

School Zone Speed Safety Camera Program

Executive Summary

This comprehensive executive summary integrates the full history of Council action (2024–2025), the City’s layered data-privacy framework, the vendor’s security commitments (**Appendix A**), community survey findings (**Appendix B**), the City’s Public Safety Technology Data Governance Policy (**Appendix C**), and the State’s new HB 6002 (2026) privacy requirements (**Appendix D**). It is designed to support new Councilmembers in understanding how Redmond’s School Zone Speed Safety Camera Program was developed, approved, and governed with robust privacy protections.

Additional analysis supporting the program is detailed in **Appendix E**, Speed Camera Program Analysis, which demonstrates the need for school-zone speed enforcement based on speeding trends, crash data, equity impacts, and the presence of vulnerable road users.

I. PROGRAM OVERVIEW

The School Zone Speed Safety Camera Program is a core component of Redmond’s Safer Streets Action Plan, designed to reduce speeding and dangerous driving in school zones. Over a full year of Council review, staff analysis, and public engagement, the program evolved into a carefully regulated safety tool. Council formally approved the program and its governing ordinance on **June 3, 2025**, establishing a structured, privacy-forward enforcement model.

II. COUNCIL REVIEW & TIMELINE (2024-2025)

A full chronology of the program’s deliberative pathway:

1. September 17, 2024 – PSHS Committee

- First introduction of automated speed enforcement
- Review of community concerns, LWSD coordination, and revenue rules

2. January 28, 2025 – Study Session

- Review of ordinance needs, equity questions, and implementation considerations

3. March 18, 2025 – PSHS Committee

- Updated program development, timeline planning, community feedback review
- Council requests a dedicated follow-up

4. April 8, 2025 – Study Session

- Camera location map
- Warning-notice requirements
- Survey results
- Discussion of fine mitigation, school-hour logic, and LWSD coordination

5. April 15, 2025 – Business Meeting

- AM No. 25-050 (park-zone cameras) fails 3–3

6. May 20, 2025 – PSHS Committee

- Full review of school-zone camera program
- Discussion of fine structure, 45-day warning period, mitigation options, and deployment plan
- Forwarded to June 3 Consent Agenda

7. June 3, 2025 – FINAL APPROVAL

Council approves AM No. 25-089 and Ordinance 3216 (6–1), including:

- Authorization of school-zone speed safety cameras
- Incorporation of RCW 46.63.220
- Requirement that all program data be governed by Redmond’s Police Data Governance Policy

III. CITY OF REDMOND DATA PRIVACY PROTECTIONS

The City follows a multi-layered privacy framework that predates and aligns with the strongest federal and state privacy requirements.

A. Washington State Legal Safeguards (RCW 46.63.220)

- Cameras **may not** capture drivers or passengers—only the plate and vehicle
- Data may be used **only** for automated speed enforcement

- Data must be deleted when no longer needed for enforcement

B. Redmond's Police Data Governance Policy (Policy 341)

Redmond's Policy 341 governs *all* Public Safety Technology (PST) systems, including speed cameras, establishing:

1. Strict purpose limitations

Use allowed *only for law-enforcement purposes*, such as:

- Criminal investigations
- locating endangered persons
- official public-safety functions

2. Restricted access and auditing

- Only trained, authorized staff may access data
- All access logs include identity, timestamp, justification
- Regular audits ensure compliance

3. Retention limits

- PST data generally purged after 30 days, unless part of an active investigation

4. Prohibited uses

- Cannot be used for immigration enforcement
- Cannot be used outside Washington law
- Cannot be used for out-of-jurisdiction administrative violations

5. Public transparency

- Annual public reporting on technology use, privacy issues, and safeguards

IV. VENDOR DATA PRIVACY COMMITMENTS (NOVOAGLOBAL)

NovoaGlobal's written privacy standards reinforce the City's governance model.

A. Data Ownership

- The City retains full ownership of all data
- Vendor may not share or repurpose data

B. Security compliance

NovoaGlobal adheres to:

- CJIS FBI security requirements. NovoaGlobal must follow all CJIS FBI security requirements, as any other police agency.
- SOC II Type 2 audits (long-term operational verification). NovoaGlobal is regularly audited to ensure their security and privacy practices work in real life over an extended period.
- NLETS (requiring higher-than-federal standards) NLETS is the secure national pipeline that allows authorized law enforcement partners to obtain registered vehicle information. For Redmond's school-zone program:
 - The camera reads the plate.
 - NovoaGlobal uses NLETS to securely request DMV data.
 - NLETS enforces strict security and auditing.
 - Redmond retains control of all citation-related data.
- State DOL audits

Security controls include:

- encryption
- firewalls
- password security
- U.S.-based data storage
- FBI/Interpol background checks for all data-accessing staff

C. Retention Controls

Vendor deletes data after citation resolution or required statutory periods

VII. STATE-LEVEL PRIVACY REINFORCEMENT-HB 6002 (2026)

In 2026, Washington enacted **HB 6002**, a comprehensive privacy law governing Automated License Plate Reader (ALPR) systems. While school-zone speed safety cameras are *not* classified as ALPR systems under the bill, HB 6002 reinforces statewide privacy expectations that align closely with Redmond's existing protections.

The legislation:

- Affirms constitutional privacy rights under both the U.S. and Washington Constitutions
- Restricts ALPR use to narrowly defined law-enforcement purposes
- Prohibits surveillance near sensitive locations (including schools)
- Limits retention to 72 hours (except in narrow cases)
- Prohibits selling or unauthorized sharing of ALPR data
- Requires detailed audit trails, annual reporting, and compliance oversight

Redmond’s existing framework, including RCW-based camera privacy rules, Policy 341, and NovoaGlobal’s CJIS / SOC II / NLETS compliance, already meets or exceeds these statewide protections. HB 6002 affirms that Redmond’s system operates within one of the strongest privacy frameworks in the nation.

V. COMMUNITY SURVEY FINDINGS (SAFER STREETS SURVEY, 2019-2026)

Community feedback strongly supports the need for improved traffic safety near schools and parks.

Key Findings

- **36.7%** reported concerns “often”; **23.7%** “sometimes”
- **67.3%** travel daily through school zones
- Top concerns include:
 - fast-moving traffic
 - distracted drivers
 - poor visibility
 - lack of enforcement

VI. PAGE 35 HIGHLIGHT-CRITICAL COMMUNITY FEEDBACK

Page 35 of the survey report emphasizes:

- Dangerous congestion and illegal maneuvers (crossing double-yellow lines, shoulder driving)
- Daily speeding well above 20 mph during school-zone hours

- High risk to walking students
- Requests for improved crosswalks, lighting, and enforcement

These concerns directly support a strong enforcement tool.

VIII. PROJECT IMPLEMENTATION STATUS

Significant progress has been made on the physical implementation and readiness of the School Zone Speed Safety Camera Program. As of this update, the following work has been completed or is in final stages:

- All sites have been studied, engineered, and prepared, including benchmark data collection and completed aerial drawings for each location.
- Signage installation has been completed at all locations citywide, satisfying RCW and City requirements for advanced driver notification.
- System installation is complete at every location except one, where a pole installation at the *Redmond Middle School northbound (NB)* site is the final remaining hardware component.
- Rose Hill Middle School sites are fully completed.
- Redmond High School sites are expected to be completed in the first week in April.
- A reference photo of the Redmond Middle School southbound (SB) site was provided and reflects that installation quality and visibility standards are being met.
- Week of April 13, 2026: testing, inspections, calibration, and system verification will begin to ensure accuracy and compliance before the required warning period begins.

Operational and administrative prerequisites have also been completed:

- NLETS connection established for secure DMV access.
- King County contract negotiated and signed for citation processing.
- Declaration of Non-Responsibility form created, enabling registered owners to contest responsibility in accordance with RCW.
- Administrative and user access accounts established for City staff and vendor oversight.

- Right-of-Way permits for all six locations are nearly completed.
- Protocols were implemented allowing existing radar speed signs to remain in place, eliminating the need for City removal and reducing project disruption.

Together, these steps demonstrate that the deployment phase is nearly complete and that the City is well-positioned for final systems testing, compliance checks, and operational launch, schedule to go-live this Spring.

IX. CONCLUSION

The School Zone Speed Safety Camera Program rests on:

- A full year of transparent Council deliberation
- Strong public input and documented safety concerns
- Washington's robust statutory protections
- Redmond's own policy safeguards (Policy 341)
- High-security vendor practices that exceed federal standards

The program adopted on June 3, 2025 reflects a careful balance:

Improved safety for schoolchildren, with equally strong commitments to privacy, transparency, and responsible technology use.

School Zone Speed Safety Camera Program

Appendices

The following appendices provide the full supporting documentation referenced throughout this Executive Summary. Each appendix is provided as an attached PDF and should be reviewed for detailed program data, policy language, privacy protections, legal requirements, and analytic justification.

Appendix A – NovoaGlobal Data Privacy Statement (PDF attached)

Vendor-provided statement outlining data ownership, CJIS compliance, SOC II Type 2 audits, NLETS requirements, background-check standards, encryption controls, and retention limitations. Supports Sections III & IV of the Executive Summary.

Appendix B – Community Survey Response Report (PDF attached)

Results from the 2019–2026 Safer Streets community questionnaire, including quantitative findings and narrative responses (notably Page 35). Supports Sections V & VI regarding community concerns, safety perceptions, and justification for the program.

Appendix C – Public Safety Technology Data Governance Policy (Policy 341) (PDF attached)

Redmond Police Department’s governing policy for all public safety technologies, including access controls, retention requirements, audit logs, and prohibited uses. Supports Section III regarding City governance of PST systems.

Appendix D – HB 6002 (2026) – Driver Privacy & ALPR Safeguards (PDF attached)

Washington State’s 2026 privacy legislation establishing statewide guardrails for ALPR systems, including use limitations, retention limits, audit requirements, and prohibitions on surveillance near sensitive locations. Supports Section VII regarding alignment with state-level privacy protections.

Appendix E – Speed Camera Program Analysis (PDF attached)

City of Redmond’s comprehensive analysis required under RCW 46.63.220(3), including speeding data, crash data, equity impacts, livability and accessibility assessments, economic considerations, environmental implications, and justification for proposed school and park camera locations. Supports program rationale in Sections I, II, and the expanded analysis referenced in the Executive Summary.

4/1/2026

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TO WHOM IT MAY CONCERN

RE: Data Privacy

I am writing to reaffirm NovoaGlobal's commitment to the highest standards of data privacy, security, and legal compliance in support of our services to the City of Redmond. We understand the importance of maintaining public trust while advancing traffic safety initiatives, and we take this responsibility with the utmost seriousness.

