

**City Council
Study Session
Finance & Internal Services SFA
July 13, 2026 - 5:30 PM
City Hall Council Chambers**

AGENDA

CALL TO ORDER

PUBLIC PARTICIPATION

- A. The Auburn City Council Study Session Meeting scheduled for Monday, July 13, 2026, at 5:30 p.m. will be held in person and virtually.

Virtual Participation Link:

To view the meeting virtually please click the below link, or call into the meeting at the phone number listed below. The link to the Virtual Meeting is:

<https://www.youtube.com/user/watchauburn/live/?nomobile=1>

To listen to the meeting by phone or Zoom, please call the below number or click the link:

Telephone: 253 205 0468

Toll Free: 888 475 4499

Zoom: <https://us06web.zoom.us/j/88679563682>

ROLL CALL

AGENDA MODIFICATIONS

ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

- A. Municipal Court Judge Candidate Presentation
- B. Flock Camera Audit Presentation (Whalen/Caillier) (20 Minutes)
- C. Review Draft Supplement to the Automated Traffic Safety Camera 2025 Program Expansion Study and Program Overview (Gaub) (15 Minutes)

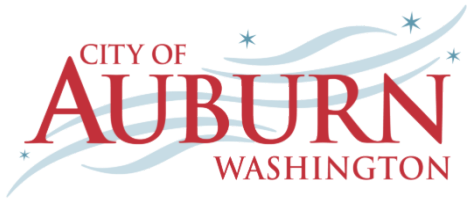
AGENDA ITEMS FOR COUNCIL DISCUSSION

- A. Ordinance No. 7029 (Whalen/Caillier/Krueger) (20 Minutes)
An Ordinance relating to electric-assisted bicycles and electric motorcycles, amending Section 10.56.010 of the Auburn City Code, and adding a new Chapter 10.57 to the Auburn City Code

COUNCIL REPORTS

ADJOURNMENT

Agendas and minutes are available to the public at the City Clerk's Office and on the City website (<http://www.auburnwa.gov>).



AGENDA BILL APPROVAL FORM

Agenda Subject:

Flock Camera Audit Presentation (Whalen/Caillier) (20 Minutes)

Meeting Date:

July 13, 2026

Department:

Police

Attachments:

Presentation, Auburn
Washington Flock Safety

Budget Impact:**Administrative Recommendation:**

For discussion only.

Background for Motion:**Background Summary:**

Flock Audit Overview will be presented.

Councilmember: Lisa Stirgus

Staff: Mark Caillier, Jason Whalen



FLOCK AUDIT OVERVIEW

Auburn Police Department

AUBURN VALUES

S E R V I C E
E N V I R O N M E N T
E C O N O M Y
C H A R A C T E R
S U S T A I N A B I L I T Y
W E L L N E S S
C E L E B R A T I O N

SB 6002

- **SB 6002 does not prohibit law enforcement from hiring an independent auditor.**
 - The bill holds the law enforcement agency solely accountable for the results.
 - If an agency chooses to contract an independent third party to review their logs and compliance, those findings must be integrated into the agency's mandatory public reports.

TWO TYPES OF DATA

- **ALPR Data:** The physical images of license plates, vehicle context, times, and geographic locations.
- **Audit Trail Data:** The administrative metadata showing *who* logged into the system, *when* they looked, what search terms they used, and what data they accessed.

- Any external auditor can only access the system's tracking logs rather than the actual vehicle license plate images.
- **The Legislative Distinction:** Under Section 8 of the act, "audit trail data" is categorized separately from "ALPR data". The law explicitly authorizes this audit data to be analyzed for tracking and internal policy compliance.

PUBLIC RECORDS

- **The Data Exemption:** To protect citizen privacy while allowing oversight, Washington's Public Records Act was amended alongside SB 6002 to shield this auditing and tracking data from broad public disclosure, ensuring that an agency or its hired compliance reviewers can handle these logs securely.

PUBLIC RECORDS

- **No Investigative Exploitation:** SB 6002 explicitly states that data used to search the ALPR system and retained as an audit trail *cannot* be searched, analyzed, compiled, or indexed for investigative purposes. An external auditor cannot use their access to mine data for criminal behavior or patterns outside of the compliance audit itself.
- **The Commercial Ban:** The law strictly states that agencies are prohibited from making ALPR data or audit data available for purchase, sale, lease, or rent. A contracting agreement with an auditor cannot involve data monetization or data-broker access.
- **The Gross Misdemeanor Threshold:** Under the bill, it is a gross misdemeanor to willfully and intentionally permit unauthorized access to or disseminate ALPR data. If an auditor is given access to actual unpurged plate records (which must be deleted within 21 days) without a specific legal exemption, the agency risks criminal liability.

AGENCY REQUIREMENTS

- Register ALPR systems and policies with the AGO by September 26, 2026.
 - APD did this on July 7, 2026.
- Beginning December 1, 2026, submit all ALPR policy updates to AGO
- Beginning December 31, 2027, publish report detailing compliance with requirements (audits) and model policies

Shape a safer future, together

Auburn Washington





Driven by a shared mission

Eliminate crime and shape a safer future, together.

*The calculation of this figure follows the methodology outlined in the TCU study, applied to continuously updated data from our customers. The statistics presented in this document are based on proprietary data and may not be fully representative of the market as a whole. Due to the confidential nature of this information, certain details have been aggregated and cannot be disclosed.

12,000+

Total customers protected by Flock (over 6000 law enforcement agencies)

2,800+

Crimes solved per day using Flock

10%

Of reported crime in the US solved using Flock*

1,500+

Businesses protected by Flock

- ✓ Data is 100% owned by customers and will never be sold.
- ✓ Private customers never have access to government data or hotlists.
- ✓ Flock automatically deletes data after 30 days by default.
- ✓ Flock LPR only take images of publicly available information.
- ✓ Only your agency decides who to share with, not Flock.
- ✓ No facial recognition

A large flock of birds, possibly geese, is captured in flight against a vibrant sunset sky. The birds are arranged in a loose V-shape, with the lead birds at the top and the flock trailing off towards the bottom right. The sky transitions from a deep blue at the top to a warm orange and yellow near the horizon. The silhouettes of trees are visible at the very bottom of the frame.

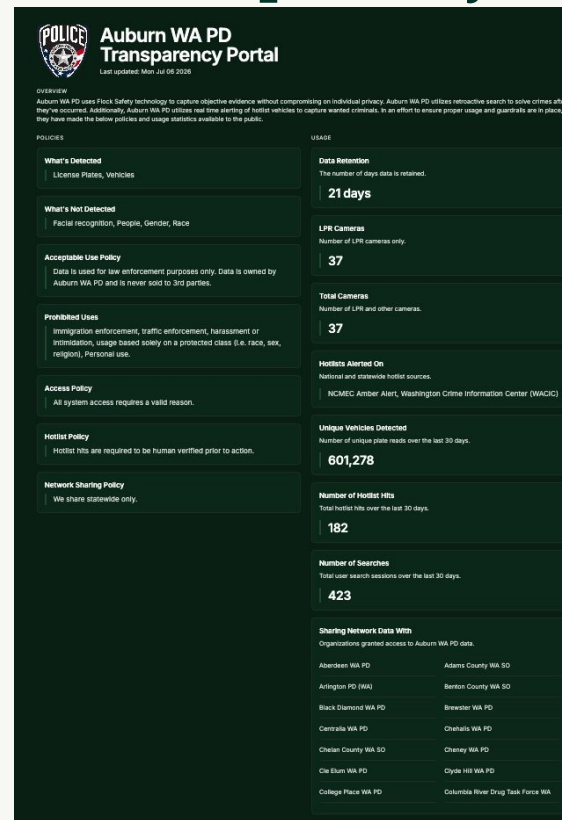
Built with Privacy in Mind

LPR Transparency Portal

- Customizable for each agency
- Display technology policies
- Publish usage metrics

- ✓ **Every search** requires a registered ID with an offense type
- ✓ Offense type and user ID are saved in a **permanent audit trail.**
- ✓ Flock encourages all agencies to conduct **regular audits to ensure proper usage.**
- ✓ Optional **audit assistance tool** to flag atypical search patterns.

Enabling accountability + transparency



Community Safety, Community Values

Industry Leading
Compliance Features



Search Filters

Prevents searches related to immigration or reproductive care at the request of a community.



Federal Limitations

No federal access to nationwide or state wide lookup. Only agencies can share their data, not Flock.



Permanent Audit Logs

Communities can require both search reason and case number be included in any search.



Legal Response

Our contract mandates we alert you to any legal request for your data.



Myths and Facts

Myth

LPRs can track people and show police everywhere they go.

Fact

LPRs take a point-in-time image of the rear of vehicles on public roadways. They do not continuously track vehicles. Any images not used for an investigation are deleted. Courts have consistently found that taking images of public documents (license plates) on public roads is not a violation of privacy.

Myth

LPRs violate the Fourth Amendment.

Fact

Appellate and federal district courts in at least fourteen states, including the 9th and 11th Circuits, have upheld using evidence from license plate readers as constitutional without requiring a warrant.



Myths and Facts

Myth

Flock sells customer data, compiling all of it into a national database.

Fact

Your community owns 100% of your data and it will never be sold. Only your agency decides who to share your data with, not Flock, and all data is deleted after 30 days by default.

Myth

Flock's private customers can access law enforcement data.

Fact

Flock's private customers use our services for issues like organized retail theft and can choose to share access to their cameras with explicit consent, but they **do not have access to law enforcement data.**



Myths and Facts

Myth

Flock's LPR cameras use facial recognition.

Fact

Flock's LPR cameras **do not use facial recognition** and the Flock LPR system **cannot be searched for human characteristics** like race or gender.

Myth

LPR cameras collect private information

Fact

Flock's LPR system does not collect **private information or DMV records** such as names, addresses, or SSNs. It only contains images of vehicles and license plates which are government documents meant to be publicly displayed on public roadways.

A photograph of a family of three walking away from the camera on a paved path. The path is flanked by dense green foliage and trees. The family consists of a woman with long dark hair wearing a light blue tunic and jeans, a young child in a light blue shirt and jeans, and a man in a blue and white checkered shirt and jeans. They are all holding hands and walking towards a bright, open area in the distance.

Myths and Facts

Myth

LPR cameras negatively impact communities of color.

Fact

Groups such as the historic Oakland, CA Chapter of the NAACP have endorsed Flock LPR **specifically because it reduces bias in policing:**

“These cameras are designed to detect only vehicles associated with a crime, removing the subjective judgment that too often leads to disproportionate stops and harmful interactions with Black and Brown residents.”

Myth

LPRs don't have an impact on crime.

