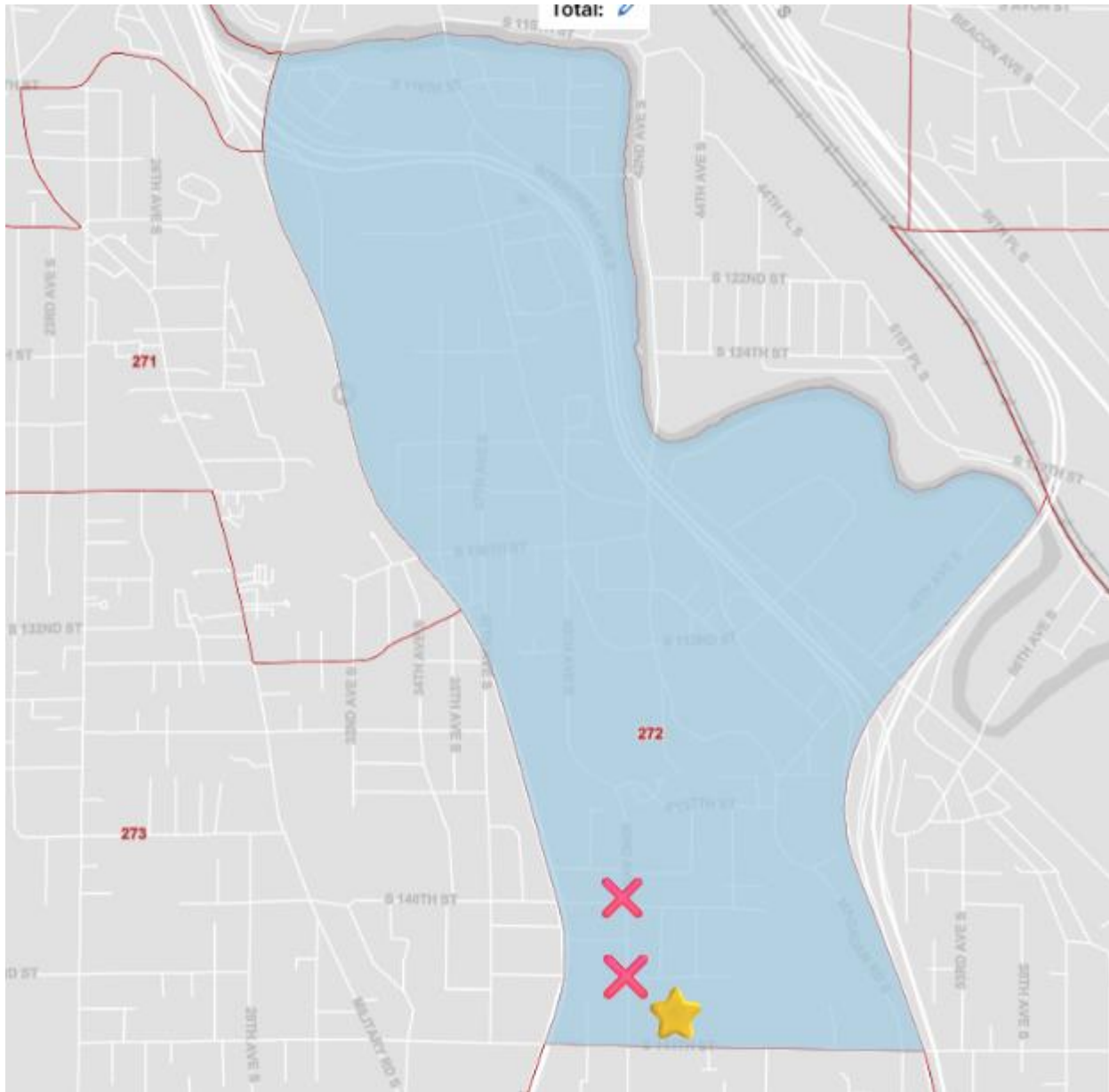
Demographic	Census Tract 282 (Thorndyke)	City of Tukwila	King County
Race and Ethnicity*			
White	31%	29%	56%
Black/African American	22%	17%	6%
American Indian/Alaska Native	0%	1%	0%
Asian	18%	24%	19%
Native Hawaiian/Pacific Islander	4%	3%	1%
Hispanic	23%	12.5%	5.8%
Age			
Percent Under 18 years old	16%	18%	20%
Percent Over 65 years old	18%	11%	14%
Wealth and Income			
Poverty Rate	12.6%	13.3%	8.5%
Median Household Income	\$68,588	\$76,331	\$116,340
Other Socioeconomic Indicators			
Percent of Residents with Bachelor's or higher	26.6%	25.8%	54.9%
Homeownership Rate	44%	42%	56%