NovoaGlobal's system is CJIS compliant and not designed as a sharing platform. The data belongs to the City, and no other entities are allowed to access the City's data. All Public records requests are processed through Redmond's City Attorney. Multi-layered security safeguards are in place to mitigate data breaches in and unauthorized access including encryption of stored/transmitted data, role-based access limited to authorized personnel, regular security audits, compliance with frameworks like SOC II type 2 and relevant State and federal privacy laws, and data retention policies that purge records after citation resolution or statutory periods. Our practice is to balance traffic safety enforcement with privacy by treating violation data as non-public and restricting its use.

Washington State Legal Safeguards

In addition, there are several guardrails in place within the RCW to safeguard privacy. RCW 46.63.220(8) prohibits the photos of driver and occupants, and allowable images are of license plate and vehicle only while an infraction is occurring. RCW 46.63.220(1)(d) No photograph, electronic image, or any other personally identifying data may be used for any purpose other than enforcement of the violations under this section nor retained longer than necessary to enforce this section.

NLETS

We receive vehicle owner information from different DMV (state motor vehicle databases) through our Strategic Partnership with NLETS. For non-law enforcement individuals, NLETS, is an organization represented by each state.

<https://nlets.org/resources/representatives>

The DMV information is generally protected by federal laws but NLETS information through a Strategic Partnership requires more stringent standards than the federal laws. NovoGlobal must follow all CJIS FBI security requirement as any other law enforcement agency. We are also audited by NLETS to do so. CJIS requirement include:

- communication encryption
- data encryption
- Firewall requirements
- Password security
- Security training
- CJIS level 4 certification for all NovoGlobal employee that have access to the data.
- FBI and Interpol background check for all NovoGlobal employee that have access to the data.
- Stored Data must remain in USA
- Reporting requirement
- Policy requirement
- Monitoring requirement

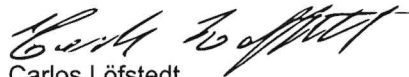
Additional audit requirements

To further ensure security and privacy NovoGlobal also performs SOC II type 2 audits.

NovoGlobal has also direct access to DOL and we are also audited by DOL (Washington State Department of licensing), which have very stringent data privacy requirement.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Carlos Löfstedt
President and CEO

Traffic Safety Near Schools and Parks

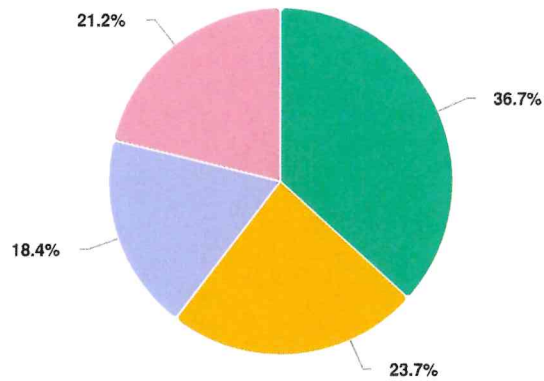
SURVEY RESPONSE REPORT

05 July 2019 - 31 March 2026

PROJECT NAME:

Safer Streets Action Plan

**Q1. Do you have concerns about traffic safety in areas near parks and schools in Redmond?
(e.g., speeding, reckless driving, pedestrian safety)**



Question options

- Yes, often
- Sometimes
- Rarely
- No concerns

responses

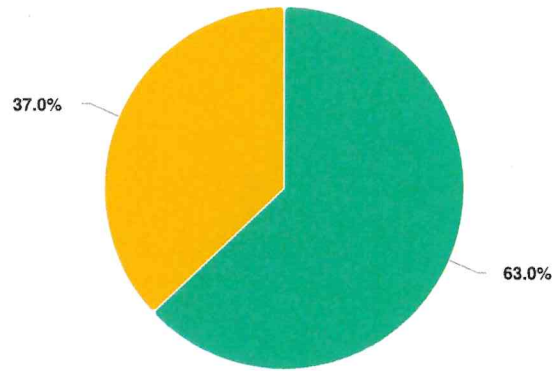
%

144	36.7
93	23.7
72	18.4
83	21.2

392 responses · 0 skipped

Question type : Radio Button Question

Q2. Have you witnessed or experienced traffic-related incidents near parks or schools in Redmond?



Question options

- No
- Yes (please describe briefly if comfortable)

responses %

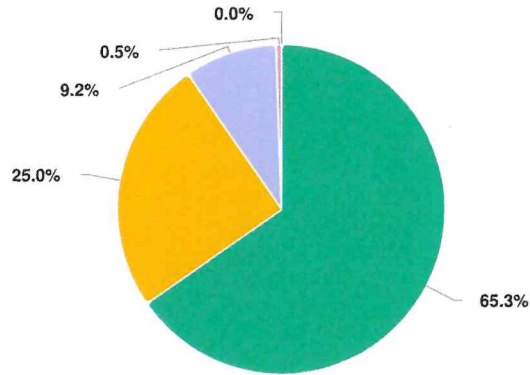
247 63.0

145 37.0

392 responses · 0 skipped

Question type : Radio Button Question

Q3. How often do you travel near parks in Redmond?



Question options

- Daily
- Weekly
- Occasionally
- Rarely
- Never

responses

256
98
36
2
0

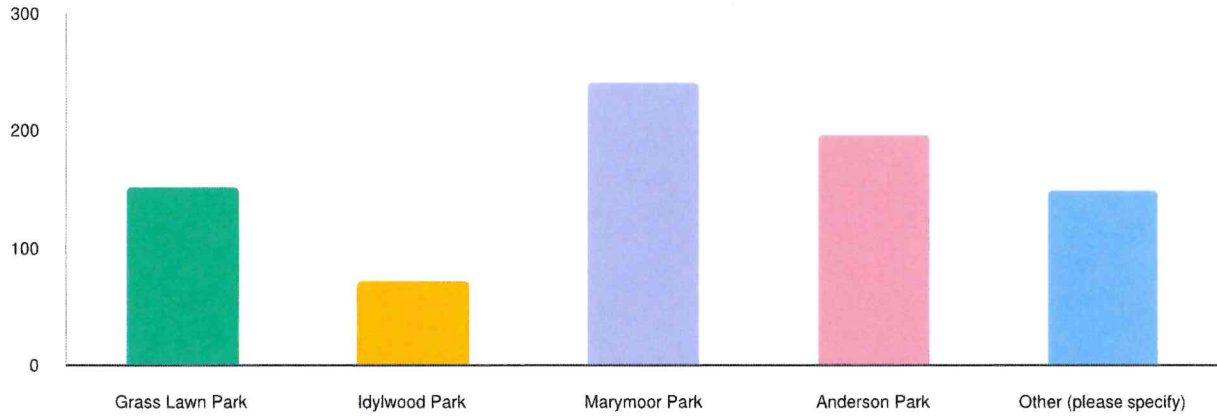
%

65.3
25.0
9.2
0.5
0.0

392 responses · 0 skipped

Question type : Radio Button Question

Q4. Which parks in Redmond do you visit or travel by frequently? (Check all that apply)

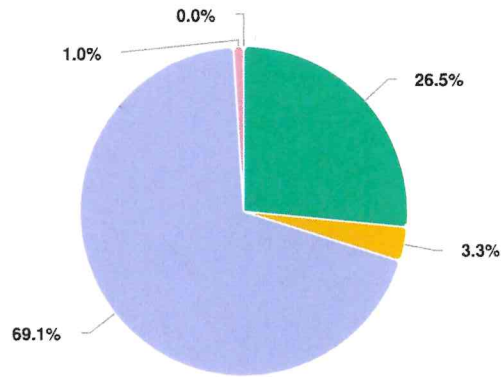


Question options	responses	%
● Grass Lawn Park	151	38.5
● Idylwood Park	72	18.4
● Marymoor Park	240	61.2
● Anderson Park	196	50.0
● Other (please specify)	149	38.0

392 responses · 0 skipped

Question type : Checkbox Question

Q5. How do you usually get to these parks? (Please select your most frequent method of transportation if you use more than one)



Question options

- Walk
- Bike
- Drive
- Public transportation
- Scooter/E-bike share (i.e., Lime)

responses

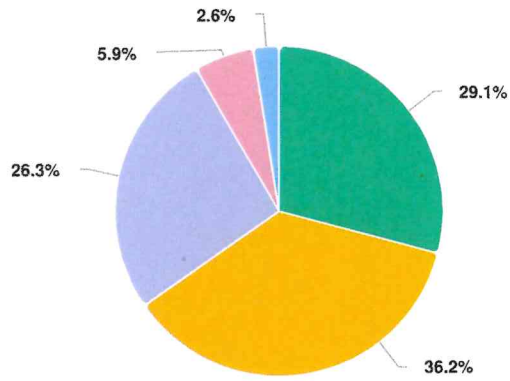
%

Walk	104	26.5
Bike	13	3.3
Drive	271	69.1
Public transportation	4	1.0
Scooter/E-bike share (i.e., Lime)	0	0.0

392 responses · 0 skipped

Question type : Radio Button Question

Q6. Do you feel safe walking, biking, or rolling (i.e., mobility assistance device) to and from parks as it relates to current traffic conditions?