Fact

San Diego Mayor Todd Gloria attributed the **20% decline in auto theft** to Flock LPR. San Francisco Mayor Daniel Lurie credited Flock LPR for the **41% decrease in auto theft while increasing arrests for auto theft cases by 46%.**

Flock has been used to solve **30% of homicides in Oakland and San Diego.**



A Simpler, Clearer Definition of Customer Data

This definition of ‘Customer Data’ encompasses all customer data and information, including:

- ✓ Data and information captured by Flock hardware on behalf of the customer through Flock services (such as images, audio, and/or video), and associated metadata;
- ✓ Content entered into the web interface by the customer or its authorized users; and
- ✓ Data and information provided to Flock through the services by third parties at the customer's direction.

Critically, the updated Terms make explicit that all rights, title, and interest in and to Customer Data belong to and are retained by the customer.

This clarification is about consistency and transparency. It does not change ownership. Flock customers own their data.

Use of Automatic License Plate Recognition Systems in Washington: New Requirements under Senate Bill 6002



Overview of the Law

- **Permitted uses:** felonies, gross misdemeanors, stolen vehicles, missing/endangered persons, parking and other vehicle and traffic-related uses.
- **Prohibited uses:** Immigration, constitutionally-protected activities, reproductive health care.
- **Sharing:** Agencies may provide access to other Washington agencies.
- **ALPR data not subject to public records requests.**
- **No ALPR data collection at certain locations:** healthcare facilities, immigration facilities, elementary and secondary schools, places of worship, courts, food banks.
- **Databases permitted for alerts:** Department of Licensing, WACIC, NCMEC, FBI and Washington state kidnapped and missing persons lists. No NCIC.
- **Data Retention:** 21 days.
- **Access to private sector LPR data now requires a warrant.**
- **ALPR policy and training.**
- **Annual audit.**
- **Annual report.**

Flock Actions

To help law enforcement customers comply with the new law, Flock has:

- Removed law enforcement access to private cameras
- Changed maximum data retention to 21 days
- Removed access to national network, blocked future out-of-state sharing, and instructed customers on how to revoke out-of-state sharing with one click
- Removed Axon Fleet3 ALPR integration
- Provided an initial review of camera locations that may need to be relocated because they are near sensitive locations; agencies to make final location decisions
- Added user ID back into network audits (name had been redacted)
- Added device count to auditse
- Made case number a required field
- Built device location export in the device health dashboard
- Unredacted all elements that the user searched for in audits
- Event log now records any image transfer and download
- Removed access to NCIC alerts

Still working on:

- Access to state database WACIC for alerts - **agencies will need to sign an MOU with WSP to gain access**

Recent Court Cases Challenging LPR

Schmidt v. City of Norfolk (US District Court, Eastern District of Virginia)

“The Court must conclude that that the limited number of photographs available on a 21-day rolling basis from 75 camera track clusters in Norfolk does not ‘track’ the whole of a person's movements nor does it provide an ‘intimate’ window into where citizens drive, park, visit, linger, sleep, or patronize.”

State v. Simonson (Washington State Court of Appeals)

“Based on established legal precedent and constitutional principles, no privacy right exists for the mere act of photographing a license plate in plain view on a public road.”

**Courts are uniform that the use of LPRs
does not require a warrant**



Collaborative Policing Technology

The leading public safety technology partner supporting over 5,000 communities nationwide with tools that drive real outcomes, reducing crime, improving efficiency, and enhancing officer, employee and community safety.

"This is the single greatest change since DNA — what this system does is a game changer."

CHIEF MURRAY | Yakima PD

A wide-angle photograph of the Seattle skyline at sunset. The Space Needle is prominent on the left, and the city's skyscrapers are silhouetted against a sky with orange and purple clouds. Mount Rainier is visible in the distance on the right.

The Answer for Auburn



All data is stored with end-to-end data privacy including:

- FBI (CJIS)
- NDAA
- SOC2 (Type II)
- ISO 27001 (Data Security)
- ISO 27701 (Data Privacy)
- ISO 42001 (AI)
- Higher Education Community Vendor Assessment Tool (HECVAT)

We are also aligned with the security protocols established by NIST Cybersecurity as well as the Cloud Security Alliance CAIQ framework. Stored on the AWS GovCloud.

Bipartisan Support



"Backed by a plethora of legal precedent, we can simultaneously establish and enforce strict protections to **prevent abuse, ensure transparency and limit data retention.**

While the path forward requires a balanced approach, it is **more than evident that the benefits of LPR technology should be utilized nationwide to further enhance public safety,**"



Delivering Accountability: A Plan To Stop Crime in Our Communities

"Increase access to automated license plate readers...help catch carjackers and recover stolen vehicles"

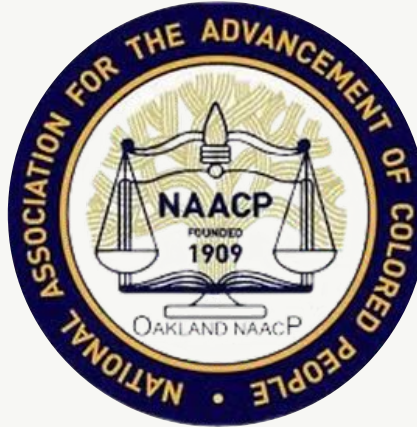
"By integrating information from multiple sources—such as...license plate readers—investigators can **identify crime patterns, connect related incidents, and generate strong cases against those driving violence.**"

Proven Impact, *Trusted Partner*



“By utilizing technology like Flock’s License Plate Recognition (LPR) camera system, we have seen remarkable results. **Over 100 missing children cases have been resolved thanks to the swift action enabled by this technology.**”

-NCMEC

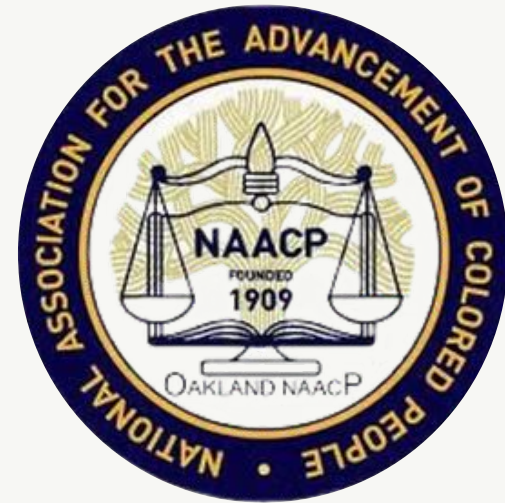


“We believe that any technology that **increases post-crash responsiveness and accountability** will help to raise awareness and change behaviors to avoid impaired driving” -MADD

“In a moment when our communities are demanding both public safety and equitable justice, Flock Safety’s LPR technology offers a powerful tool to reduce bias in policing.

These cameras are designed to detect only vehicles associated with a crime, removing the subjective judgment that too often leads to disproportionate stops and harmful interactions with Black and Brown residents. It is a clear example of how technology can support safer, fairer policing.”

Protecting Vulnerable Communities





96%

Agencies are collecting data
with various technologies.
[NIJ, 2024]

The challenge isn't data. It's
capacity to connect it.

Nearly 8 in 10 crimes go unsolved
due to lack of time, tools, or
actionable leads to pursue them.

[FBI UCR 2022 via Pew; NIJ, CSG Justice
Center]

70%

Agencies report hiring is
still harder than ever.
[IACP, 2024]



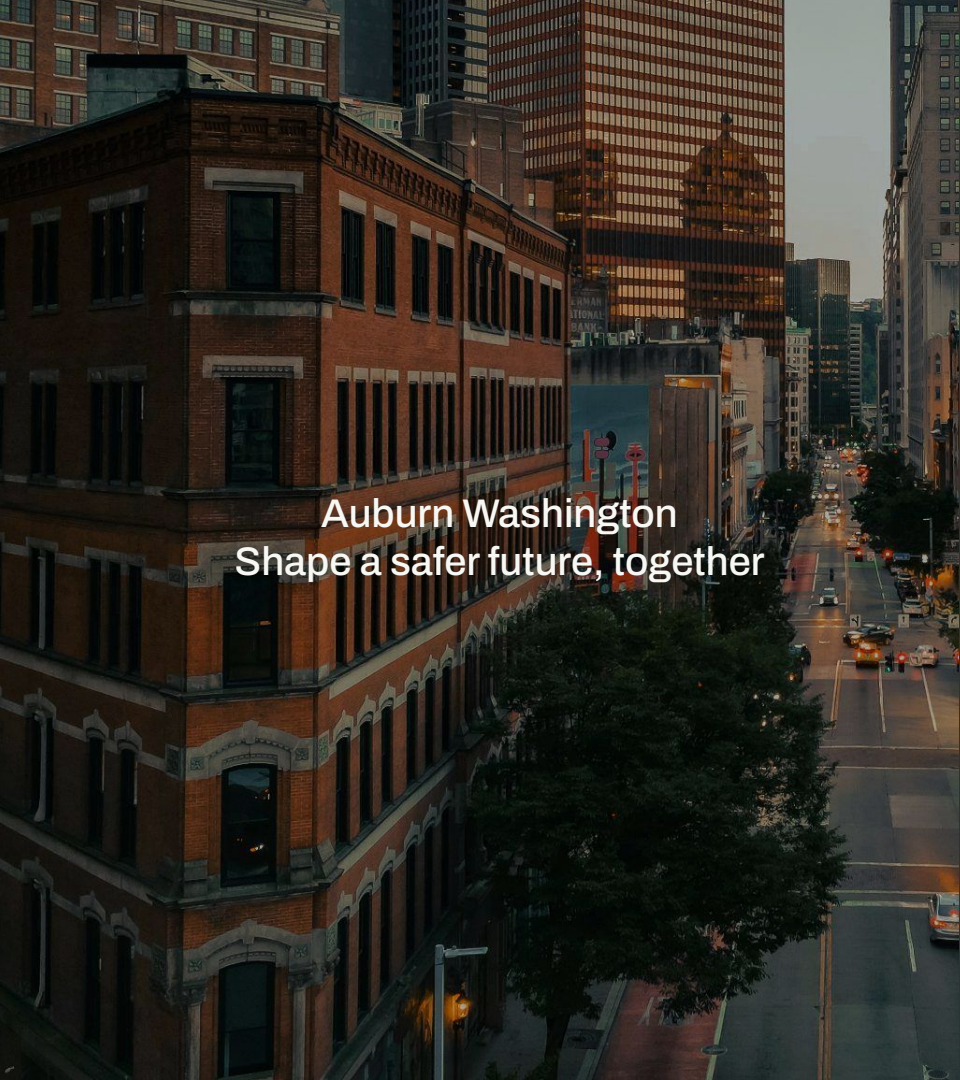
What We All Agree On

Everyone deserves to feel safe.