¹⁷ Source - <https://censusreporter.org/profiles/14000US53033028200-census-tract-282-king-wa/>

* Margin of error is at least 10 percent of the total value. Take care with this statistic.

ANNEX E

14200 42nd Ave S - US Census Tract 272



The red X's indicate an approximate location for the proposed speed camera locations. The gold star is the location of Foster High School. This is also located on 42nd Ave S which is classified as a Collector Arterial Street.

ANNEX F

Demographic Data from U.S. Census Tract 272 vs City of Tukwila vs King County¹⁸

Demographic	Census Tract 272 (Foster)	City of Tukwila	King County
Race and Ethnicity*			
White	24%%	29%	56%
Black/African American	17%	17%	6%
American Indian/Alaska Native*	0%	1%	0%
Asian	21%	24%	19%
Native Hawaiian/Pacific Islander	5%	3%	1%
Hispanic	24%	22%	10%
Age			
Percent Under 18 years old	21%	18%	20%
Percent Over 65 years old	12%	11%	14%
Wealth and Income			
Poverty Rate	16.4%	13.3%	8.5%
Median Household Income	\$67,240	\$76,331	\$116,340
Other Socioeconomic Indicators			
Percent of Residents with Bachelor's or higher	22.8%	25.8%	54.9%
Homeownership Rate	49%	42%	56%

Based on the data, residents of this census tract have a lower median household income, higher employment rate, and higher home ownership rate than the rest of the City of Tukwila.

¹⁸ Source - <https://censusreporter.org/profiles/14000US53033027200-census-tract-272-king-wa/>

* Margin of error is at least 10 percent of the total value. Take care with these statistics.

ANNEX G

Crash data in Tukwila at proposed locations (2019-2023)¹⁹

Red X denotes proposed camera locations

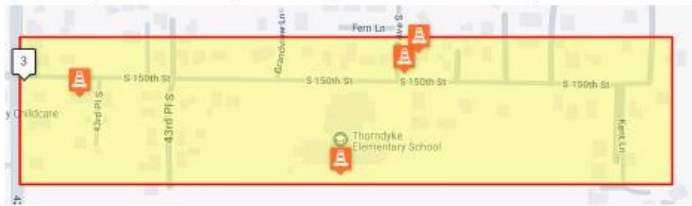
Codiga Park (S 124th ST - S 129th ST)



Foster High School (Tukwila International Blvd - 46th Ave S)



Thorndyke Elementary School (EB from 42nd Ave S)



	2019	2020	2021	2022	2023
Codiga Park (S 124th ST - S 129th ST)	3	5	7	2	0
Foster (S 144th ST)	7	2	6	2	8
Thorndyke (S 150th ST)	0	1	1	3	2
42nd Ave S (S 140th ST to SC Blvd)	19	10	17	18	22



42nd Ave S (S 140th ST to Southcenter Blvd)

¹⁹ Data compiled by TPD Crime Analyst 10/10/24

RCW 46.63.220 Automated traffic safety cameras—City or county may authorize use—Local legislative authority analysis—Traffic ordinances—Annual reports—Signage—Images—Notice of infraction—Compensation for equipment—Revenue. (1) 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).