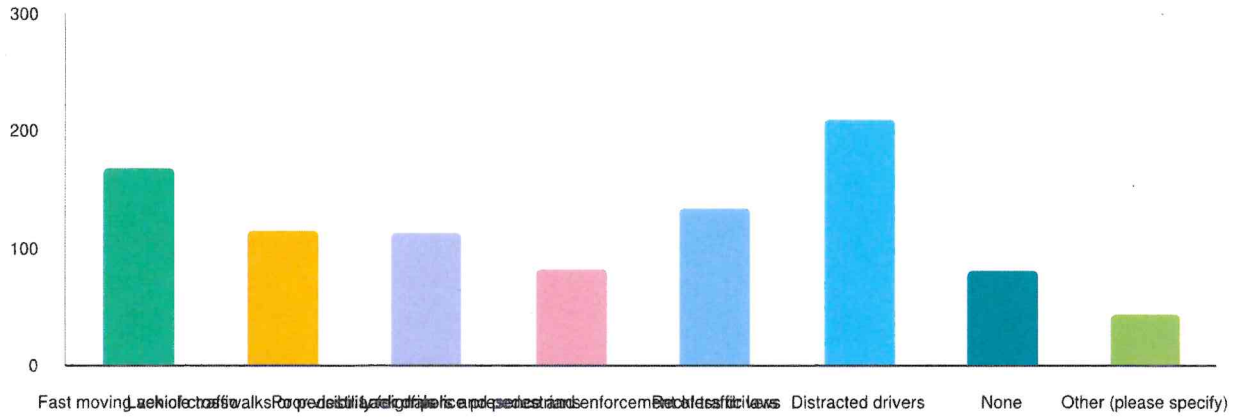


Question options	responses	%
● Very safe	114	29.1
● Fairly safe	142	36.2
● Somewhat unsafe	103	26.3
● Very unsafe	23	5.9
● I don't think about it	10	2.6

392 responses - 0 skipped

Question type : Radio Button Question

Q7. What specific traffic concerns, if any, do you have around parks? (select all that apply)



Question options

- Fast moving vehicle traffic
- Lack of crosswalks or pedestrian signals
- Poor visibility for drivers and pedestrians
- Lack of police presence and enforcement of traffic laws
- Reckless drivers
- Distracted drivers
- None
- Other (please specify)

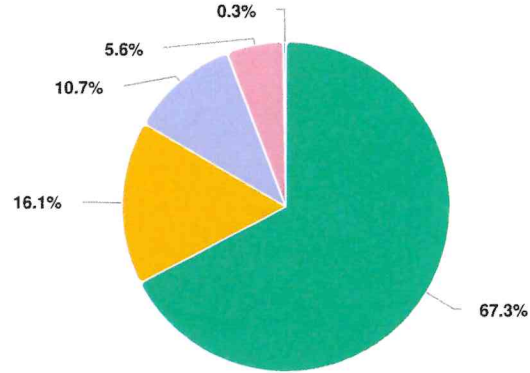
responses **%**

168	42.9
114	29.1
113	28.8
82	20.9
133	33.9
210	53.6
80	20.4
43	11.0

392 responses · 0 skipped

Question type : Checkbox Question

Q8. How often do you travel through school zones in Redmond?



Question options

- Daily
- Weekly
- Occasionally
- Rarely
- Never

responses

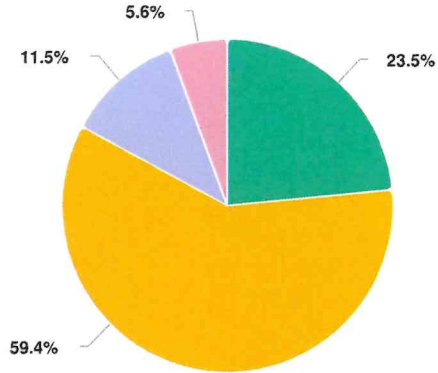
%

264	67.3
63	16.1
42	10.7
22	5.6
1	0.3

392 responses · 0 skipped

Question type : Radio Button Question

Q9. What is your primary reason for traveling through school zones?



Question options

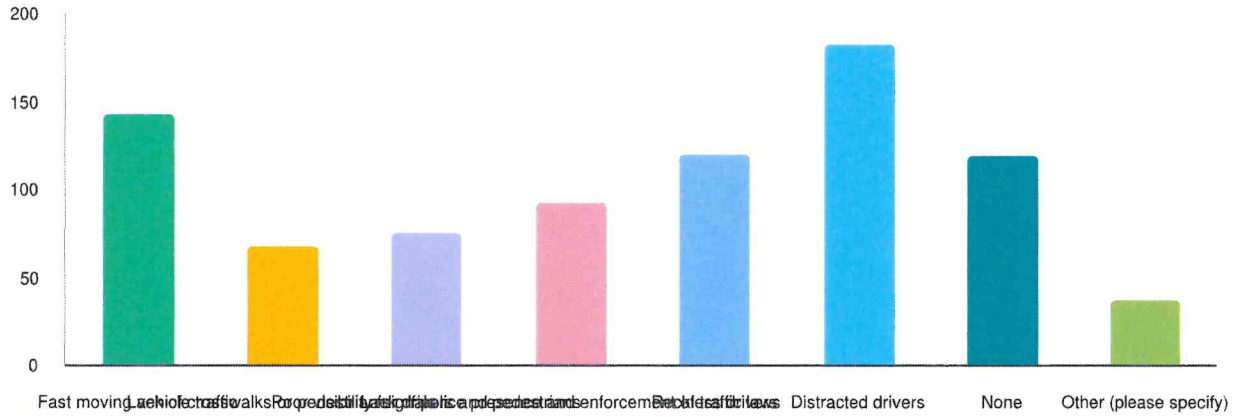
- Dropping off/picking up children
- Passing through (driving)
- Passing through (walking/biking)
- Other (please specify)

responses	%
92	23.5
233	59.4
45	11.5
22	5.6

392 responses · 0 skipped

Question type : Radio Button Question

Q10. What concerns, if any, do you have about traffic in school zones?



Question options

- Fast moving vehicle traffic
- Lack of crosswalks or pedestrian signals
- Poor visibility for drivers and pedestrians
- Lack of police presence and enforcement of traffic laws
- Reckless drivers
- Distracted drivers
- None
- Other (please specify)

responses **%**

143	36.5
67	17.1
75	19.1
92	23.5
120	30.6
182	46.4
119	30.4
37	9.4

392 responses · 0 skipped

Question type : Checkbox Question

Q11. What concerns, if any, do you have about traffic near schools? In your response, please share which school you have concerns about and what the concerns are, such as fast moving vehicle traffic, lack of crosswalks, etc. If you have concerns for multiple schools, please identify each school and the concerns individually.

Anonymous 2/28/2025 12:29 PM	Drivers are distracted and impatient
Anonymous 2/28/2025 02:47 PM	Backed up cars picking up kids, aggressive parents trying to cut traffic/blocking etc
Anonymous 2/28/2025 06:00 PM	Lack of safe bike lanes for routes to RMS and RHS means kids on bikes are too close to fast cars. Frequent pedestrian/car conflicts at the driveways crossing sidewalks during dropoff and pickup at RMS. Right turn on red causes unsafe situations with pedestrians and other cars at the traffic light near RMS. Lack of signalized crosswalks on the northern end of 166th Ave NE leads to students crossing in unsafe places. Missing sidewalk segment near Clara Barton Elementary brings pedestrians into traffic lanes.
Anonymous 2/28/2025 10:25 PM	N/a
Anonymous 3/01/2025 07:14 AM	None
Anonymous 3/01/2025 08:18 AM	Lack of wide sidewalks/cycleways. The road near Redmond Elementary School is very wide. It has a loading zone on one side and a parking zone on the other side of the road. I don't feel comfortable biking in such an open road but the sidewalks are narrow, have lots of driveway entrance slopes, and are busy with people. I'd love if one side of the road's parking/loading zone was used to extend the sidewalk for a cycleway/mixed used path connecting to Anderson Park.
Anonymous 3/01/2025 11:14 AM	Most of my concerns are probably more applicable to Bellevue schools but some of these apply to Redmond as well (Redmond middle being the biggest concern). Main concerns are a lack of traffic calming/fast traffic around the school and a lack of quality bike infrastructure that can keep kids safe going to/from school.
Anonymous 3/01/2025 01:28 PM	Sometimes the sunshine can be an issue where drivers cannot simply see the pedestrian.
Anonymous 3/02/2025 09:15 AM	Timberline, Rosa Parks - police presence would be appreciated to have cars slow down and drivers obey traffic laws. Personally we have parents parking illegally in our neighborhood and blocking my personal garage:driveway in their attempts to get students to Rosa parks. I politely confront people. But having police presence to ticket drivers would be more effective
Anonymous 3/03/2025 09:11 AM	None
Anonymous 3/03/2025 09:15 AM	I think more signaled crosswalks at any school , especially secondary RHS near pool would be helpful.
Anonymous 3/03/2025 09:23 AM	Congestion, Traffic parked in ways that obscure flow and visibility.
Anonymous 3/03/2025 09:28 AM	Too many cars.. 104th at abbey rd could use a roundabout

Anonymous 3/03/2025 09:28 AM	I am concerned that there is too much signage and people are fatigued by all the warnings and information and so they just ignore most of it.
Anonymous 3/03/2025 09:36 AM	I don't have any specific concerns
Anonymous 3/03/2025 09:41 AM	Evergreen and Emily Dickenson. You probably know attempts have been made to slow folks down - the SLOW signs cemented in were run over in short time...I walk 2x a day and people regularly don't stop for me at the crosswalk even if I'm in the middle. A woman yelled at me "I didn't see you!" A speedbump like other schools have would be the solution.
Anonymous 3/03/2025 09:45 AM	The traffic on 180th in front of Audubon Elementary School is horrible during pick up in the afternoon. It is impossible to drive on 180th. Drivers block the road, turn in front of cars trying to go straight and make prohibited turns. As a local resident this is unacceptable situation. Please find a solution! Also near Audubon, at the intersection of 180 and 24, cars blast through the stop sign all the time. Due to 24 being higher than 180, Drivers need to go up to 24 to see if cars are coming. Unfortunately they go way to fast, block the sidewalk and speed up to 24 so drivers going west are concerned that the car will drive directly into their car. There are often pedestrian on the sidewalk that have to take action to avoid the speeding car.
Anonymous 3/03/2025 09:52 AM	In addition to my previous comments, the traffic builds up fast during pickup and drop offs, especially at pick up and can congest the street. I'm often waiting in line on the road and turning into the parking lot can be a challenge. Police directing the traffic or signals for turning etc can help. The schools I go to are Redmond Middle School and Redmond High School.
Anonymous 3/03/2025 09:59 AM	N/a
Anonymous 3/03/2025 10:01 AM	No Concerns, No cameras needed
Anonymous 3/03/2025 10:10 AM	There are often long drop-off lines before school starts. Often, drivers will make poor decisions when dropping off a student, such as stopping in the road to let their child out, stopping in the bicycle lane to let their child out, make illegal u-turns, and parking illegally. I don't find speeding to be as much of an issue during drop-off times because it is so congested that no one can speed. I find the illegal stopping, parking, and turning to be dangerous and rarely penalized.
Anonymous 3/03/2025 10:11 AM	Redmond Middle School needs more crosswalks directly in front of the school also fast moving traffic.
Anonymous 3/03/2025 10:12 AM	Distracted Drivers.
Anonymous 3/03/2025 10:13 AM	See previous comment.