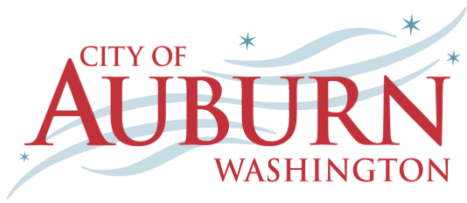
✦ Flock





Auburn Washington
Shape a safer future, together

Thank You



AGENDA BILL APPROVAL FORM

Agenda Subject:

Review Draft Supplement to the Automated Traffic Safety Camera 2025
Program Expansion Study and Program Overview (Gaub) (15 Minutes)

Meeting Date:

July 13, 2026

Department:

Public Works

Attachments:

Presentation, Draft Supplement
to 2025 Auburn - Automated
Traffic Safety Camera Study

Budget Impact:**Administrative Recommendation:**

For discussion only.

Background for Motion:**Background Summary:**

In 2025, Resolution No. 5847 adopted the City of Auburn Automated Traffic Safety Camera 2025 Program Expansion Study and Program Overview (Study) and affirmed that speed enforcement with automated traffic safety cameras at the locations recommended in the Study is consistent with State law.

In 2026, automated traffic safety cameras were installed at the three locations recommended in the Study. After the cameras were installed, the City heard concerns from the Muckleshoot Indian Tribe regarding the camera on Auburn Way South. A draft supplement to the Study was prepared that examines how the camera on Auburn Way South may specifically affect the Muckleshoot Indian Tribe and addresses the equity concerns raised by the Muckleshoot Indian Tribe.

Councilmember: Tracy Taylor

Staff: Ingrid Gaub

ENGINEERING SERVICES

TRAFFIC SAFETY CAMERA STUDY SUPPLEMENT FOR AUBURN WAY SOUTH CAMERA

INGRID GAUB & JACOB SWEETING
CITY COUNCIL STUDY SESSION
JULY 13, 2026

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

AUBURN
VALUES

SERVICE
ENVIRONMENT
ECONOMY
CHARACTER
SUSTAINABILITY
WELLNESS
CELEBRATION

BACKGROUND

October 2024 - Resolution 5789, CSAP and Safety Goal
July 2025 - Resolution 5847, Camera Study, 3 Locations
January 2026 - 3 Cameras Installed
February 2026 - Concerns from MIT
March 2026 - Moved Auburn Way South Camera
April - July 2026 - Discussions w/MIT & Additional Analysis
July 2026 – Study Supplement

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ORIGINAL SPEED CAMERA STUDY

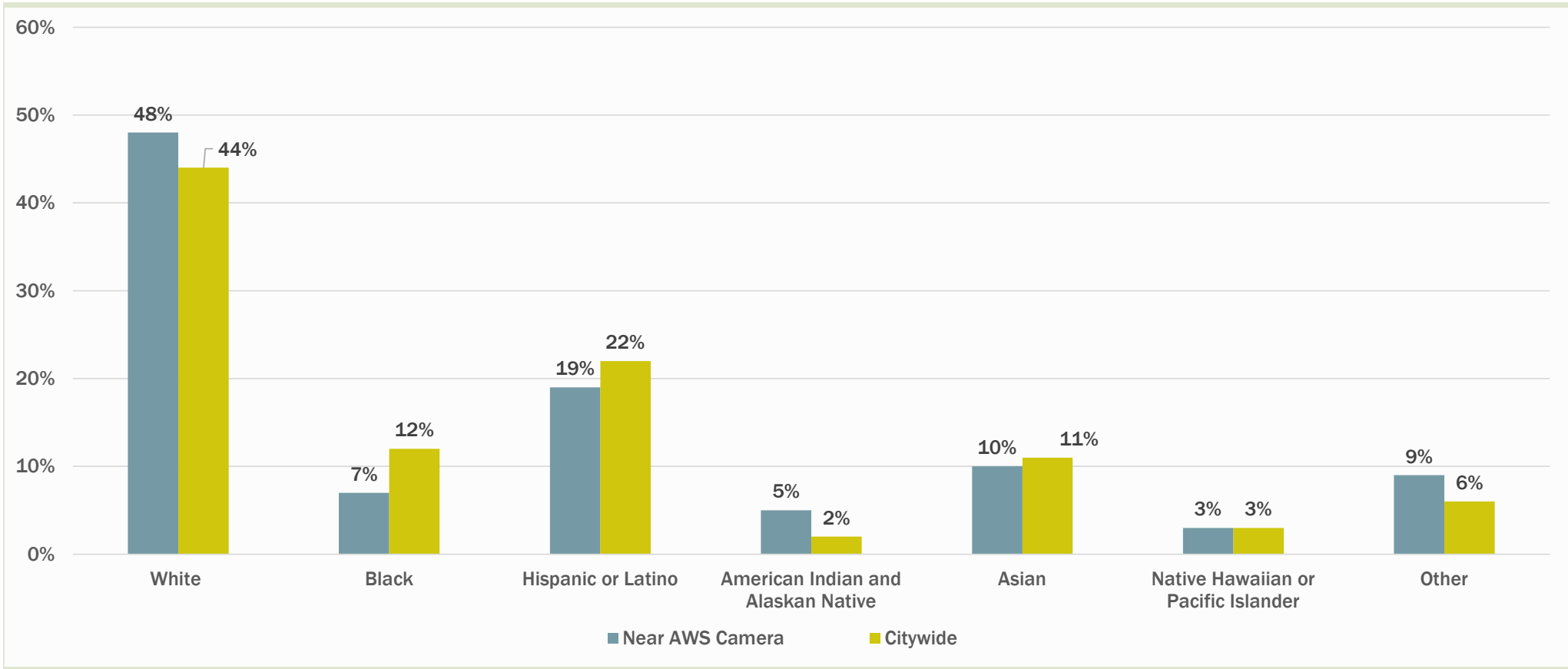
- Initial Site Selection and Evaluation
- Detailed Speed Studies
- Crash to Speed Correlation Evaluation
- Equity and Alternatives Analysis
- Selected Sites

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SPEED CAMERA STUDY SUPPLEMENT

- **Explores Concerns Heard from MIT**
 - **Potential impacts to MIT members using corridor**
 - **Potential impacts to MIT businesses**
 - **Confirm need for camera at current location**
- **Review Additional Information made available after initial study.**

EQUITY ANALYSIS - ETHNICITY



IMPACTS TO DRIVERS – FINANCIAL BURDEN?

	Standard Speeding Ticket	Camera Infraction
Driver's Record and Insurance	On record for 3 to 5 years and, Increase Insurance Rate	<u>Similar</u> to parking ticket, not on driver's record and no increase to insurance rates
Cost	Avg. \$222	\$145
Grace	May be issued for any speed exceeding posted speed	Event trigger set well above posted. As determined by Police Department
Low-Income Reduction	None	Required to be reduced by 50% for qualifying individuals
Dispute	Court	In writing/mail or court
Warning	Officer discretion	Min. 30-day warning period.
Other	Speeding citations often lead to other charges/arrests	Camera can only be used for speeding infractions.

EQUITY ANALYSIS – IMPACT ON DRIVERS

Income Demographics – People Travelling on Roadway

Location	Median Household Income ¹	Comparison of Auburn Median Income ²	Note
Auburn Way S between R St Bridge & Muckleshoot Plaza SE	\$92,000	>99%	Location is nearly equal to median income

¹ Per Placer AI data collection tool

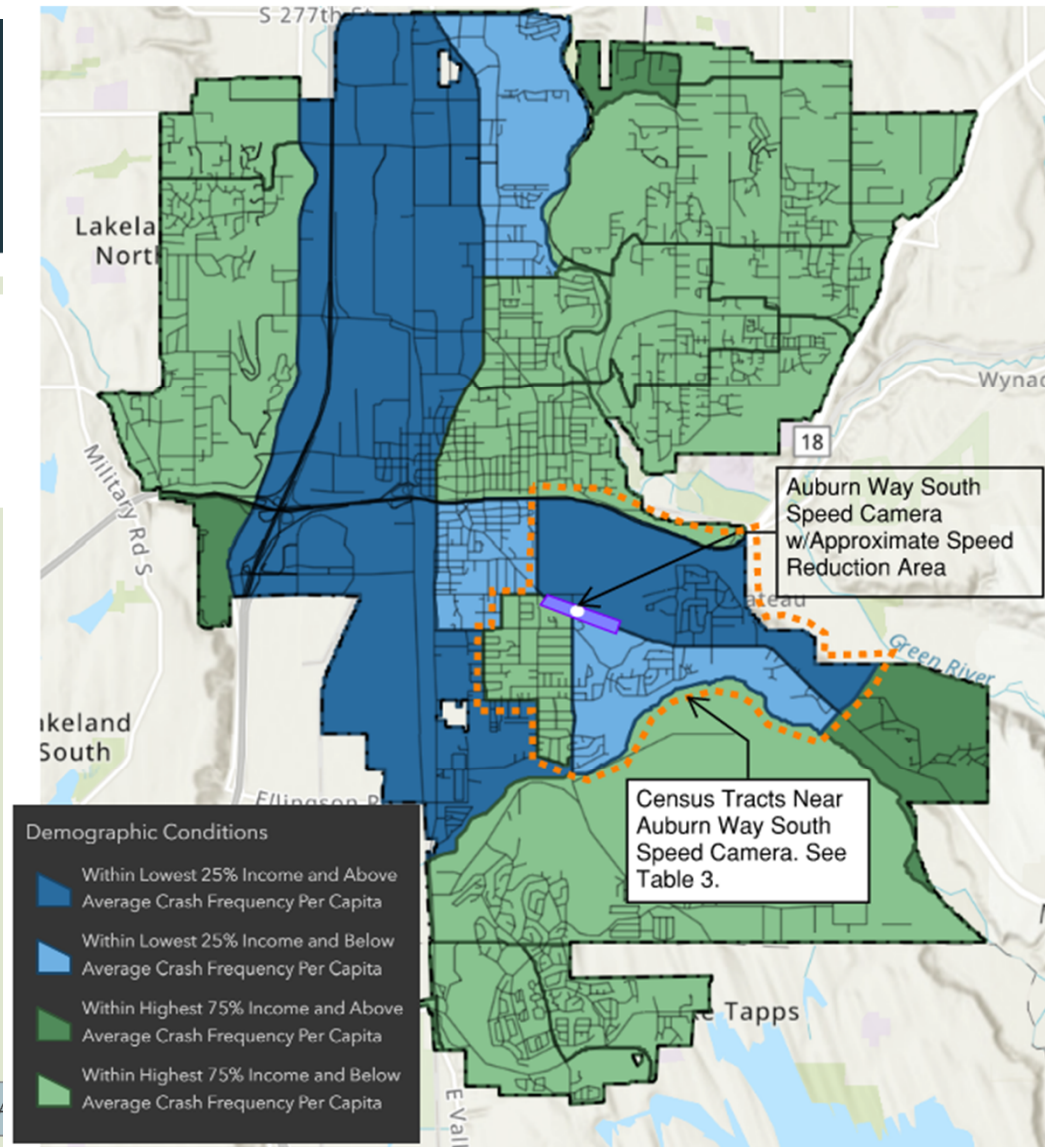
² Median income in Auburn is \$92,824

Census Tract Income and Crash Data

Census Tract	Injury Crash Rate per Capita ¹ /Comparison to Citywide Average ²	Median Household Income/Comparison to Average	Observation
53033031101	73/Higher	\$78,559/23%	Area experiences higher than average injury crashes and is of a general lower income.
53033031102	15/Lower	\$72,585/14%	Area experiences lower than average crashes and is of a general lower income.
53033030802	18/Lower	\$84,383/41%	Area experiences lower than average crashes and is of a mid to low range income.