(2) Any city or county may authorize the use of automated traffic safety cameras and must adopt an ordinance authorizing such use through its local legislative authority.

(3) The local legislative authority must prepare an analysis of the locations within the jurisdiction where automated traffic safety cameras are proposed to be located before adding traffic safety cameras to a new location or relocating any existing camera to a new location within the jurisdiction. The analysis must include equity considerations including the impact of the camera placement on livability, accessibility, economics, education, and environmental health when identifying where to locate an automated traffic safety camera. The analysis must also show a demonstrated need for traffic cameras based on one or more of the following in the vicinity of the proposed camera location: Travel by vulnerable road users, evidence of vehicles speeding, rates of collision, reports showing near collisions, and anticipated or actual ineffectiveness or infeasibility of other mitigation measures.

(4) Automated traffic safety cameras may not be used on an on-ramp to a limited access facility as defined in RCW 47.52.010.

(5) A city may use automated traffic safety cameras to enforce traffic ordinances in this section on state highways that are also classified as city streets under chapter 47.24 RCW. A city government must notify the department of transportation when it installs an automated traffic safety camera to enforce traffic ordinances as authorized in this subsection.

(6) (a) At a minimum, a local ordinance adopted pursuant to this section must contain the restrictions described in this section and provisions for public notice and signage. Cities and counties must also post such restrictions and other automated traffic safety camera policies on the city's or county's website. 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 adopt an authorizing ordinance.

(b) (i) Cities and counties using automated traffic safety cameras must post an annual report on the city's or county's website of the number of traffic crashes 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. Beginning January 1, 2026, the annual report must include the percentage of revenues received from fines issued from automated traffic safety camera infractions that were used to pay for the costs of the automated traffic safety camera program and must describe the uses of revenues that exceeded the costs of operation and administration of the automated traffic safety camera program by the city or county.

(ii) The Washington traffic safety commission must provide an annual report to the transportation committees of the legislature, and post the report to its website for public access, beginning July 1, 2026, that includes aggregated information on the use of automated traffic safety cameras in the state that includes an assessment of the

impact of their use, information required in city and county annual reports under (b)(i) of this subsection, and information on the number of automated traffic safety cameras in use by type and location, with an analysis of camera placement in the context of area demographics and household incomes. To the extent practicable, the commission must also provide in its annual report the number of traffic accidents, speeding violations, single vehicle accidents, pedestrian accidents, and driving under the influence violations that occurred at each location where an automated traffic safety camera is located in the five years before each camera's authorization and after each camera's authorization. Cities and counties using automated traffic safety cameras must provide the commission with the data it requests for the report required under this subsection in a form and manner specified by the commission.

(7) All locations where an automated traffic safety camera is used on roadways or intersections must be clearly marked by placing signs at least 30 days prior to activation of the camera in locations that clearly indicate to a driver either that: (a) The driver is within an area where automated traffic safety cameras are authorized; or (b) the driver is entering an area where violations are enforced by an automated traffic safety camera. The signs must be readily visible to a driver approaching 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. All public transportation vehicles utilizing a vehicle-mounted system must post a sign on the rear of the vehicle indicating to drivers that the vehicle is equipped with an automated traffic safety camera to enforce bus stop zone violations.

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

(9) 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 (17) of this section. The notice of infraction must 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.

(10) 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 (17) of

this section. If appropriate under the circumstances, a renter identified under subsection (17)(a) of this section is responsible for an infraction.

(11) 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 authorized city or county employees, as specified in RCW 46.63.030(1)(d), 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. Transit authorities must provide to the appropriate local jurisdiction that has authorized traffic safety camera use under RCW 46.63.260(2) any images or evidence collected establishing that a violation of stopping, standing, or parking in a bus stop zone has occurred for infraction processing purposes consistent with this section.

(12) If a county or city has established an automated traffic safety camera program as authorized 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. If the contract between the city or county and manufacturer or vendor of the equipment does not provide for performance or quality control measures regarding camera images, the city or county must perform a performance audit of the manufacturer or vendor of the equipment every three years to review and ensure that images produced from automated traffic safety cameras are sufficient for evidentiary purposes as described in subsection (9) of this section.