Anonymous 3/03/2025 10:15 AM	<p>Specifically I have concerns about the area North of Horace Mann Elementary, particularly the 14000 block of 170th Ave NE. Because of the traffic congestion on 104th, this area is used as both auxillary parking by parents, a time save cut through by high schoolers, and where other side streets funnel into to become the primary walking route for the neighborhood North of Horace Mann.</p> <p>We live about 3 blocks North and when we need to go to the school early (before the crossing guard is out) for before school activities I opt to drive my child because we've had multiple near misses while in the crosswalk with cars driving to the high school (typically it's the parents of the high schoolers responsible for the near misses, not the teen drivers).</p> <p>In addition to that, parents picking up or dropping off children park as close as possible to 104th, including in front of the stop signs, block visibility, in front of driveways, causing neighbors who need to leave to back out through their lawns, which causes a hazard to walking children. In addition to cars u-turning and causing other traffic issues. I have photos and videos of all of this.</p>
Anonymous 3/03/2025 10:18 AM	No concerns
Anonymous 3/03/2025 10:38 AM	<p>Basically never see a Police presence in school zones during "School Zone flashing light times"</p> <p>Norman Rockwell elementary Redmond middle school Horace man elementary Redmond high school</p>
Anonymous 3/03/2025 10:47 AM	Drivers drop off kids in the middle of main road (Redmond Ridge Drive) outside of Timberline Middle School instead of the school drop off zone. It slows down the traffic significantly and is dangerous for the kids. This happens daily and with multiple vehicles. Redmond Ridge Drive near the school is becoming a kids drop off road.
Anonymous 3/03/2025 11:17 AM	Sudden rushes of people around pickup and drop off times
Anonymous 3/03/2025 11:19 AM	Students speeding. Students doing drug deals in the neighborhood.
Anonymous 3/03/2025 11:48 AM	Clara Barton
Anonymous 3/03/2025 11:50 AM	No specific concerns, other than general increase in speeding, drivers and pedestrians both being distracted
Anonymous 3/03/2025 12:53 PM	None
Anonymous 3/03/2025 01:24 PM	<p>See my above answer regarding Redmond Elementary. I have to say, lots of the people who were doing the poor driving were parents.</p> <p>At Harman Park, there are too many people driving faster than the speed limit up 104th Avenue around Mann and RHS.</p>

Anonymous 3/03/2025 01:28 PM	Most drivers seem to follow speed rules. Occasionally observe speeding or distracted drivers. Schools near me are Einstein, Clara Barton, Redmond MS, Redmond HS (latter two have higher volume of traffic) but no concerns other than occasional dumb drivers.
Anonymous 3/03/2025 02:17 PM	High School & middle school students ignoring cross walks, signs & traffic
Anonymous 3/03/2025 02:22 PM	None other than what I've noted above.
Anonymous 3/03/2025 03:16 PM	There is not only a lack of crosswalks, but often a lack of sidewalks. Drivers are extremely aggressive, often speeding and pushing yellow lights to the point they are still fully in the intersection when the opposing green light turns on. I would love not only speed cameras but red light cameras as well.
Anonymous 3/03/2025 05:33 PM	Driver's are always distracted and driving too fast
Anonymous 3/03/2025 05:34 PM	Parents blocking traffic by stopping in travel lanes. Parents turning left and blocking the opposite lane of travel because they have nowhere to go. The large crowds around schools. The general flaunting of normal traffic laws when in school drop offs/pick ups.
Anonymous 3/03/2025 07:00 PM	Getting into and out of school near school start/stop times is very difficult
Anonymous 3/03/2025 09:14 PM	Clara Barton Elementary School. Plan is to open up the street to the subdivision with a street that will significantly increase in volume on the street that runs in front of the school. The city has gone to deaf ears.
Anonymous 3/04/2025 12:47 AM	No concerns
Anonymous 3/04/2025 12:47 AM	None
Anonymous 3/04/2025 04:36 AM	None
Anonymous 3/04/2025 04:52 AM	Afternoon pickup at Norman Rockwell has quite a few speeding vehicles approaching from the east along NE 110 St. vehicles driving over the bike lane with kids on b bikes present
Anonymous 3/04/2025 07:29 AM	NA
Anonymous 3/04/2025 09:00 AM	Lack of crosswalk
Anonymous 3/04/2025 09:52 AM	I drive or bike by some Redmond schools but more often one's in Issaquah and Bellevue. I have always marveled at the good behavior of most drivers. I'm sure there are a few bad ones but I'm not seeing it.
Anonymous 3/04/2025 10:31 AM	None
Anonymous 3/04/2025 10:56 AM	School crossing guards are great and supportive.
Anonymous 3/04/2025 01:09 PM	N/A
Anonymous 3/04/2025 03:50 PM	Speeding by too large a number of cars. Particularly 166th. I believe wider use of traffic cameras for ticketing will save lives.

Anonymous 3/04/2025 05:14 PM	See above. Schools most often driving by:Redmond middle, Horace Mann, Redmond High, Redmond Elementary
Anonymous 3/04/2025 05:53 PM	Managing traffic in/out of Redmond High School is a bit nightmarish. Lots of very new and very impatient drivers.
Anonymous 3/04/2025 07:13 PM	Ben Rush, high speed and distracted drivers
Anonymous 3/04/2025 07:14 PM	I don't have concerns for a specific school.
Anonymous 3/04/2025 08:14 PM	Rose Hill MH - Very chaotic at pickup and dropoff with vehicles turning, entering, exiting, and parking in all directions. Consider turning restrictions for school driveways and side streets to limit the ways vehicles can approach and leave the school. Could use one additional crosswalk (with curb extension) east of the school around 137th Ave NE, there is no good crossing from Strattonwood. There are speed humps but they are unusually flat, easily traversable above the 25mph speed limit. Consider expanding the no parking zone around school entrance driveways and potentially 'hardening' with flexposts or similar, large SUVs can obscure pedestrians crossing the entrances.
Anonymous 3/04/2025 08:18 PM	Cars not aware of pedestrians or cyclists. Driving too fast. Not watching for bikes/walkers at intersections. No sidewalks and cars too fast.
	Rose Hill Middle and Elementary
Anonymous 3/04/2025 09:21 PM	I am retired, so I drive by during the day and there's not much going on then. I live near timberline Middle School and a lot of parents drive their kids to and from school but the traffic is pretty slow.
Anonymous 3/05/2025 06:56 AM	RHS, city doesn't clean away fallen branches blocking street parking along NE 104th St.
Anonymous 3/06/2025 11:20 AM	Fast moving traffic and distracted drivers
Anonymous 3/06/2025 11:32 AM	104th gets backed up upon RHS arrival, it is hard to stop and go on that sea pill and would like to improve back road access to the school.
	Despite claims that lots of people will walk or bus the reality is the majority of people drive an individual cars and traffic is way worse than anticipated or predicted at peak hours
Anonymous 3/06/2025 12:11 PM	People should stop picking up their kids and use buses for them instead, would ease traffic a huge amount
Anonymous 3/06/2025 12:15 PM	People generally obey the school zone speed limit when the lights are blinking. One issue is that the lights often blink when school is cancelled, though, which is pointless. If that were turned into a ticket due to a camera, that is unacceptable. I'm all for POLICE enforcement when school is in session, but automation is not ok.
Anonymous 3/06/2025 12:24 PM	I have nearly been hit by a distracted driver coming over the curb at RMS. It's unfortunate that the sidewalks are right along the street with so many student walkers, and that so many drivers seem to think that bicycle lanes are a buffer for their vehicle.
Anonymous 3/06/2025 01:17 PM	None

Anonymous 3/06/2025 01:47 PM	Redmond. Middle is a nightmare during pickup/drop off. Parents park on the side of the road blocking traffic, cars trying to get through the intersections and not paying attention to crosswalks. Horace Mann, parents not following the rules of the road, making U-Turns where ever they feel like. Crossing the street with their children NOT in a crosswalk!!!!
Anonymous 3/06/2025 01:49 PM	Fast moving vehicles near Redmond Elementary
Anonymous 3/06/2025 01:51 PM	None
Anonymous 3/06/2025 02:32 PM	Please see my previous comment about the crosswalks in front of Mann and Redmond high. They need blinking lights just like the one by 172nd ave ne. It would make people much easier to see, especially in the dark in front of Redmond and little kids in front of Mann.
Anonymous 3/06/2025 03:05 PM	Horace Mann - parents Jay crossing is a concern
Anonymous 3/06/2025 04:20 PM	None
Anonymous 3/06/2025 05:24 PM	Could you just refer to my answer 3 or 4 pages ago. Speeding, over take cars using center lane (saw this multiple times Redmond Middle School). Even cars enter school parking lot using the Exit (there is a Do Not Enter sign, Clara Barton Elementary)
Anonymous 3/06/2025 07:33 PM	Please keep neighborhood streets safe. The main roads are not the issue. I have never seen anyone speed through them and I drive through them daily.
Anonymous 3/06/2025 07:41 PM	InIn neighborhoods near schools, high schoolers occasionally peel out in the neighborhood roads
Anonymous 3/06/2025 07:53 PM	See my comment before related to speeding cars near Clara Barton Elementary. This could become even a bigger problem if the city opens up the gate to access 124th directly from 172nd NE
Anonymous 3/06/2025 09:53 PM	Sometimes (usually early afternoon), driving near Lake Washington High, there are quite a few cars, traveling rather quickly.
Anonymous 3/07/2025 01:18 PM	-
Anonymous 3/07/2025 04:01 PM	I think it's largely a matter of people not being aware they're in or near a school zone or park. People forget to take extra caution.
Anonymous 3/07/2025 04:18 PM	None
Anonymous 3/07/2025 06:23 PM	I understand the needs for city to put the speed camera but it does not make situation safer. In fact, it may cause more accidents than being safe. May want to add more light or sign when near parks or school area. If the city is really concerned about the speeding, have law enforcement to be present that is how you make the catch not thru camera.
Anonymous 3/07/2025 08:27 PM	The street behind Rockwell by Meadow park becomes almost impassable at drop off and pickup. Parents park in front of driveways, on corners out in the street. It would be helpful to have a police officer there once or twice a week to educate the parents on safety.