¹ Calculated using total number of injury crashes from 2018 to 2024 divided by population. Expressed as the number of injury crashes in the 7-year data period per 1000 people of population.

² The average number of crashes per 1000 people in the 7-year period was 52.7.



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EQUITY ANALYSIS – IMPACT ON BUSINESS

Average Daily Traffic Near Camera (Pre and Post Camera)

Date Range ¹	Average Daily Traffic (ADT) ²	Source	Camera In-Place
04/06/26-04/12/26	16,282	Camera	Yes
04/25/25-05/01/25	16,900	Tube Counts	No
04/28/23-05/04/23	16,050	Tube Counts	No
06/04/22-06/10/22	16,360	Tube Counts	No

¹ All date ranges include Monday through Sunday

² Average ADT without camera in place = 16,437

CONFIRM NEED FOR AWS CAMERA AT CURRENT LOCATION

Crash Statistics at Auburn Way South Camera Location

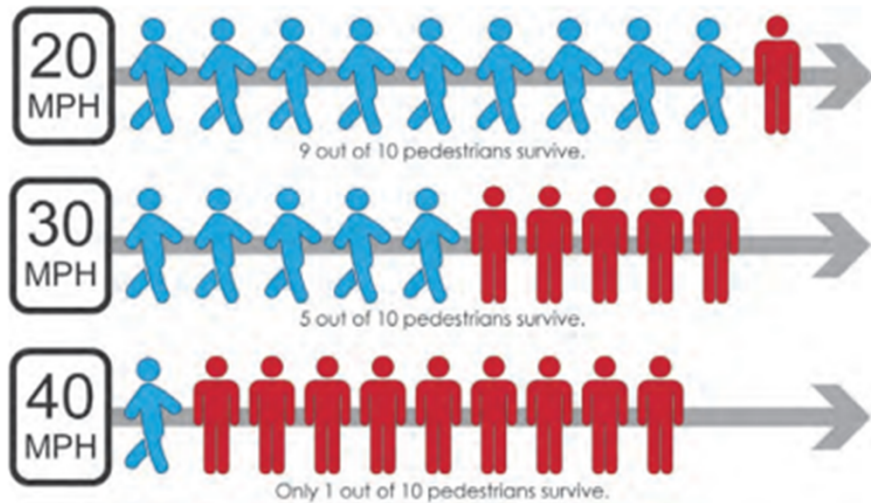
- Eastbound in the vicinity of Auburn Way South Camera (2018-2024)
 - 106 Crashes
 - 57 crashes w/injury or fatality
 - 23 crashes speed related
 - 10 injury/fatality crashes speed related



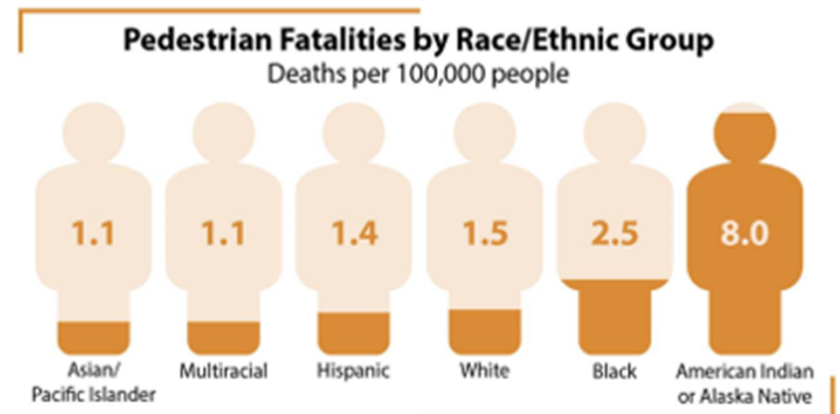
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CONFIRM NEED FOR AWS CAMERA AT CURRENT LOCATION

Speed Reduction & Pedestrian Survivability



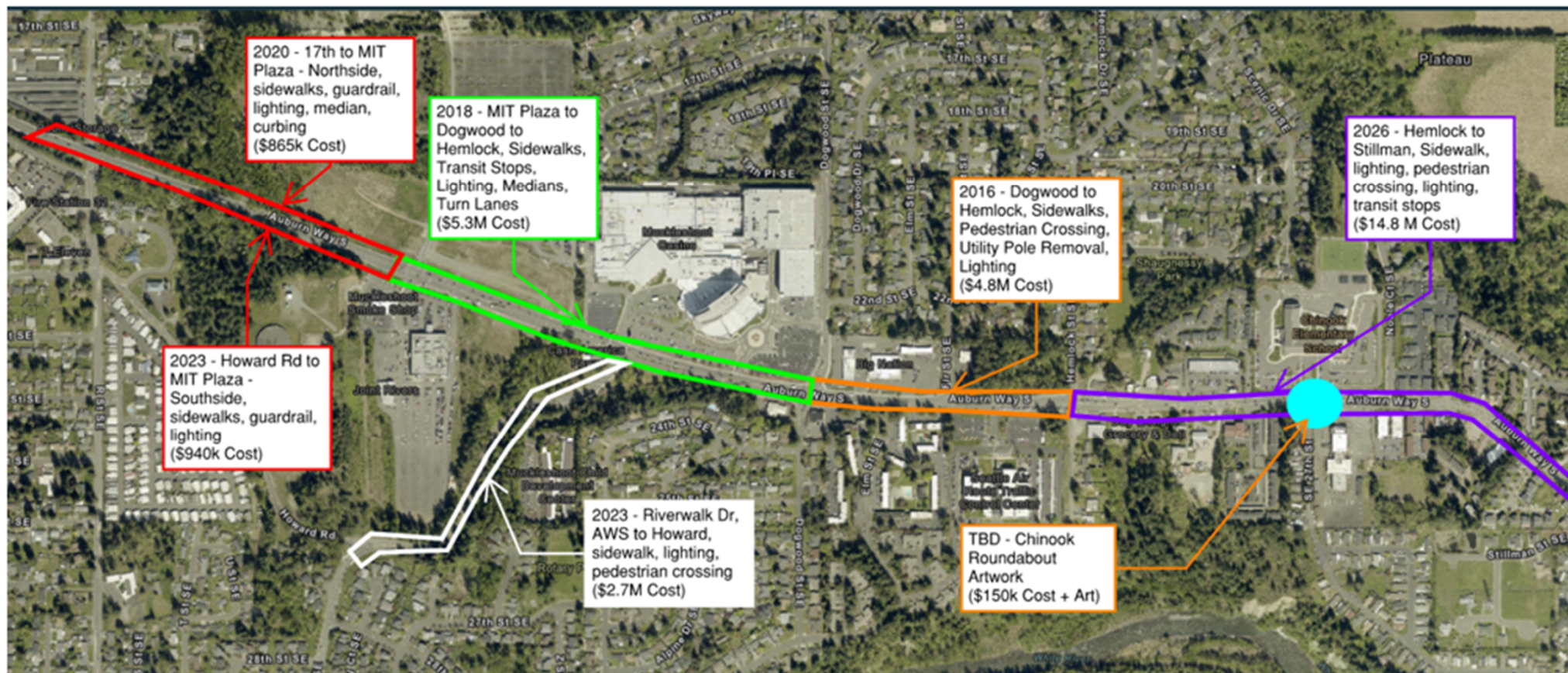
Pedestrian Fatalities by Ethnic Group



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ALTERNATIVES TO CAMERA

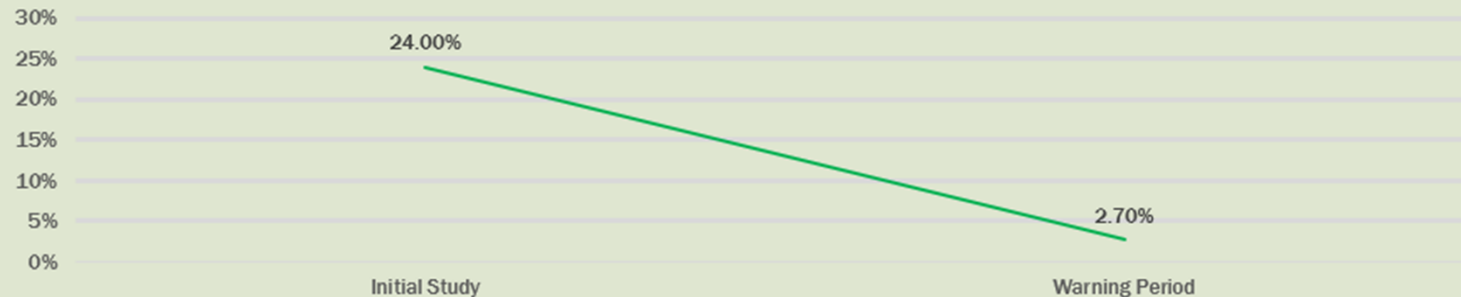
City Projects on Auburn Way South that Improve Safety



ALTERNATIVES TO CAMERA

Speed Reduction Realized by Auburn Way South Camera

Location	Posted Speed Limit	Event Trigger Speed	Percent of Vehicles Triggering Event		
			Initial Study (3/18/2025 - 3/20/2025)	Warning Period (4/6/2026 - TBD)	
Auburn Way South	35	50	24%	2.7%	



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ADDITIONAL ANALYSIS AND INFORMATION

- **Equity Analysis – Education**
 - **3 Nearby Schools**
 - **Realize Safety Benefit**
 - **Support from Auburn School District**
- **PSRC Regional Safety Action Plan – Tribal Supplement**
 - **Identified Disproportionate Impact to Tribes Caused by Traffic Crashes**
 - **Identified AWS as High Injury Network**
 - **Identified Speed Cameras as Solution**