(13)(a) Except as provided in (d) of this subsection, a county or a city may only use revenue generated by an automated traffic safety camera program as authorized under this section for:

(i) Traffic safety activities related to construction and preservation projects and maintenance and operations purposes including, but not limited to, projects designed to implement the complete streets approach as defined in RCW 47.04.010, changes in physical infrastructure to reduce speeds through road design, and changes to improve safety for active transportation users, including improvements to access and safety for road users with mobility, sight, or other disabilities; and

(ii) The cost to administer, install, operate, and maintain the automated traffic safety cameras, including the cost of processing infractions.

(b) Except as provided in (d) of this subsection:

(i) The automated traffic safety camera program revenue used by a county or city with a population of 10,000 or more for purposes described in (a)(i) of this subsection must include the use of revenue in census tracts of the city or county that have household incomes in the lowest quartile determined by the most currently available census data and areas that experience rates of injury crashes that are above average for the city or county. Funding contributed from traffic safety program revenue must be, at a minimum, proportionate to the share of the population of the county or city who are residents of

these low-income communities and communities experiencing high injury crash rates. This share must be directed to investments that provide direct and meaningful traffic safety benefits to these communities. Revenue used to administer, install, operate, and maintain automated traffic safety cameras, including the cost of processing infractions, are excluded from determination of the proportionate share of revenues under this subsection (13)(b); and

(ii) The automated traffic safety camera program revenue used by a city or county with a population under 10,000 for traffic safety activities under (a)(i) of this subsection must be informed by the department of health's environmental health disparities map.

(c) Except as provided in (d) of this subsection, beginning four years after an automated traffic safety camera authorized under this section is initially placed and in use after June 6, 2024, 25 percent of the noninterest money received for infractions issued by such cameras in excess of the cost to administer, install, operate, and maintain the cameras, including the cost of processing infractions, must be deposited into the Cooper Jones active transportation safety account created in RCW 46.68.480.

(d)(i)(A) Jurisdictions with an automated traffic safety camera program in effect before January 1, 2024, may continue to allocate revenue generated from automated traffic safety cameras authorized under RCW 46.63.230 and 46.63.250(2)(c) as determined by the jurisdiction, as well as for the purposes established in (a) through (c) of this subsection, by:

(I) Up to a 10 percent increase in the number of traffic safety camera locations authorized to detect violations for automated traffic safety cameras authorized under RCW 46.63.230; and

(II) Up to a 10 percent increase in the number of traffic safety camera locations authorized to detect violations for automated traffic safety cameras authorized under RCW 46.63.250(2)(c).

(B)(I) Any automated traffic safety camera program in effect before January 1, 2024, with fewer than 10 traffic safety camera locations for automated traffic safety cameras authorized under RCW 46.63.230, which adds automated traffic safety cameras to one additional location for the use of cameras authorized under RCW 46.63.230, may continue to allocate revenue generated from automated traffic safety cameras authorized under RCW 46.63.230 as determined by the jurisdiction, as well as for the purposes established in (a) through (c) of this subsection.

(II) Any automated traffic safety camera program in effect before January 1, 2024, with fewer than 10 traffic safety camera locations for automated traffic safety cameras authorized under RCW 46.63.250(2)(c) as of January 1, 2024, which adds automated traffic safety cameras to one additional location for the use of cameras authorized under RCW 46.63.250(2)(c), may continue to allocate revenue generated from automated traffic safety cameras authorized under RCW 46.63.250(2)(c) as determined by the jurisdiction, as well as for the purposes established in (a) through (c) of this subsection.

(C) For the purposes of this subsection (13)(d)(i), a location is:

(I) An intersection for automated traffic safety cameras authorized under RCW 46.63.230 where cameras authorized under RCW 46.63.230 are in use; and

(II) A school speed zone for automated traffic safety cameras authorized under RCW 46.63.250(2)(c) where cameras authorized under RCW 46.63.250(2)(c) are in use.