Anonymous 3/08/2025 03:55 AM	Street parking across the schools can make turning into some school zones a bit blind
Anonymous 3/08/2025 10:11 AM	It is enough to modify the road structure to enforce speed limits. raised pedestrian walks, roundabouts or led signs with speed measures will be enough
Anonymous 3/08/2025 10:54 AM	.
Anonymous 3/08/2025 10:55 AM	None
Anonymous 3/08/2025 11:01 AM	Speeding, not paying attention to kids when present
Anonymous 3/08/2025 11:02 AM	Na
Anonymous 3/08/2025 11:07 AM	Redmond High and speed.
Anonymous 3/08/2025 11:33 AM	People with loud, fast cars wanting to show them off and RPD letting them get away with it.
Anonymous 3/08/2025 11:39 AM	None
Anonymous 3/08/2025 12:11 PM	I would love to see raised crosswalk by RMS on 166th to slow drivers when people are out walking before or after the regular drop off and pickup times.
Anonymous 3/08/2025 12:12 PM	Fast driving, disregarding speed limits. Street parking making visibility poor
Anonymous 3/08/2025 01:02 PM	Na
Anonymous 3/08/2025 01:34 PM	Tesla FSD does not detect school zone and reduced speed limits
Anonymous 3/08/2025 02:06 PM	I do not support speed cameras but would love to see more officers around our schools. I think people mostly obey the 20 mph zones around Horace Mann.
Anonymous 3/08/2025 02:16 PM	Traffic in and out of Evergreen Middle School during arrival and dismissal can sometimes back out onto 208th AVE NE. The traffic doesn't last long--maybe 5 to 10 minutes. However, there are some drivers who get so impatient waiting that they either speed around cars by driving on the shoulder or crossing the double yellow line and driving towards oncoming traffic. This is dangerous for both other drivers and the pedestrian traffic entering/leaving the school.
Anonymous 3/08/2025 02:29 PM	Clara Barton Elementary School in North Redmond <ol style="list-style-type: none">1. Rolling stop at the 4-way stop sign NE 122nd St & 172nd Ave NE (https://maps.app.goo.gl/RB85qUuMidZWndrg6) is an everyday occurrence.2. Speeding parents who are late for school drop off3. Many vehicles going at or above 30mph (as seen from how bad they are jumping over the speed bump) even during school time (yellow light flashing)4. Cars parked in drop off only zones inside the school. Many kids cross this street to get to school, it is scary to see how fast people drive here.

Anonymous 3/08/2025 02:52 PM	I have traffic safety concerns near school bus stops. I believe, the large majority of Redmond residents are not clear on what the traffic rules are when the school bus is boarding or deboarding students. It would be great if city of Redmond or Redmond PD can post a video tutorial in their website/ social media handles talking about the traffic do's and dont's of school busstop. Please cover all possible scenarios (like if the bus stop is in a 4 way stop intersection,in a 4 way intersection but 2 way stop, etc)
Anonymous 3/08/2025 03:16 PM	Fast moving cars
Anonymous 3/08/2025 05:12 PM	Commuters speed thru neighborhoods where schools are located and don't respect the signs 20 mph when children present and also go over 25mph listed speed.
Anonymous 3/08/2025 05:42 PM	The issue is not speed, but congestion when school lets out in the afternoon. Lack of traffic control for cars exiting school parking lots (high school, middle school, Horace Mann).
Anonymous 3/08/2025 06:26 PM	The biggest problem is poorly designed parking lots at some schools. It causes a back up onto the public street.
Anonymous 3/08/2025 07:47 PM	Cars blocking main road picking up/dropping off children
Anonymous 3/08/2025 08:14 PM	Redmond Middle School and Willows Prep have parents lined up in the street, blocking traffic, during pickup and drop off. Willows Prep has drivers cutting through stopped traffic on Red-Wood Rd to get to the turn lanes, dangerous with limited sightlines
Anonymous 3/08/2025 08:55 PM	Schools entrance need to have traffic lights to allow for flow of traffic in and out of schools. The increase in population in our city in the past thirty years now requires modernization of drop off/ pick up lanes to concentrate inside of the school area and not blocking roads.
Anonymous 3/08/2025 09:50 PM	None
Anonymous 3/08/2025 10:24 PM	I don't live near school zones. Not enough information for me.
Anonymous 3/09/2025 01:31 AM	People speeding near Redmond High school and Rockwell elementary
Anonymous 3/09/2025 01:32 AM	Nothing
Anonymous 3/09/2025 01:33 AM	Traffic police should protect crosswalks , because drivers are not slowing down for walkers.
Anonymous 3/09/2025 01:48 AM	None
Anonymous 3/09/2025 01:49 AM	N/A
Anonymous 3/09/2025 01:50 AM	None
Anonymous 3/09/2025 03:14 AM	X
Anonymous 3/09/2025 03:23 AM	None

Anonymous 3/09/2025 03:24 AM	There is no traffic enforcement post Covid. Pretty simple. Speeding, texting, watching YouTube while driving. I see it all every day and I see it around Redmond elementary school.
Anonymous 3/09/2025 03:32 AM	No concerns
Anonymous 3/09/2025 04:06 AM	None
Anonymous 3/09/2025 05:56 AM	.
Anonymous 3/09/2025 05:59 AM	None, everything seems quite safe already
Anonymous 3/09/2025 05:59 AM	Rosa parks, Redmond high
Anonymous 3/09/2025 05:59 AM	
Anonymous 3/09/2025 06:27 AM	N/a
Anonymous 3/09/2025 06:48 AM	The same as the rest of Redmond.
Anonymous 3/09/2025 06:57 AM	I don't walk near schools often, but I'm more concerned about people running the red light and being distracted while driving
Anonymous 3/09/2025 07:07 AM	.
Anonymous 3/09/2025 07:14 AM	N/A
Anonymous 3/09/2025 07:20 AM	No one follows the rules or drives safely because there is zero enforcement of the rules. Bring back cops to assist the schools.
Anonymous 3/09/2025 07:37 AM	None
Anonymous 3/09/2025 07:48 AM	I really haven't seen terrible drivers in Redmond unless I'm on 405 or near 148th
Anonymous 3/09/2025 07:50 AM	No concerns
Anonymous 3/09/2025 07:51 AM	Lack of four way stop signs make it very difficult to safely make left turns. There are several intersections near Redmond Elementary and Anderson Park that have stop signs only on one street. Those should be four way stops instead.
Anonymous 3/09/2025 08:09 AM	Most of Redmond lacks adequate traffic calming measures (e.g. raised crosswalks, artificial narrowing to slow traffic), so that applies here too.
Anonymous 3/09/2025 08:35 AM	No issues, seems well managed as is
Anonymous 3/09/2025 08:40 AM	N/A
Anonymous 3/09/2025 08:40 AM	Not enough pull off zones for dropping parents creating traffic.

Anonymous 3/09/2025 08:42 AM	Na
Anonymous 3/09/2025 08:42 AM	I travel regularly through school zones by car and have not seen any issues over the past several years. I feel safe in these areas and I've observed lawful, attentive behavior from drivers.
Anonymous 3/09/2025 08:43 AM	No concerns
Anonymous 3/09/2025 08:44 AM	N/a
Anonymous 3/09/2025 08:50 AM	None
Anonymous 3/09/2025 08:54 AM	There's a general disregard to traffic laws every where, all the time.
Anonymous 3/09/2025 08:55 AM	None
Anonymous 3/09/2025 09:03 AM	None
Anonymous 3/09/2025 09:12 AM	No concerns
Anonymous 3/09/2025 09:15 AM	No specific concerns with traffic near schools
Anonymous 3/09/2025 09:25 AM	Drivers on phones
Anonymous 3/09/2025 09:25 AM	Drivers not respecting speed limit
Anonymous 3/09/2025 09:33 AM	Police presence to enforce if necessary
Anonymous 3/09/2025 09:34 AM	Timberline Middle School. Lack of traffic coordination. People drop off children on the street. Unqualified persons attempting to a direct traffic. Unsafe U-turn behavior.
Anonymous 3/09/2025 09:36 AM	Drivers don't yield to pedestrians in crosswalks.
Anonymous 3/09/2025 09:36 AM	None
Anonymous 3/09/2025 09:45 AM	The crosswalk in Einstein elementary is always full of distracted drivers.
Anonymous 3/09/2025 09:47 AM	Once the high school lets out, teenagers DAILY speed at very high speeds (50+) on NE 107th street at the top of the hill. I have reported this several times to the non-emergent line but have yet to see any police presence or changes.
Anonymous 3/09/2025 09:48 AM	No police enforcement
Anonymous 3/09/2025 09:51 AM	Some could use the button and blinking lights in crosswalks.
Anonymous 3/09/2025 09:54 AM	Distracted drivers. Redmond high school.

Anonymous 3/09/2025 10:09 AM	None
Anonymous 3/09/2025 10:10 AM	I have no concerns, people seem to follow the speed limits when I drive by Redmond high school
Anonymous 3/09/2025 10:10 AM	NA
Anonymous 3/09/2025 10:16 AM	Near the highschool people are always distracted and driving horribly
Anonymous 3/09/2025 10:19 AM	.
Anonymous 3/09/2025 10:25 AM	N/A
Anonymous 3/09/2025 10:32 AM	I live near Redmond ES. Traffic calming measures, not speed cameras, should be applied to 166th and other roads around schools and parks.
Anonymous 3/09/2025 10:44 AM	None
Anonymous 3/09/2025 11:12 AM	Drivers blowing through crosswalks
Anonymous 3/09/2025 11:18 AM	N/a
Anonymous 3/09/2025 11:18 AM	We need more traffic calming -- things that encourage safer driving like narrower streets, speed humps, etc. Making massive roads only encourages faster and more reckless driving. Also protected bike lanes would be wonderful.
Anonymous 3/09/2025 11:24 AM	I avoid the schools during pick up and drop off.
Anonymous 3/09/2025 11:45 AM	N/a
Anonymous 3/09/2025 11:57 AM	No concerns. stop trying to fix problems that don't exist and appease the nimbys. let redmond develop
Anonymous 3/09/2025 12:04 PM	Left my note about TMS in an earlier question. Also Ella Baker sidewalks need to be widened. There's not enough room for bikers and pedestrians— I've seen too many bikers fall into the road. Also wish there was an incentive for families to carpool or bike/walk to school too many drive and it's a neighborhood school. Have reached out to king county but never get a response — would appreciate sharing this feedback with them as these schools are in incorporated Redmond.
Anonymous 3/09/2025 12:09 PM	N/A
Anonymous 3/09/2025 12:16 PM	Near Redmond Elementary School that cars naturally go high speeds. Moreover, they turn at high speeds as well, without noticing pedestrians. The streets are so wide as well that it takes a pedestrian longer to cross the street, exposing them to more danger for longer.
Anonymous 3/09/2025 12:21 PM	No concerns
Anonymous 3/09/2025 12:28 PM	N/a

Anonymous 3/09/2025 12:29 PM	Fast moving vehicles on NE 116th St near Einstein Elementary. When police officers are present doing speed checks people drive significantly slower.
Anonymous 3/09/2025 12:33 PM	None
Anonymous 3/09/2025 12:40 PM	Reckless, speeding drivers.
Anonymous 3/09/2025 12:47 PM	Drop off and pickup lines are a nuisance
Anonymous 3/09/2025 01:14 PM	Redmond elementary regularly has drivers speeding and blowing through red lights near it. Also, drivers regularly do not yield to pedestrians at crosswalks and nearly hit them as they pass through.
Anonymous 3/09/2025 01:31 PM	Drivers recklessly speeding, not enough bollards and physical barriers protecting cyclists.
Anonymous 3/09/2025 01:40 PM	Parent traffic with "me first" mentality, Many drivers "cheating" by driving 5-20 mph over posted limits, ignoring pedestrians crossing streets
Anonymous 3/09/2025 01:55 PM	N/a
Anonymous 3/09/2025 01:57 PM	Too much traffic, congestion
Anonymous 3/09/2025 02:21 PM	Na
Anonymous 3/09/2025 02:25 PM	Redmond high school
Anonymous 3/09/2025 02:49 PM	N/a
Anonymous 3/09/2025 03:12 PM	Fast moving vehicles that often don't come to a complete stop at or behind stop bars or before sidewalks at driveways in/around Redmond Elementary
Anonymous 3/09/2025 03:16 PM	Sometimes RHS students peel out from parking lot onto street quickly.
Anonymous 3/09/2025 03:21 PM	At Redmond High School the single street gets jammed frequently, congestion is a problem
Anonymous 3/09/2025 03:24 PM	Many drivers on NE 80th Street speed well beyond the speed limit. Elevated crosswalks that double as speed tables would greatly improve pedestrian safety.
Anonymous 3/09/2025 03:29 PM	Not enough lanes. Get rid of trees and make 4 lane roads
Anonymous 3/09/2025 03:31 PM	None.
Anonymous 3/09/2025 03:35 PM	My only concern is drivers staring at their phones
Anonymous 3/09/2025 03:43 PM	Drivers on their phones. Pedestrians on their phones, with even less situational awareness.