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CURRENT SITUATION & NEXT STEP OPTIONS

- AWS Camera is currently issuing warnings
- City expense for continued operation of camera with warnings approx. \$2,500 per day
- Draft Study Supplement sent to MIT, PSRC, and WTSC for Comment
- Address comments and finalize, consider adoption of study supplement (Potential 8/3/2026)
- Study Supplement as drafted confirms the appropriateness of the AWS camera location. Following adoption, infractions would begin.
- If Study Supplement is not adopted, warnings continue until additional discussion and potential action is taken by Council including removal of the camera.
- A new camera location would require additional study and Council action at approx. cost to City of \$300k, min. 12-months

Resolution XXXX Exhibit A

City of Auburn – Automated Traffic Safety Camera Program

Supplement 1 to 2025 Program Expansion Study and Overview, Prepared 7/7/2026

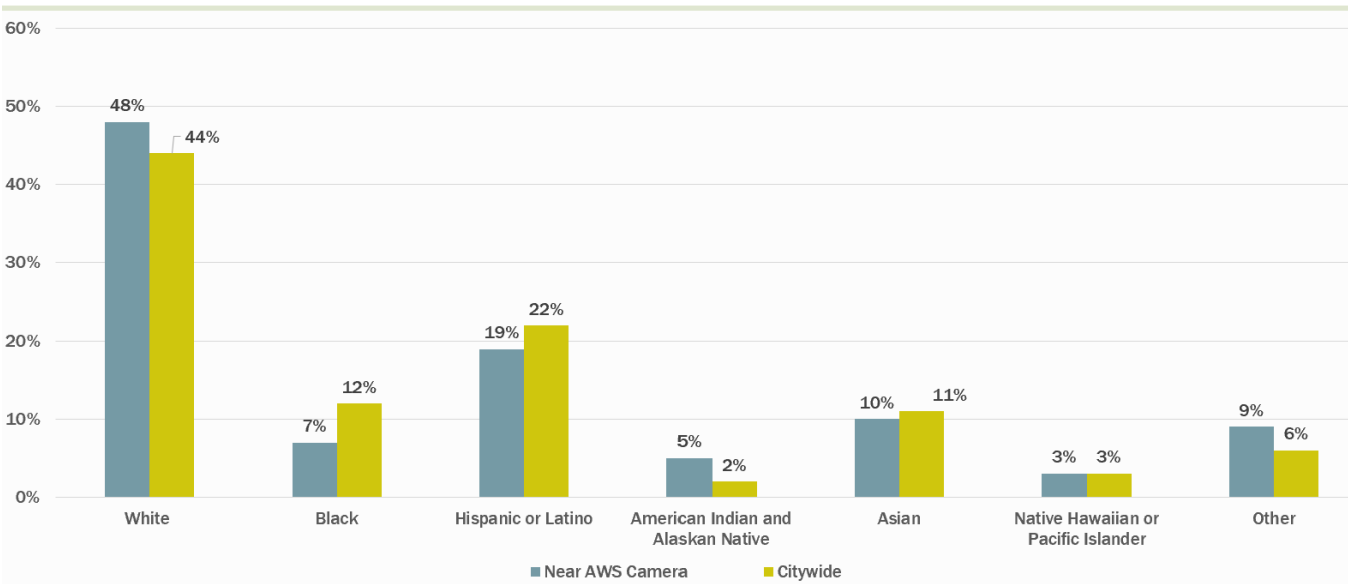
Background and Purpose

This document supplements the 2025 Program Expansion Study and Overview (Camera Study) that was adopted by the City Council on July 21, 2025 with Resolution 5847. This supplement provides additional equity analysis specific to the camera on Auburn Way South at the R Street Bridge. Although the Camera Study included an equity analysis that satisfied the requirements of RCW 46.63.220(3), discussions between the City and the Muckleshoot Indian Tribe that occurred subsequent to the Camera Study’s adoption led to additional equity considerations. This additional equity analysis examines how the camera on Auburn Way South may specifically affect the Muckleshoot Indian Tribe and addresses the equity concerns raised by the Muckleshoot Indian Tribe.

Ethnicity Demographics

Table 1 provides a comparison between the Citywide ethnicity demographics and ethnicity of people moving in cars, bikes, buses, and by walking on Auburn Way South near the camera location. The Auburn Way South data was collected using the [Placer.AI](#) data service provided to the City. The general citywide demographics is from 2022 U.S. Census Data.

Table 1: Ethnicity Demographics



The comparison reveals that there are slightly higher percentages of White, American Indian, and Other ethnicities travelling on the corridor as compared to citywide demographics. Specifically, the data indicates that 5% of the people travelling on Auburn Way South near the camera location are American Indian or Alaskan Native as compared to the ethnicity representing roughly only 2% of the city’s population. In discussions with Muckleshoot Indian Tribe, they brought up a concern that Auburn Way

South is one of a few travel ways on and off the Muckleshoot Indian Tribe reservation area and is the main roadway connection. They shared concerns that this would create a disproportionate impact to Muckleshoot Indian Tribe members, vendors, guests, and businesses. Given these concerns and the supporting data, additional analysis and considerations were made to determine potential impacts and potential mitigation.

Are fines likely to create a financial hardship for tribal members and others using the corridor?

Table 2 below compares the potential impacts of a standard speeding ticket to a camera infraction. The table shows that both standard tickets and camera infractions have some level of impact to those who are speeding. However, the comparison reveals that the overall financial burdens associated with a standard speeding ticket are much higher than a camera infraction. The camera infractions encourage safer driver behavior without the stiff penalties and other consequences imposed by a standard speeding ticket. To ensure that drivers are aware of the photo enforcement program and to support equitable enforcement, the City has also implemented a warning approach that exceeds State requirements. RCW 46.63.220(7) requires agencies to post signage indicating photo enforcement at least 30-days prior to starting infraction issuance. For all of its photo enforcement sites, the City has posted signage and issued warnings for at least 30-days before starting infraction issuance. For the Auburn Way South camera location, camera signage and issuance of warnings have been in place for several months. The current Auburn Way South location has been issuing warnings since April 6, 2026.

Table 2: Comparison between Standard Speed Enforcement and Camera Enforcement

	Standard Speeding Ticket	Camera Infraction
Driver's Record and Insurance	On record for 3 to 5 years and, Increase Insurance Rate	Similar to parking ticket, not on driver's record and no increase to insurance rates
Cost	Avg. \$222	\$145
Grace	May be issued for any speed exceeding posted speed	Currently set at posted + 15mph = 50 mph
Low-Income Reduction	None	Required to be reduced by 50% for qualifying individuals
Dispute	Court	In writing/mail or court
Warning	Officer discretion	Min. 30-day warning period.
Other	Speeding citations often lead to other charges/arrests	Camera can only be used for speeding infractions.

Additionally, the City prepared an analysis to identify which census tracts in the City experienced higher than average injury crashes per capita and which census tracts had average household incomes in the lowest quartile (lowest 25%) for Auburn. This information is illustrated in Figure 1.

Figure 1: Census Tract Income and Injury Crash Data

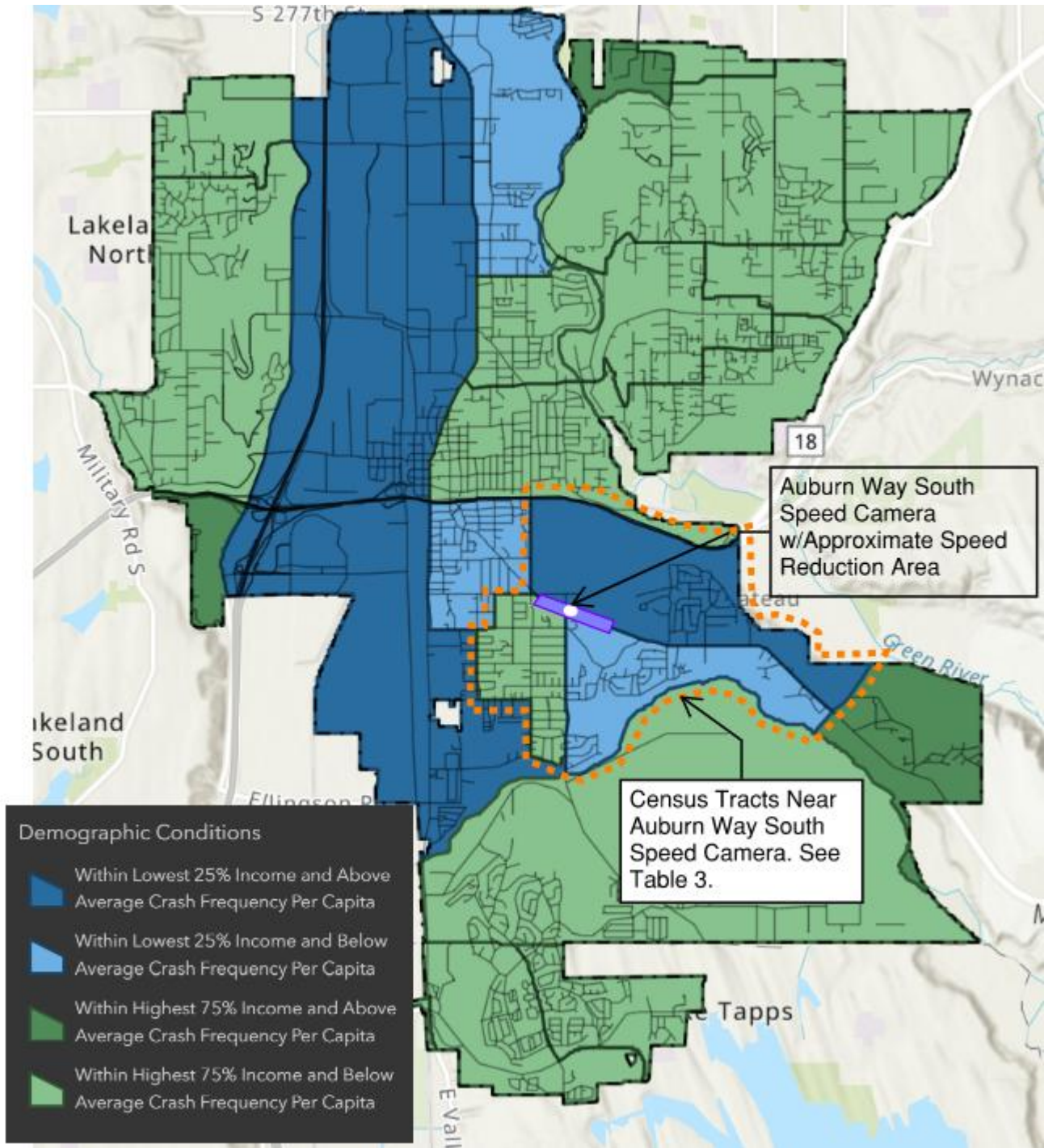


Table 3: Census Tract Income and Crash Data

Census Tract	Injury Crash Rate per Capita ¹ /Comparison to Citywide Average ²	Median Household Income/Comparison to Average	Observation
53033031101	73/Higher	\$78,559/23%	Area experiences higher than average injury crashes and is of a general lower income.
53033031102	15/Lower	\$72,585/14%	Area experiences lower than average crashes and is of a general lower income.
53033030802	18/Lower	\$84,383/41%	Area experiences lower than average crashes and is of a mid to low range income.