(ii) The revenue distribution requirements under (a) through (d) (i) of this subsection do not apply to automated traffic safety camera programs in effect before January 1, 2024, for which an ordinance in effect as of January 1, 2024, directs the manner in which revenue generated from automated traffic safety cameras authorized under RCW 46.63.230 or 46.63.250(2)(c) must be used.

(14) A county or city may adopt the use of an online ability-to-pay calculator to process and grant requests for reduced fines or reduced civil penalties for automated traffic safety camera violations.

(15) Except as provided in this subsection, registered owners of vehicles who receive notices of infraction for automated traffic safety camera-enforced infractions and are recipients of public assistance under Title 74 RCW or participants in the Washington women, infants, and children program, and who request reduced penalties for infractions detected through the use of automated traffic safety camera violations, must be granted reduced penalty amounts of 50 percent of what would otherwise be assessed for a first automated traffic safety camera violation and for subsequent automated traffic safety camera violations issued within 21 days of issuance of the first automated traffic safety camera violation. Eligibility for medicaid under RCW 74.09.510 is not a qualifying criterion under this subsection. Registered owners of vehicles who receive notices of infraction must be provided with information on their eligibility and the opportunity to apply for a reduction in penalty amounts through the mail or internet.

(16) 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 must 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 may not exceed \$145, as adjusted for inflation by the office of financial management every five years, beginning January 1, 2029, based upon changes in the consumer price index during that time period, but may be doubled for a school speed zone infraction generated through the use of an automated traffic safety camera.

(17) If the registered owner of the vehicle is a rental car business, the issuing agency must, 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 agency relieves a rental car business of any liability under this chapter for the notice of infraction. [2024 c 307 s 2.]



Tukwila City Council Committee of the Whole Meeting

Hybrid Meeting (On-site and Virtual)

January 13, 2025 - 7:00 P.M.

MINUTES

COMMITTEE OF THE WHOLE

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Council President Sharp called the Tukwila City Council meeting to order at 7:00 p.m. and led the audience in the Pledge of Allegiance.

OFFICIALS

Present at the meeting were Council President Tosh Sharp (on-site); Councilmembers De'Sean Quinn (remote), Mohammed Abdi (on-site), Armen Papyan (on-site), Jovita McConnell (on-site), Dennis Martinez (on-site) and Hannah Hedrick (on-site).

CITY OFFICIALS

Thomas McLeod, Mayor; Marty Wine, City Administrator; Pete Mayer, Deputy City Administrator/Acting Public Works Director; Derek Speck, Economic Development Administrator; Brandon Miles, Director of Strategic Initiatives and Government Relations; Nora Gierloff, Community Development Director; Aaron BeMiller, Finance Director; Tony Cullerton, Deputy Finance Director; Eric Drever, Police Chief; Eric Lund, Deputy Police Chief; Joel Bush, Technology & Innovation Services Director; Griffin Lerner, Public Works Analyst; Laurel Humphrey, Legislative Analyst; Andy Youn, City Clerk; Jennifer Marshall, Deputy City Clerk.

LAND ACKNOWLEDGEMENT

Councilmember Abdi stated "The City of Tukwila is located on the ancestral lands of the Coast Salish people. We acknowledge their continuing connections to land, waters and culture. We pay our respects to their elders past, present and emerging."

PUBLIC COMMENTS

Sharon Mann spoke in support of the proposed Newporter Property sale, which she believes will increase livability along the Tukwila International Boulevard.

SPECIAL ISSUES

a. Federal Advocacy update and briefing.

David Hodges, Partner/Public Affairs; Joel Ruben, Partner/Federal Affairs (remote); and Kamron Brant, Associate/ Federal Affairs from CFM Advocates introduced themselves and their work histories; they also overviewed general current federal issues and upcoming advocacy opportunities.

Councilmembers asked clarifying questions regarding immigration, potential infrastructure funding, public health, and housing.