Anonymous 3/09/2025 03:45 PM	I don't have concerns
Anonymous 3/09/2025 03:47 PM	N/a
Anonymous 3/09/2025 04:22 PM	None
Anonymous 3/09/2025 04:27 PM	I have no concerns
Anonymous 3/09/2025 04:33 PM	No concerns
Anonymous 3/09/2025 04:33 PM	Lack of the flashing cross walks
Anonymous 3/09/2025 04:47 PM	The School zone start sign for Albert Einstein Elementary School (coming from Avondale) is far ahead of the lights flashing to indicate a reduced speed limit. In addition, this flashing light is also obscured by tree branches for quite some distance. So most people don't realize that reduced speeds are in effect long after passing the school zone start sign. While I am not aware of anyone being ticketed, this layout is non-ideal for everyone.
Anonymous 3/09/2025 05:17 PM	N/A
Anonymous 3/09/2025 05:25 PM	No speed cameras please. it causes drivers to panic and stop recklessly causing rear end collitions
Anonymous 3/09/2025 05:51 PM	No concerns.
Anonymous 3/09/2025 05:56 PM	N/A
Anonymous 3/09/2025 06:51 PM	None
Anonymous 3/09/2025 07:09 PM	N/A
Anonymous 3/09/2025 08:03 PM	Redmond School hill that goes to Nike Park that says 25 mph. Cars go up that hill so fast even when children are walking up to their homes. Maybe a speed bump somewhere on that hill but not sire of those are ok for hills.
Anonymous 3/09/2025 08:58 PM	Schools aren't designed for parking and pick-up and now the school schedules result in pick-ups happening all at the same time
Anonymous 3/09/2025 09:18 PM	Ben Rush, principally with regards to the school zone in Old Red: there are fairly few demarcated crosswalks along the main stretch of the road despite there being several more legal crossing spots. That could potentially make crossing more dangerous for kids and adults, as they would either want/need to cross at an unmarked location where motorists might not be as attentive as they should, or would otherwise have to walk a much longer distance just to cross to the other side. Outside of crossings the speed indicator sign on that stretch of road seems effective from my experience, with not too much deviation from the limit amongst other motorists I've encountered.
Anonymous 3/09/2025 09:59 PM	None. Both schools have good crosswalks. Haven't seen issues around either school.

Anonymous 3/09/2025 10:07 PM	N/a
Anonymous 3/09/2025 10:38 PM	Riding my bike around Einstein and there is very fast moving traffic, and one area farther in the surrounding neighborhood has the bike lane temporarily merge with fast moving traffic
Anonymous 3/09/2025 10:53 PM	I have no concern in fact pedestrian sometimes taking too relaxing walk when crossing. Nothing is wrong but also respect to the driver waiting to turn and drop off kids to be in time to school
Anonymous 3/09/2025 11:34 PM	No concerns
Anonymous 3/09/2025 11:43 PM	In front of Horace Mann elementary school where cars enter into premise, there is a cross walk missing. Before and After school, most of the parents park cars on the 170th Ave NE and kids cross NE 104th St. This is very unsafe crossing since cars coming from Redmond Middle school area have lower visibility up the hill.
Anonymous 3/10/2025 12:04 AM	Einstein Elementary- turn signal for school entry
Anonymous 3/10/2025 12:15 AM	None
Anonymous 3/10/2025 07:09 AM	Increased traffic and reckless drivers.
Anonymous 3/10/2025 07:20 AM	Over near the elementary school, the street is very wide which encourages drivers to speed. There are no traffic calming measures like roundabouts or narrow lanes (which could be fixed by narrowing the lanes and adding a protected bike lane) to slow down traffic so it relies solely on the deiver doing the right thing which is never comfortable for pedestrians. There are also very few crosswalks making it unsafe to cross in many places since the street is so wide.
Anonymous 3/10/2025 09:11 AM	Parents using a non drop off area for kids. The parents go too fast for the area, are doing donuts, driving up on curves, not yielding to kids or other cars. Double parking, sometimes triple parking.
Anonymous 3/10/2025 09:23 AM	Redmond Elementary - mostly I've noticed the issues because there is a lot of traffic on 166th but no green arrows at the traffic signals so motorists waiting to turn will run a yellow or red light.
Anonymous 3/10/2025 09:45 AM	Speeding vehicles
Anonymous 3/10/2025 10:08 AM	At Woodinville high school, the 4 way stops are really more of a decoration than a functional stop. Nobody goes, or two people go at once, and the traffic is just awful.
Anonymous 3/10/2025 10:13 AM	None
Anonymous 3/10/2025 10:18 AM	Audubon Elementary - bad behavior of pedestrians and drivers alike. There's consistently a mom sending her kid across the street between crosswalks at the main driveway. Drivers are frequently impatient, aggressive, and rude. Rose Hill Middle School - kids on bikes don't follow rules of the road - riding all over the place and unpredictable. Very unsafe, makes me uncomfortable to drive thru after school.

Anonymous 3/10/2025 10:34 AM	None
Anonymous 3/10/2025 01:21 PM	N/a
Anonymous 3/10/2025 02:33 PM	No issues at Ben Rush where my daughter goes
Anonymous 3/10/2025 03:41 PM	Speedy drivers
Anonymous 3/10/2025 03:45 PM	Benjamin rush elementary. The traffic in Old Redmond Rd often speeds. The hill makes it dangerous for clear sight. I think the school zone area should be extended. And the normal speed in that area 25 not 30
Anonymous 3/10/2025 03:47 PM	Distracted driving - RMS and RHS, lack of crosswalks - RMS, RHS, Redmond El. Adding more lights or roundabouts at these schools would help with this and fast vehicles, particularly on 108th and 166th
Anonymous 3/10/2025 03:56 PM	Education Hill schools-RHS, Horace Mann and fast moving vehicle traffic.
Anonymous 3/10/2025 04:00 PM	A
Anonymous 3/10/2025 04:38 PM	Don't have much interaction with this dynamic
Anonymous 3/10/2025 04:57 PM	My concern is that adding cameras will force people to accelerate when they saw a yellow so that they can avoid the ticket.
Anonymous 3/10/2025 04:59 PM	Traffic backing up
Anonymous 3/10/2025 05:12 PM	Evergreen middle school - fast moving vehicles, traffic jams
Anonymous 3/10/2025 05:50 PM	Redmond Elementary School. Drivers have no clue pedestrians have right of way at unmarked crosswalks in the surrounding area, even if there's no pedestrian lights or crosswalk paint.
Anonymous 3/10/2025 06:05 PM	If traffic cannot be diverted further away from places where children are walking to and from school, then speeds need to be slowed down by permanent design such as cross tables
Anonymous 3/10/2025 06:40 PM	Cascade View Montessori has no traffic signage and parents park on the sidewalk.
Anonymous 3/10/2025 06:43 PM	...
Anonymous 3/10/2025 06:52 PM	N/a
Anonymous 3/10/2025 07:55 PM	Lighted crosswalk on Old Redmond Road crossing into the 60-01 apartments. It's very hard to see pedestrians.
Anonymous 3/10/2025 08:57 PM	No concerns
Anonymous 3/10/2025 08:59 PM	None

Anonymous 3/11/2025 07:31 AM	NA
Anonymous 3/11/2025 08:58 AM	Drivers not slowing down, poorly visible speed limit signs/school zone signs/lights hidden by tree overgrowth, kids not looking in both directions before crossing, parents dropping kids off on side of street and blocking traffic, kids driving e-bikes and scooters in wrong directions/speeding. Rose Hill Middle School area (140th Ave), Kamiakin Middle School (132nd Ave).
Anonymous 3/11/2025 09:21 AM	Ben Rush, missing neighborhood sidewalks
Anonymous 3/11/2025 09:38 AM	N/A
Anonymous 3/11/2025 10:31 AM	I have no specific concerns about traffic near schools but it's generally a widespread problem for all schools that drivers are distracted and do not obey the 20 MPH speed limit when required. Crossing guards have near-misses frequently and drivers seem confused about how to pass through a school zone, particularly if they do not have students at that school.
Anonymous 3/11/2025 04:46 PM	Re Ben Rush and Rose Hill Middle School: when lights are flashing, traffic does slow but rarely do drivers observe the regular speed limit.
Anonymous 3/11/2025 04:53 PM	None
Anonymous 3/11/2025 10:04 PM	Ella baker.speeding teenagers under influence of drugs during summers
Anonymous 3/11/2025 10:34 PM	Drivers not stopping and allowing kids to cross and speeding
Anonymous 3/12/2025 02:49 PM	N/A
Anonymous 3/12/2025 03:05 PM	Redmond needs more raised crosswalks. they help ensure cars dont just blast past crosswalks and help ensure slower vehicle speeds.
Anonymous 3/12/2025 03:51 PM	Additional flashing light with speed meter will help because it's easy to err on the school zone speed limit when not entering at school zone sign.
Anonymous 3/12/2025 04:36 PM	As in my previous comment, multiple schools are concerning, but recently Redmond Middle
Anonymous 3/12/2025 05:06 PM	Rockwell Elementary - I walk my children three blocks to Rockwell everyday for school, and I walk back home. I consistently see and hear fast me moving loud vehicles rush past.
Anonymous 3/12/2025 06:07 PM	This isn't a real problem. I don't want my city government harassing its residents by issuing them automated tickets. I will encourage anyone to fight them in court to ensure they cost more to enforce than you bleed from us.
Anonymous 3/12/2025 06:18 PM	No concerns.I do not want traffic cameras. I just had a ticket from West Seattle. I was not driving my vehicle, yet I was ticketed.. I would rather see Redmond police patrolling areas. I see several drivers every week running red lights.That is the real issue.
Anonymous 3/12/2025 06:29 PM	None
Anonymous 3/12/2025 06:39 PM	None