¹ Calculated using total number of injury crashes from 2018 to 2024 divided by population. Expressed as the number of injury crashes in the 7-year data period per 1000 people of population.

² The average number of crashes per 1000 people in the 7-year period was 52.7.

Income and cash data for the three census tracts along the area of the Auburn Way South speed camera is shown in Table 3 above.

In reviewing the income demographics of people living along the corridor to those of people travelling on the corridor, it seems that there are generally people with lower incomes living along the corridor and people with higher incomes travelling on the corridor itself. These demographic conditions are favorable from an equity standpoint as lower income communities historically rely more on walking, biking and transit and receive a direct safety benefit from slowing down vehicles.

Will the camera dissuade people from visiting tribal businesses on the Auburn Way South corridor?

Tribal businesses near the Auburn Way South camera location include the Muckleshoot Casino and Resort, Muckleshoot Bingo Hall, Muckleshoot Smoke Shop, Tribal member Firework Stands (seasonally), and the Joint Rivers cannabis shop. If these businesses were to experience any appreciable decrease in customer base due to the speed camera on Auburn Way South, it would be reflected by lower traffic volumes on Auburn Way South. The City reviewed and compared its previous traffic count data on Auburn Way South near the camera location to traffic counts recorded in April 2026 by the camera as it has been issuing warnings.

Table 4 below compares pre-camera to post camera traffic counts and shows a very minor decrease (less than 1%) in traffic volumes after the camera was installed:

Table 4: Average Daily Traffic Near Camera (Pre and Post Camera)

Date Range ¹	Average Daily Traffic (ADT) ²	Source	Camera In-Place
04/06/26-04/12/26	16,282	Camera	Yes
04/25/25-05/01/25	16,900	Tube Counts	No
04/28/23-05/04/23	16,050	Tube Counts	No
06/04/22-06/10/22	16,360	Tube Counts	No

¹ All date ranges include Monday through Sunday

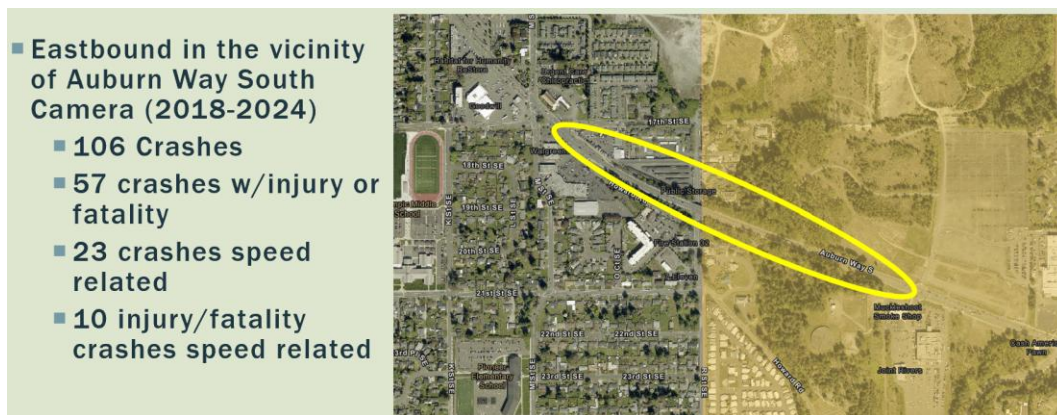
² Average ADT without camera in place = 16,437

The minor decrease in traffic volumes may be a statistical anomaly that has nothing to do with the camera but this data will continue to be monitored to further evaluate if there is any additional concerning decrease in traffic volumes over time. The City will continue discussions with the Muckleshoot Indian Tribe to hear if there are any reported decreases in customer traffic at the tribal businesses.

What are the specific safety issues at the camera location?

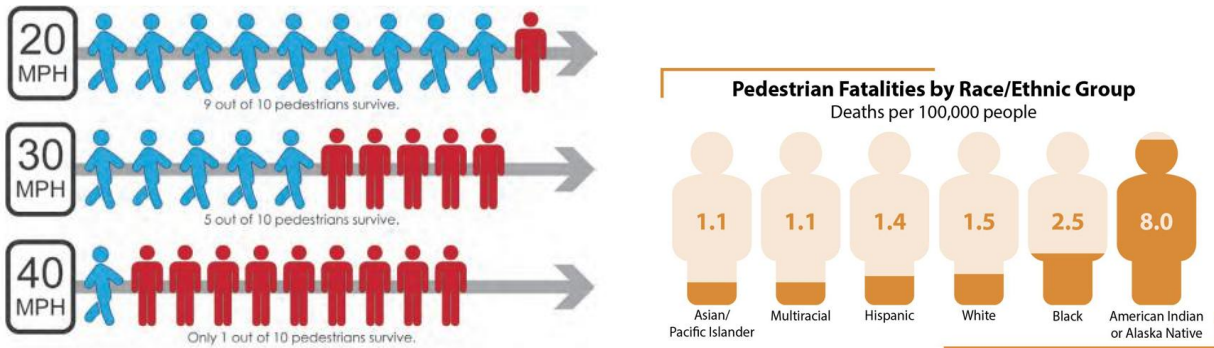
In discussions with the Muckleshoot Indian Tribe, they shared concerns that the crash data and analysis in the Camera Study was based on the entire Auburn Way South corridor and was not specific to the selected Auburn Way South camera location. Hearing these concerns, the City further reviewed the crash data reported at, or near, the Auburn Way South camera location and determined the following:

Figure 2: Crash Statistics at Auburn Way South Camera Location



The crash data shows that eastbound speeding vehicles near the Auburn Way South camera were the cause of approximately 22% of crashes and that 18% of crashes with injuries or fatalities were speed related. All data points to there being speeding issues here that are a factor in crashes that have hurt and killed people. The graphics below from the [Washington Traffic Safety Commission](#) show how important it is that we focus on slowing cars down, and that doing so can help address the inequities experience by American Indians as it relates to pedestrian fatalities:

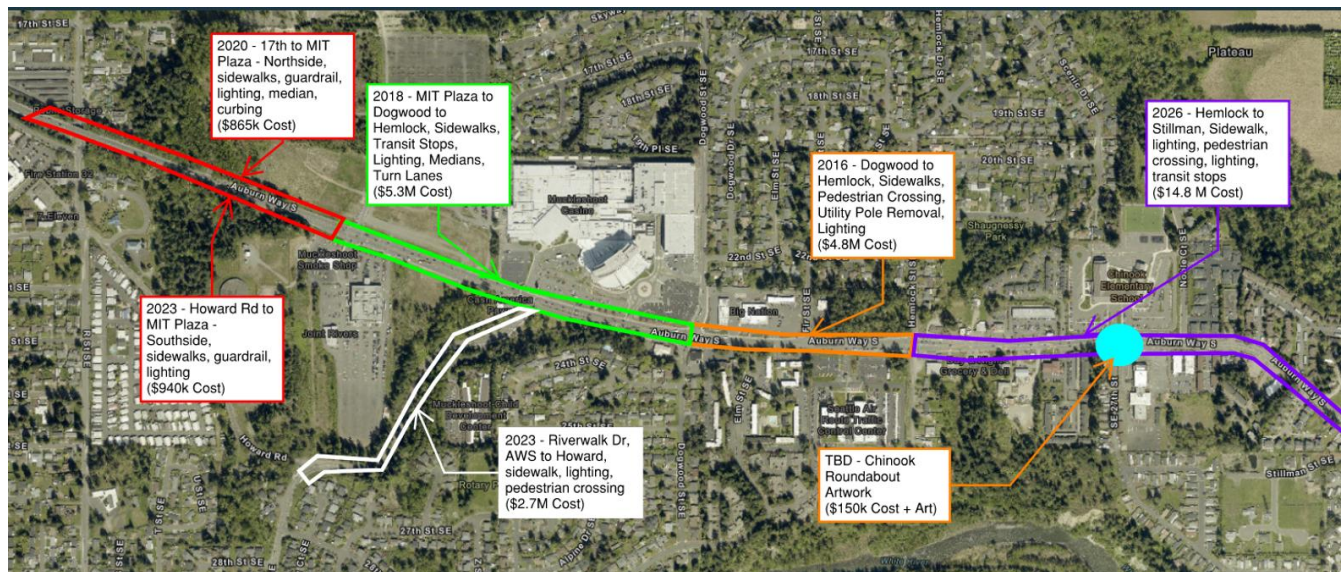
Figure 3: Speed Reduction & Pedestrian Survivability **Figure 4: Pedestrian Fatalities by Ethnic Group**



What other alternatives to a safety camera can realize the same safety benefit at this location on Auburn Way South?