7:49 p.m. Councilmember Abdi exited the Council Chambers
7:54 p.m. Councilmember Abdi returned to the Council Chambers

b. Automated traffic safety cameras equity analysis

Eric Lund, Deputy Chief of Police, reviewed the Speed Camera Equity Analysis as required per RCW 46.63.220(3) for the three proposed locations for speed cameras (near Codiga Park, Foster High School, and Thorndyke Elementary School).

Councilmembers expressed support for these locations and asked questions regarding the timing of their installation, the potential for speed cameras at all schools within the city, and the financial impact of this program.

c. Update on sale of Newporter Parcel

Derek Speck, Economic Development Administrator, reviewed the preliminary proposal for the sale of the Newporter Parcel located at 14840 Tukwila International Boulevard. He requested feedback related to Council's interest in adjusting the height limitations along Tukwila International Boulevard, decreasing parking requirements, and expanding the Multi-Family Tax Exemption (MFTE) program to this area. It was noted Council could direct staff to negotiate this offer, continue marketing the site, or leave site alone for now.

Councilmembers expressed interest in continuing the negotiations and potentially allowing modifications to the height and parking restrictions as well as expanding the MFTE to this area.

8:51 p.m.	Councilmember McConnell exited the Council Chambers
8:54 p.m.	Councilmember McConnell returned to Council Chambers
8:55 p.m.	Councilmember Abdi exited the Council Chambers
8:59 p.m.	Councilmember Abdi returned to Council Chambers
9:00 p.m.	Councilmember Martinez exited the Council Chambers
9:04 p.m.	Councilmember Martinez returned to Council Chambers

REPORTS

a. Mayor

Mayor McLeod will be in Washington D.C. beginning January 14th for the Mayors Innovation Project followed by the United States Conference of Mayors.

b. City Council

Councilmember Quinn noted he is not in physical attendance as he is recovering from a surgery and plans to be in-person at the next meeting.

Councilmember Pappan attended the memorial service for King County Metro Transit Operator Shawn Yim. He referenced the current fires in California and the importance of investing money in resilient infrastructure.

Councilmember McConnell attended Sound Cities Association and noted the need for increased diversity on the boards and committees. She also attended Mr. Yim's service and expressed her desire to advocate for additional responder protections. She attended the 2025 Charity Cup hockey game between South Sound Police and Puget Sound Fire (PSF).

Councilmember Martinez attended meetings centering on public safety during the past week including with Cascade Water Alliance, Amalgamated Transit Union 587, and labor officials. He also attended Mr. Yim's memorial.

Councilmember Hedrick also attended Mr. Yim's memorial and the 2025 Charity Cup. She shared the behavior and mental health issues need to be addressed in addition to putting up additional protections.

c. Staff

There was no report.

MISCELLANEOUS

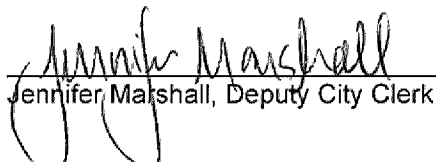
Councilmember Pappan shared his desire to have a holiday event for the City of Tukwila, similar to Snowflake Lane in Bellevue or Renton's Holiday Light Show. He asked regarding Council interest to pursue this idea. Consensus existed to refer this item to a Committee for further discussion.

Councilmember McConnell expressed appreciation for the Police Department and their unwavering commitment to keeping the community safe.

Councilmember Martinez emphasized the importance of proper preparations for inclement weather including monitoring tire pressure as the cold weather can cause a decrease in the pressure.

ADJOURNMENT

9:31 P.M. COUNCIL PRESIDENT SHARP DECLARED THE COMMITTEE OF THE WHOLE MEETING ADJOURNED.


Tosh Sharp, Council President
Jennifer Marshall, Deputy City Clerk

APPROVED BY COUNCIL PRESIDENT: 01/27/25
AVAILABLE ON THE CITY WEBSITE: 01/28/25