Anonymous 3/12/2025 06:50 PM	N/A
Anonymous 3/12/2025 06:58 PM	Lack of public lights for pedestrians. Lack of curb cleaning, curbs can be extremely dirty and even unsafe during winter season due to snow and storm debris. This is especially true on 166th avenue going to Redmond Middle School
Anonymous 3/12/2025 07:08 PM	No concerns. This questionnaire is rigged
Anonymous 3/12/2025 07:12 PM	People drive very quickly and there are A LOT of kids walking near schools. Also sad because recently heard of an car accident in Kirkland near a school where someone fell asleep at the wheel and hit two kids who were walking. People are careless around schools since they tend to be in neighborhoods.
Anonymous 3/12/2025 07:13 PM	Rockwell- officer enforcement is needed. Many feel regular rules of the road don't apply to them. My car has been hit and run multiple times, I've seen kids and adults almost hit multiple times. I'm afraid it is only going to get worse with construction. RPD could bring in lots or revenue if they policed the neighbors nearby before and after school
Anonymous 3/12/2025 07:19 PM	Kids don't pay any attention, goof off end up in the street when they should be on the sidewalk.
Anonymous 3/12/2025 07:28 PM	Redmond Elementary- when driving or walking to the school there are multiple distractions such as children walking, lots of cars parked along the road, drivers not stopping at crosswalks when pedestrians are present, and preschool children playing on playground next to street. Lots of attention needed when driving near there. Redmond Middle School- we get off Metro and cross NE 104th on foot. Cars do not slow down in the school zone even though there is a speed alert.
Anonymous 3/12/2025 07:29 PM	None
Anonymous 3/12/2025 07:31 PM	Distracted drivers at Redmond Middle School picking up students.
Anonymous 3/12/2025 07:39 PM	I only interact with school zones as a driver passing through. I find that the edges of school zones aren't always clearly demarcated, and the lanes nearby them are as wide and easy to drive fast through as anywhere else. This means that my slowing down frequently causes cars to bunch up behind me.
Anonymous 3/12/2025 07:44 PM	I don't think we need to put cameras up. I'm against that.
Anonymous 3/12/2025 08:01 PM	My primary concern is the amount of distracted driving I'm witnessing. People are literally watching videos on their phones while driving. Secondary concerns have to do with speeding, not knowing basic driving rules, not yielding to pedestrians.
Anonymous 3/12/2025 08:12 PM	The school's I travel past are pretty safe compared to 20 years ago.
Anonymous 3/12/2025 08:36 PM	Distracted driving is common when I drive around our area and it's not specific to school zones.
Anonymous 3/12/2025 08:58 PM	I have no concerns about traffic near our school, Rockwell Elementary
Anonymous 3/12/2025 09:12 PM	Drivers not yielding to pedestrians in crosswalks

Anonymous 3/12/2025 09:21 PM	Parents parking badly and not watching for other kids when dropping off their own. Teen drivers are better, frankly.
Anonymous 3/12/2025 10:09 PM	Police need to patrol 104th and 166th for speeders. They used to do this frequently, but not any longer which I believe has led to people speeding more frequently.
Anonymous 3/12/2025 10:13 PM	I answered this in previous question. Norman Rockwell. Speeding traffic. Need police presence.
Anonymous 3/12/2025 10:39 PM	Cars going too fast and not paying attention.
Anonymous 3/12/2025 10:57 PM	The number of potholes around Redmond High School, Horace Mann, and on Avondale causes people to swerve to avoid damage to vehicles. Fixing these and other areas of disrepair would improve overall safety
Anonymous 3/12/2025 11:15 PM	None
Anonymous 3/12/2025 11:35 PM	Redmond High School - bikes lanes need more visibility
Anonymous 3/12/2025 11:58 PM	None.
Anonymous 3/13/2025 12:14 AM	Drivers break rule's everyday, take illegal u turns after dropping off on the main road near Timberline Middle School
Anonymous 3/13/2025 01:32 AM	Distracted drivers are the biggest threat
Anonymous 3/13/2025 04:49 AM	Lack of parental awareness to make pickup and drop off as time efficient as possible.
Anonymous 3/13/2025 09:32 AM	Redmond High School when school ends: lots of drivers on their phones
Anonymous 3/13/2025 09:48 AM	NA
Anonymous 3/13/2025 10:07 AM	None
Anonymous 3/13/2025 10:33 AM	Please install more crosswalks
Anonymous 3/13/2025 10:42 AM	None.
Anonymous 3/13/2025 11:20 AM	Redmond Elementary
Anonymous 3/13/2025 11:25 AM	I like flashing crosswalks.

Anonymous
3/13/2025 11:35 AM

Rose Hill Middle School - heavy car traffic during school drop-off/pick-up times. I'm usually on a bike and it is not at all obvious how I should navigate into the school -- should I enter in via the car loop? Should I get on the sidewalk? The road in front of the school is narrower at the crosswalks and then wider in between the crosswalks, which is challenging to navigate on a bike, as cars want me to pull into the wider parts and then I'm forced to merge back in with traffic at the crosswalks. It also encourages cars pulling over to drop off their kids (rather than entering the car loop) to cut me off. I'm a confident cyclist and I've gotten used to navigating it over the years, but it is not great. The roads leading to/from the school are challenging as well. We usually take Old Redmond to 140th Ave NE and then turn left into the Strattonwood neighborhood. The bike lanes are sometimes not well swept, even when the road is clear. The left turn into Strattonwood is challenging in traffic.

Ben Rush - somewhat of a funky situation as we are not zoned to Ben Rush, we are in the neighborhoods west of 148th that are now (as of 2023) zoned to Ben Franklin, but existing families were offered the opportunity to variance in to Rush. Many of us use the back entrance to Rush off 149th Ct. This footpath is not marked. Crossing 148th at NE 61st Way is extremely hairy to say the least. 148th in general is hairy! While the school-specific problem will dissipate over time as current families graduate and new families west of 148th go to Franklin, we do also use that same route during non-school hours, e.g. to access the school playground on weekends, or when walking our dog. In addition, there are families living on the east side of 148th who use that route to get to Rush, and while the 148th crossing isn't an issue for them, the rest will.

Anonymous
3/13/2025 12:22 PM

Traffic is driven by the volume of cars used for pick up and drop off. I am more concerned with the Avondale congestion. I also strongly oppose the use of traffic speed cameras. This was used near Albert Einstein and Union Hill and was a failure in terms of cost and any meaningful impact. I do not support dollars being spent in this area versus other enforcement such as drugs and crime in the area.

Anonymous
3/13/2025 12:31 PM

I witness speeders near all schools.

Anonymous
3/13/2025 12:57 PM

There needs to be traffic controls around RHS. It is the only high school in LWSD that doesn't have a traffic light. This causes cars to be more aggressive to get out of the lot. Also, there should be a metered and enforced crosswalk to prevent students from the steady stream of walking across 104th with no breaks for drivers to get through

Anonymous
3/13/2025 01:13 PM

I have no concerns.

Anonymous
3/13/2025 01:31 PM

No

Anonymous
3/13/2025 01:45 PM

Fast cars by Dickinson and evergreen

Anonymous
3/13/2025 01:51 PM

NA

Anonymous
3/13/2025 01:55 PM

Not everyone obeys the posted speed limit

Anonymous
3/13/2025 01:58 PM

N/A

Anonymous 3/13/2025 02:35 PM	I have usually seen Redmond drivers follow speed limits in school zones.
Anonymous 3/13/2025 02:42 PM	None
Anonymous 3/13/2025 03:01 PM	None
Anonymous 3/13/2025 03:14 PM	No concerns
Anonymous 3/13/2025 04:16 PM	Traffic near schools is very safe. Bad driving is the same everywhere, of course, but people are safer drivers in school zones.
Anonymous 3/13/2025 04:19 PM	I keep wondering why there is not a flashing school zone sign near Redmond EI like there are at the other schools on the hill. It would make sense to have one there and make everything more consistent.
Anonymous 3/13/2025 05:07 PM	I have no concerns but I think that school busses and kids walking to and from school cause lots of traffic
Anonymous 3/13/2025 05:37 PM	No concerns
Anonymous 3/13/2025 06:45 PM	Please don't install traffic camera near school or parks. Sounds like easy money for the dept to make. If you really worry about those, please have more police do the patrol rather than relying on the camera traffic. In fact it will increase and cause accidents. Do you want that to happen or create a safe environment?
Anonymous 3/13/2025 08:31 PM	As mentioned earlier that close call in the crosswalk near Horace Mann. People race through and do not look. I don't feel safe crossing and never know if the drivers will stop. It is the only legal crossing spot to the school. Other than a sign there is not much that seems to slow people down.
Anonymous 3/13/2025 09:38 PM	None
Anonymous 3/13/2025 09:55 PM	Na
Anonymous 3/13/2025 09:57 PM	Drivers that are focused on themselves and in a hurry. Need flashing crosswalks at all school and park crosswalks
Anonymous 3/13/2025 10:03 PM	People not following the speed limit (flashing lights)
Anonymous 3/13/2025 10:21 PM	Rockwell Elementary: when turning left onto 162nd Ave NE from 112th St, there is a very tall shrub/tree on the SW corner house, which makes it so I need to pull out into the crosswalk to see oncoming traffic. Then often the school's crossing guard needs to move around my car. I'm also shocked at how fast people drive up/down 162nd St NE. Would it be possible to install speed bumps? (Or as my British husband refers to them as: "sleeping police officers" :)
Anonymous 3/13/2025 10:30 PM	N/A
Anonymous 3/13/2025 10:36 PM	None