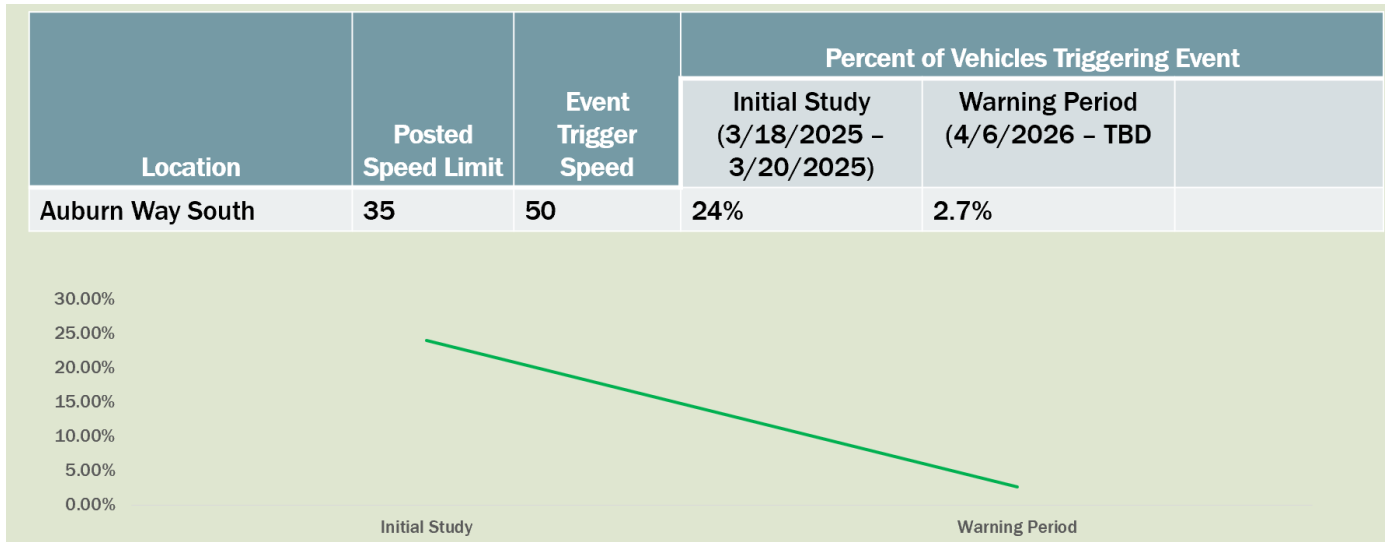
Over the last 10 to 15 years, the City of Auburn along with its partners (including the Muckleshoot Indian Tribe) have spent nearly \$30 million dollars on projects on the Auburn Way South corridor near the camera location. Those projects have installed street lighting, sidewalks, intersection improvements, traffic calming measures (reduced lanes, curbing, and medians), fixed object removal, transit pull-outs, and other measures intended to help improve safety.

Figure 5: City Projects on Auburn Way South that Improve Safety



However, as revealed by the crash data and the speed studies, even with all of those measures in place, the cars have continued to speed and people have continued to be hurt and killed. As shown on Table 5, placement of the speed camera on Auburn Way South has significantly reduced the number of speeding drivers which will ultimately decrease the number of injuries and fatalities on the corridor and have a positive impact on the travelling public and the adjacent community:

Table 5 – Speed Reduction Realized by Auburn Way South Camera



Equity Analysis – Education

In meetings with the Muckleshoot Indian Tribe a question was raised regarding how the City addressed education with the original equity analysis. The Camera Study focused on education and equity from the standpoint of how drivers are being educated in an equitable way to slow down without having to experience an expensive traditional speeding ticket or crash. The Muckleshoot Indian Tribe suggested that the analysis be expanded to consider the impacts the camera may have on people driving, bussing, or walking to schools and on the schools themselves. There are 3 educational facilities within a 1-mile radius of the Auburn Way South camera: Olympic Middle School, Pioneer Elementary School, and the Muckleshoot Childhood Development Center. To the City’s knowledge, none of those facilities have dedicated walking routes along Auburn Way South near the camera location. School busses are observed using Auburn Way South near the camera on a daily basis. Historically, the City established a school speed zone with an automated traffic safety camera on Auburn Way South near the entrance to Chinook Elementary. With the re-building of Chinook Elementary that included frontage improvements intended to provide traffic calming and improved safety (including a roundabout), the school zone and camera were not considered when the City re-implemented school zone cameras in 2023. The City is also nearing completion on roadway improvements along the previous camera location that installs sidewalks, median islands, bus pull-outs, and street lighting. The speed camera on Auburn Way South will have an overall positive benefit to students and staff of local schools as it causes cars to slow down along the corridor serving these schools, which ultimately improves safety and reduces crash risks. This is evident in the Auburn School Districts strong support for the City’s automated traffic safety program in school zones across the City.

Additional Information

Since the Camera Study was prepared, additional information has become available that highlights the importance of speed reduction and the camera on Auburn Way South.

Safety concerns for pedestrians on the Auburn Way South corridor were expressed by the Muckleshoot Indian Tribe in the October 2018 document titled [Muckleshoot Tribal Transportation – Field Trip #14](#):

“The highest cause of mortality to Tribal members is dangerous pedestrian conditions—there had already been nine fatalities on SR 164 as of October 2018.”

The Puget Sound Regional Council (PSRC) prepared a Regional Safety Action Plan that includes a Supplemental Tribal Safety Analysis dated December 2025 (RSAP Tribal Supplement). The RSAP Tribal Supplement states:

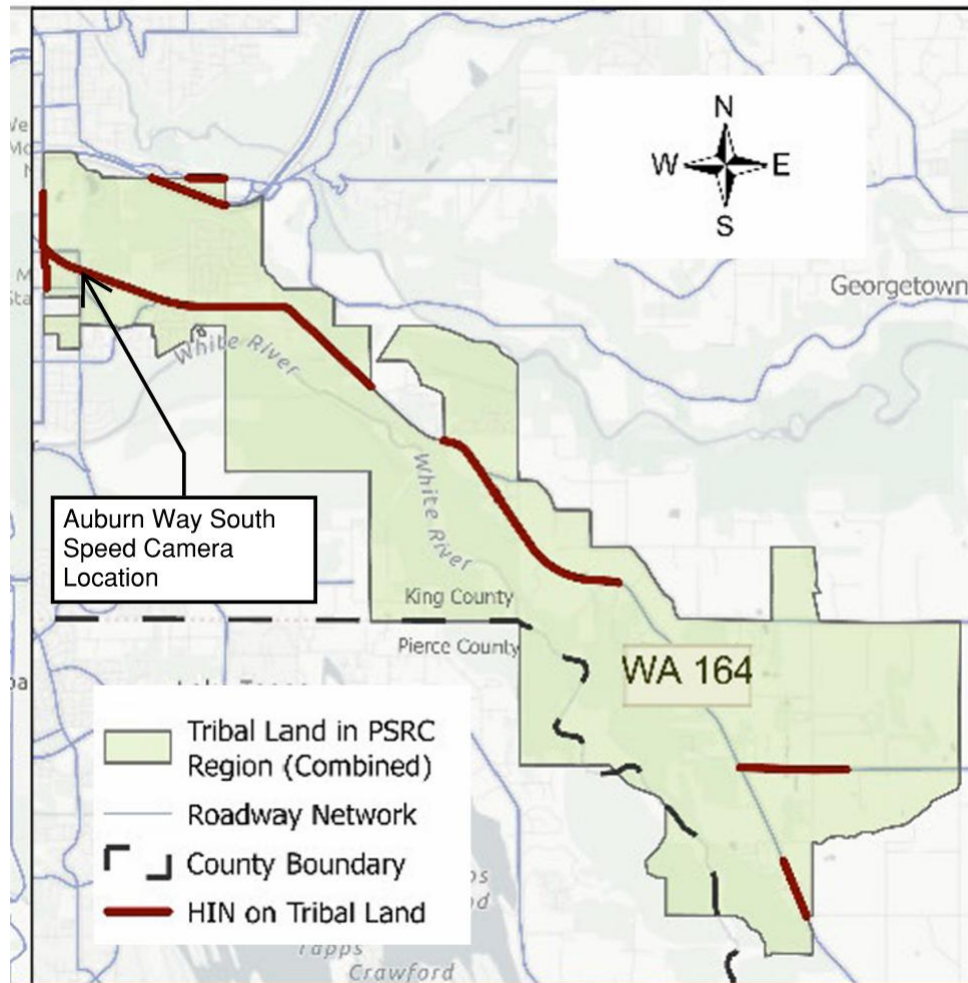
“The analysis of regional crash data in the plan highlights the disproportionately higher traffic safety impacts on Tribal lands in the region compared to the region overall, a trend that is seen on Tribal lands across the United States. In response to this disparity, Tribal areas are identified as one of the five Emphasis Areas in the RSAP, and PSRC has committed to partnering with Tribal Nations in the region to assess their unique safety concerns, including identifying tools and strategies that will help Tribal Nations achieve the Washington State goal of zero deaths and no serious injuries by 2030 (as outlined in the State’s Strategic Highway Safety Plan, Target Zero).”

The RSAP Tribal Supplement was prepared with outreach and input from several Tribes including the Muckleshoot Indian Tribe:

“Beginning in early 2024, PSRC initiated outreach to tribes to determine their interest in participating in the safety analysis. Most Tribes expressed interest, and PSRC prepared and distributed maps and crash data (including 2024 data) for their review...In addition, a draft version of this Supplemental Tribal Safety Analysis was released in October 2025 for Tribal review, and feedback received is incorporated into this final report.”

The RSAP Tribal Supplement identified Auburn Way South, including the area where the camera is placed, as a High Injury Network (HIN). It includes a chapter that specially analyzes crashes, contributing factors, and recommended solutions on Muckleshoot Tribal Areas with emphasis on the HIN (Auburn Way South).

Figure 6: Muckleshoot High Injury Network Identified by RSAP Tribal Supplement w/City of Auburn Speed Camera Location¹



¹ This Figure was prepared using Figure 9-4 from the PSRC Regional Safety Action Plan, Tribal Supplement dated December 2025

“In the Muckleshoot Tribal areas, as shown in [Table 6], the top contributing factors in fatal crashes are speeding, impaired driving, and reckless driving. For all injury crashes, distracted driving is the most common factor, associated with nearly 32 percent of cases. **Notably, speeding and impaired driving is highly severe: approximately one in five injury crashes involving speeding results in a serious injury or death**, and one in four injury crashes involving impairment results in a serious injury or death.” (RSAP Tribal Supplement)

Table 6 – Contributing Factors for All Injuries or Fatalities in Muckleshoot Tribal Areas (2017-2024)¹

Contributing Factor	Total All Injuries	Share of All Injuries	Total Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Total Fatalities	Share of Fatalities	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Distracted	297	32%	21	23%	1	5%	1 : 14	1 : 297	1 : 21
Speeding	219	23%	40	44%	12	60%	1 : 5	1 : 18	1 : 3
Failure to Yield to Vehicle	185	20%	11	12%	1	5%	1 : 17	1 : 185	1 : 11
Impaired	91	10%	21	23%	6	30%	1 : 4	1 : 15	1 : 4
Failure to Use Due Care / Reckless	36	4%	13	14%	4	20%	1 : 3	1 : 9	1 : 3

¹ This is Table 9-1 from the PSRC Regional Safety Action Plan, Tribal Supplement dated December 2025

“The Muckleshoot Tribal areas have the highest HIN coverage among central Puget Sound region Tribal areas, with 47 percent of its roadway network designated as a HIN, according to [Table 7]. It also leads in HIN miles per 100,000 population. Fatal crashes are primarily linked to speeding, impaired driving, and reckless driving, while distracted driving is the most common factor in all injury crashes. Fixed-object and pedestrian/bicycle crashes are the most severe, with fixed-object crashes alone causing over half of all fatalities. **Speeding accounts for 60 percent of fatalities despite less than a quarter of all injuries, with single-vehicle surface street and impaired-involved crashes also showing high death rates.**” (RSAP Tribal Supplement)

Table 7 – HIN (High Injury Network in Tribal Areas (2016-2023)¹

Tribe	Population	Area (Sq. Mile)	HIN Mile	HIN Corridors Count	HIN Mile Average	HIN miles per Square Mile	HIN Miles per 100k Pop.	Percent of Network Covered by HIN
Muckleshoot Tribal Areas	9,226	9.8	10.6	9	1.2	1.1	115.2	47%
Port Gamble S'Klallam Tribal Areas	8,745	25.5	0	0	0	0	0	0%
Puyallup Tribal Areas	6,1716	33.5	34.8	32	1.1	1.0	56.4	15%
Snoqualmie Tribal Areas	253	1.2	0	0	0	0	0	0%
Stillaguamish Tribal Areas	6,341	21.2	3.5	5	0.7	0.2	54.9	8%
Suquamish Tribal Areas	8,687	14.5	0.3	1	0.3	0	3.5	1%
Tulalip Tribal Areas	14,218	57.1	8.4	12	0.7	0.2	59.1	12%

¹ This is Table 6-1 from the PSRC Regional Safety Action Plan, Tribal Supplement dated December 2025

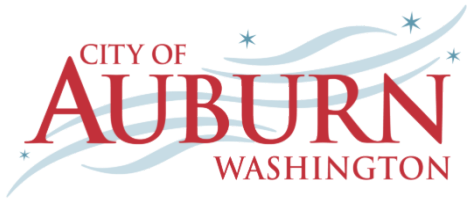
DRAFT 7/7/2026

The RSAP Tribal Supplement offers the following statement regarding design and engineering solutions to reduce serious injury and fatal crashes, specifically on the HIN in Muckleshoot Tribal Areas:

“Speed Management: Automated red light running enforcement cameras, **automated speed enforcement cameras**, hardened centerline/turn hardening, lane reduction or reconfiguration, protected crossing islands, raised crossings, roundabouts, shoulder or edge line rumble strips, speed feedback sign, warning signs at horizontal curves.”

Summary

The additional analysis and information explored with this supplement to the Camera Study provide clear and undisputable evidence that the speed camera on Auburn Way South will not have negative impacts to the Muckleshoot Indian Tribe. The information points to the opposite being true. That is, not placing a speed camera on Auburn Way South would be forfeiting an opportunity to correct the inequity suffered by Tribal people that experience a disproportionate higher rate of pedestrian injury and death due to crashes than non-Tribal people. The additional equity analysis and information included in this supplement supports the Study’s findings and recommendation for placement of the speed camera on Auburn Way South at the current location.



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 7029 (Whalen/Caillier/Krueger) (20 Minutes)
An Ordinance relating to electric-assisted bicycles and electric motorcycles,
amending Section 10.56.010 of the Auburn City Code, and adding a new
Chapter 10.57 to the Auburn City Code

Meeting Date:

July 13, 2026

Department:

Legal

Attachments:

Ordinance No. 7029, Exhibit A

Budget Impact:**Administrative Recommendation:**

For discussion only.

Background for Motion:**Background Summary:**

In response to concerns raised by the public, Council asked staff to review recent legislative updates and incorporate any needed changes and updates into the Auburn City Code.

Councilmember: Hanan Amer

Staff: Jason Whalen, Mark Caillier, Julie Krueger

ORDINANCE NO. 7029

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, RELATING TO ELECTRIC-ASSISTED BICYCLES AND ELECTRIC MOTORCYCLES, AMENDING SECTION 10.56.010 OF THE AUBURN CITY CODE, AND ADDING A NEW CHAPTER 10.57 TO THE AUBURN CITY CODE

WHEREAS, the Washington State Legislature recently amended RCW 46.04.169, which clarifies the distinction between class 1, 2, and 3 electric-assisted bicycles and which initiates the development of a regulatory framework for electric motorcycles; and

WHEREAS, the City of Auburn has received reports of minors recklessly riding electric-assisted bicycles and electric motorcycles; and

WHEREAS, there has been permanent damage to natural, public pathways due to the use of electric-assisted bicycles and electric motorcycles; and

WHEREAS, the Auburn City Code does not currently contain sufficient enforcement mechanisms to address the technological evolvement of electric-assisted bicycles and electric motorcycles; and

WHEREAS, the Auburn City Code would benefit from a new chapter that defines and regulates the use of electric-assisted bicycles and electric motorcycles in order to address reported concerns and improve enforcement.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DO ORDAIN as follows:

Section 1. Amendment to City Code. Section 10.56.010 of the Auburn City Code is amended and a new chapter, Chapter 10.57 ACC, is added to the Auburn City Code as shown in Exhibit A.

Section 2. Implementation. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 3. Severability. The provisions of this Ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this Ordinance, or the invalidity of the application of it to any person or circumstance, will not affect the validity of the remainder of this Ordinance, or the validity of its application to other persons or circumstances.

Section 4. Corrections. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, Ordinance numbering, section/subsection numbers, and any references thereto.

Section 5. **Effective date.** This Ordinance will take effect and be in force five days from and after its passage, approval, and publication as provided by law.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Jason Whalen, City Attorney

Published: _____

10.56.010 Definitions.

The following words and phrases when used in this chapter shall, for the purpose of this chapter, have the meanings respectively ascribed to them in this section.

A. “Bicycle” has the same meaning as “bicycle” as defined in RCW 46.04.071 as it currently exists or is hereafter amended or recodified. ~~means and includes a light vehicle with two tandem wheels, neither of which shall be less than 10 inches in diameter, with tires inflated, having handlebars and saddle seat or seats, and propelled by the feet acting on treadles connected with levers. For the purposes hereof, “bicycle” also means any nonmotorized, pedal-driven, wheeled apparatus, including unicycles, tricycles, or similar devices.~~

B. “Chief of police” means the chief of police of Auburn or any member of the police department of the city designated by the chief of police to act in their place and stead in carrying out the provisions of this chapter.

C. “Rental agency” means any person, firm, copartnership, association or corporation engaged in the business of offering for rental and renting bicycles for use by the public.

Chapter 10.57

ELECTRIC BICYCLES AND ELECTRIC MOTORCYCLES

Sections:

10.57.010 Definitions.

10.57.020 Prohibited operation of electric motorcycles.

10.57.030 Prohibited operation of electric-assisted bicycles.

10.57.040 Impoundment and penalties for violation.

10.57.050 Notice.

10.57.060 Enforcement authority.

10.57.010 Definitions:

The following words and phrases when used in this chapter shall, for the purposes of this chapter, have the meanings respectively ascribed to them in this section.

- A. “Bicycle” has the same meaning as “bicycle” as defined in RCW 46.04.071 as it currently exists or is hereafter amended or recodified.
- B. “Electric-assisted bicycle” has the same meaning as “electric-assisted bicycle” as defined in RCW 46.04.169 as it currently exists or is hereafter amended or recodified. For purposes of this chapter, a Class 3 electric-assisted bicycle also includes an electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of twenty-eight miles per hour and is equipped with a speedometer.
- C. “Electric motorcycle” means a motorcycle, as defined by RCW 46.04.330, which is powered by electricity and:
 - 1. Is not equipped with fully operable pedals capable of propelling it; or
 - 2. Exceeds 750 watts; or
 - 3. Has a motor that continues to provide assistance when the vehicle reaches the speed of twenty-eight miles per hour.
 - 4. For the purposes of this subsection, foot pegs are not considered pedals.
- D. “Impound” means removal of a vehicle, electric motorcycle, or similar motorized device to a storage facility either by a law enforcement officer of the Auburn Police Department or by a contractor for towing and storage.
- E. “Guardian” means a parent, legal guardian, or adult responsible for the care and supervision of a minor.
- F. “Minor” means any person under the age of 18.

10.57.020 Prohibited operation of electric motorcycles.

- A. No person under the age of 16 may operate an electric motorcycle within the City of Auburn.
- B. No person may operate an electric motorcycle that is not registered with the Washington State Department of Licensing and does not have a valid license plate.
- C. No person may operate an electric motorcycle without a valid driver’s license with a motorcycle endorsement.
- D. No person may operate an electric motorcycle on a public street or road unless it meets the requirements of RCW 46.61.705.
- E. No person may operate an electric motorcycle on any sidewalk, pedestrian path, shared use path, or park trail.
- F. No person may operate an electric motorcycle within any City-owned or controlled parks, open spaces, or on any other City property, except parking lots.

- G. No person may operate an electric motorcycle while carrying a passenger unless such electric motorcycle is equipped for a passenger by the original manufacturer pursuant to RCCW 46.61.610.
- H. A guardian may not authorize, knowingly permit, or cause a minor in their care to operate an electric motorcycle in violation of this chapter. A guardian who authorizes, knowingly permits, or causes a minor in their care to operate an electric motorcycle in violation of this chapter shall be jointly and severally liable with the minor for the penalties set forth in ACC 10.57.040(B).

10.57.030 Prohibited Operation of electric-assisted bicycles.

- A. No person may operate a Class 3 electric-assisted bicycle on any sidewalk, pedestrian path; shared use path; or park trail.
- B. No person may operate a Class 3 electric-assisted bicycle within any City-owned or controlled parks, open spaces, or on any other City property, except parking lots.
- C. A person may not operate any class of electric-assisted bicycles within a park that contains bicycle-specific facilities.
- D. A guardian may not authorize, knowingly permit, cause, or allow a minor in their care to operate an electric-assisted bicycle in violation of this chapter. A guardian who authorizes, knowingly permits, causes, or allows a minor in their care to operate an electric-assisted bicycle in violation of this chapter shall be jointly and severally liable with the minor for the penalties set forth in ACC 10.57.040(C).

10.57.040 Impoundment and penalties for violation.

- A. A City of Auburn law enforcement officer is hereby authorized to impound, without notice, any electric-assisted bicycles or electric motorcycles operated in violation of this chapter.
- B. Violations of ACC 10.57.020, Prohibited operation of electric motorcycles, are deemed civil infractions and are subject to the following monetary penalties:
 - 1. First violation: \$250.00.
 - 2. Second violation: \$500.00.
 - 3. Third and subsequent violations of: \$750.00.
- C. Violations of ACC 10.57.030, Prohibited operation of electric-assisted bicycles, are deemed civil infractions and are subject to the following monetary penalties:
 - 1. First violation: \$125.00.
 - 2. Second violation: \$250.00.
 - 3. Third and subsequent violations of: \$375.00.

- D. In addition to the penalties set out in this chapter, violators must pay the costs of impound, towing, storage, and court fees.

10.57.050 Enforcement Authority

The Auburn Police Department is authorized to enforce the provisions of this chapter and may issue civil infractions, impound vehicles, and take other lawful action necessary to protect public safety and ensure compliance.