Anonymous 3/13/2025 11:26 PM	N/A
Anonymous 3/14/2025 01:54 AM	Speeding just outside of the school 20mph zones. Also illegal parking across from Audubon. Parking near the entrance pinches off the exit from 30th onto 180th.
Anonymous 3/14/2025 05:55 AM	Tailgating drivers
Anonymous 3/14/2025 08:39 AM	I live in Kirkland and work in Redmond and the speed camera for Kamiakin is pure entrapment (just see the data on number of tickets). Please don't do that to Redmond. It's a sick money grab. I support crosswalks with orange walking flags like in downtown Kirkland and flashing lights at crosswalks. Crossing guards are already there to get children across safely. Please show me where anyone has been struck at a school or park crossing? I don't know if I've ever heard of an indecent. It not, then please consider that this is a pure money grab.
Anonymous 3/14/2025 09:30 AM	N/a
Anonymous 3/14/2025 10:24 AM	Mann elementary has limited visibility coming up the hill from 166th. A crosswalk with flashing lights would be useful here. The school used adult safety monitors during school hours, which is absolutely necessary given traffic.
Anonymous 3/14/2025 02:38 PM	Na
Anonymous 3/14/2025 03:36 PM	Redmond High school is very bad after school is let out. Kids race down the street. We need better ways to slow traffic.
Anonymous 3/14/2025 05:00 PM	The drivers near Clara Barton Elementary School are sometimes distracted, sometimes drive too fast, and sometimes do not stop for students walking to and from school. Clearly marked/painted/lit crosswalks are needed on NE 122nd Street between NE 124th Street and Clara Barton Elementary for students to cross safely.
Anonymous 3/14/2025 05:25 PM	Clara Barton Elementary, fast moving vehicles, vehicles don't stop for pedestrians, lack of traffic lights
Anonymous 3/14/2025 05:33 PM	Clara Barton Elementary: unsafe/distracted/fast driving during school zone when kids are present. Kids on safety patrol have had their flags hit by cars when they are attempting to cross students. I've witnessed many times an adult safety patrol person having to confront distracted drivers if they even can. We need raised crosswalks and better signage/visibility.
Anonymous 3/14/2025 05:34 PM	Traffic gets very backed up coming and going from both Redmond Middle School and Redmond High School leading to parents or students getting anxious or frustrated and sometimes not making the best decisions.
Anonymous 3/14/2025 06:18 PM	I pass by the school on union hill road and 208th a lot during school hours and hardly anyone obeys the 20 mph speed limit when the lights are flashing. I constantly have people riding my bumper because I'm not going 40. I do think having a second set of flashing lights near the stop light in both directions would help a lot. I think some people forget the lights were flashing while they sit through a red light. And I frequently see people run the red lights not only at this intersection, but also many others downtown.
Anonymous 3/14/2025 09:26 PM	Redmond Middle School and Rockwell Elementary School, pickup after school, overcrowded parents in cars - long lines of illegal parking on side of road, daily.

Anonymous 3/15/2025 12:10 AM	Camera system have no context of short days, vacation days, breaks, early release, etc. They also ticket a vehicle, not a driver. All schools have issues at times, but also have excessive, encroaching, parking and drop off impacts. Very difficult to see signs, flaggers, etc with rows of vehicles waiting in front of them.
Anonymous 3/15/2025 07:35 AM	Fast cars along NE 167th Street, no crosswalk for school children that attend Clara Barton, no slowing options. My child crosses 167th without a crosswalk
Anonymous 3/15/2025 02:18 PM	N/A
Anonymous 3/15/2025 03:00 PM	Redmond Elementary School- right in downtown and too close to all the congestion of a growing city with very limited ways in and out.
Anonymous 3/15/2025 03:17 PM	It looks to me like the city of Redmond is fishing for justification to install speed cameras, which are really municipal revenue raising devices under the guise of "children's safety" . . . a clever tactic done in order to paint opponents as villains who don't care about children's safety. Is there are accident statistics that show there is a problem, then share the data. If not, then don't try to create such statistics by way of anecdotes collected from surveys.
Anonymous 3/16/2025 01:43 AM	I live on 166th, people speed, but mostly they just don't respect signals. you can have all the stoplights and ped crossing signals in the world but if people speed up when they see you because they don't wanna stop then it's not gonna do any good. also, it feel like a third of cars in redmond have obscured or removed their license plates, so like, they must know they're breaking laws.
Anonymous 3/16/2025 09:33 AM	We need more designated crosswalks so that people do not cross randomly in front of cars.
Anonymous 3/16/2025 12:55 PM	I pass Mann, RHS and RMS daily. Distracted drivers and not enough crosswalks with lights leading up to the schools. Drivers do not stop or slow at crosswalks!
Anonymous 3/16/2025 03:07 PM	General fast moving traffic that rarely slows for pedestrians, drivers that ignore speed limits. The crossings around Redmond Elementary are very long and drivers think the street is wide open for them. The curbs being brought in, or slightly raised crosswalks would help a lot with visibility of people crossing. It would also make drivers more likely to drive more slowly in general on that street.
Anonymous 3/16/2025 04:41 PM	None
Anonymous 3/16/2025 07:33 PM	Lack of protected bike lanes, paint on the side of the road doesn't help me feel physically safe riding my bike. Raised concrete, pylons, even the "armadillos" would be an improvement which increasing the feeling of safety for adults and especially children who ride their bikes as a healthy means of transportation
Anonymous 3/16/2025 07:49 PM	As noted earlier, I have experienced close calls at the crosswalks near Redmond Elementary School. People driving on 166th are driving fast or on their phones. People turning onto 166th do not check for pedestrians.
Anonymous 3/17/2025 09:19 AM	Norman Rockwell Elementary (see previous note).
Anonymous 3/17/2025 10:56 AM	RmS, RHS, Rockwell
Anonymous 3/17/2025 11:18 AM	X

Anonymous 3/17/2025 12:46 PM	No concerns at this time.
Anonymous 3/17/2025 04:58 PM	I mainly witness traffic at Mann, RHS, RMS, Rockwell. Mann and RMS is the scariest. Crossing NE 104th at the Mann entrance MUST BE STOPPED. Speeding and tailgating from south of RMS to the pool (166th to NE 104th) is atrocious and I would really appreciate some negative reinforcement on those folks. Kirkland has speed cameras in some of their school zones and we should too!
Anonymous 3/18/2025 10:46 AM	Rockwell Elementary, Redmond High School
Anonymous 3/18/2025 01:10 PM	Redmond Elementary - the area outside the school is an accident waiting to happen. Drivers ignore pedestrian crossings, safety directions, safe parking guidelines, abuse school staff.
Anonymous 3/18/2025 01:13 PM	Nothing, really
Anonymous 3/18/2025 01:14 PM	The congestion/backup created by Redmond High School drivers is huge! They are backed up all the way down the hill, affecting drivers in and out of Horace Mann as well as drivers down on 166th. The traffic down at Redmond Elementary and Old Redmond School House has so many crosswalks and drivers don't always stop for pedestrians to cross where they need to.
Anonymous 3/18/2025 01:38 PM	As I mentioned, I work at Red. El. and often witness cars speeding by the school, not pausing for crosswalks/crossing guards, driving through before students/crossing guards are safely out of the crosswalk, driving in a distracted manner, etc.
Anonymous 3/18/2025 02:05 PM	Redmond elementary, reckless and distracted drivers and
Anonymous 3/18/2025 02:57 PM	Lack of pedestrian signals, crossing 166th to Norman Rockwell Elementary. Parent drop off/pick up backs up at Redmond Middle School causing chaos on the street (166th). Distracted drivers everywhere!
Anonymous 3/18/2025 03:18 PM	I'm worried about the safety of our staff and students/families at Redmond Elementary.
Anonymous 3/18/2025 03:26 PM	Lots of distracted drivers and drivers not following crosswalk and crossing guard directions
Anonymous 3/18/2025 03:38 PM	The streets around our school, Redmond Elementary is overrun with parked cars right now (especially NE 80th St and 169th Ave NE. It makes it very difficult to see cross traffic and I expect it's the same for pedestrians. If you are going to build high-rise housing, the buildings need to accommodate the cars, and not have them parking every which way. I believe that Bellingham has an ordinance that if you live in a building that offers housing, then you need to use it as you will get a ticket if you are parking on the streets at night (something like that; my student graduated a few years ago).
Anonymous 3/18/2025 04:49 PM	The school zone creates a lot of backed up traffic for people trying to leave the education hill neighborhood in the mornings. This can increase distracted driving and speeding as people try to make up time
Anonymous 3/18/2025 04:52 PM	More police present to control
Anonymous 3/19/2025 08:27 AM	No major concerns for school zones.

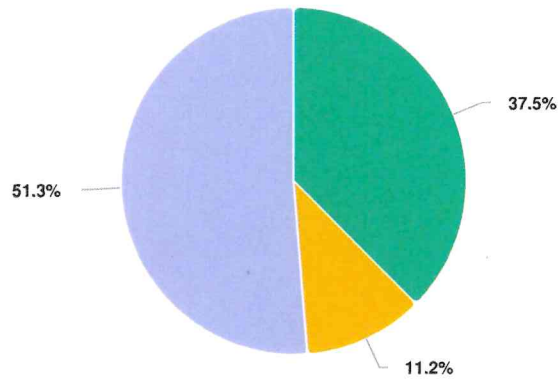
Anonymous 3/19/2025 04:40 PM	Horace Mann Elementary has drivers moving too fast, and drivers who don't stop for the school crossing guard when they enter the crosswalk with their reflective vest and flag to let students cross.
Anonymous 3/19/2025 09:22 PM	Lack of sidewalk, lack of sufficient light during winter mornings and evenings, lots of vehicular backup during school times
Anonymous 3/19/2025 09:40 PM	Horace Mann primarily. Our arms race of bigger and bigger cars is particularly dangerous for elementary age kids due to their height. LWSD and the respective towns need to encourage less driving. I'm not sure why Redmond allowed 104th and surrounding streets to be free parking for the high school. The least they could do is install parking meters to recoup and reinvest some of that cost into improved infrastructure. And half the parents driving their kids to school live within half a mile - then drive way to fast though the parking lot, distracted by their phones and decide their smarter than everyone by driving through the teachers lot so their precious spawn only doesn't have to walk 50 extra feet. Then they exist, turning left despite the sign clearly telling them not to. Or turn right and play chicken with the crossing guards.
Anonymous 3/19/2025 10:16 PM	Careless drivers ignores walking signs signals and rushes .
Anonymous 3/20/2025 02:19 PM	Redmond High school need protected crossing for pedestrians to cross 104th to Hartman Park and other areas along 104th Street east of RHS.
Anonymous 3/21/2025 09:54 AM	Middle school has most of the observed issued: reckless and improper parking on bike lanes
Anonymous 3/21/2025 03:24 PM	Rockwell Elementary is my main concern. Cars travel way too fast in the areas around the school, often ignoring crosswalks and speed limits.
Anonymous 3/21/2025 03:26 PM	Cars driving in the Norman Rockwell school zones. Cars are speeding and seem unaware of their surroundings. Cars frequently don't stop for pedestrians and drive in the bike lane, very close to children and families walking on the sidewalks.
Anonymous 3/24/2025 03:49 PM	None
Anonymous 3/25/2025 06:17 AM	Wilder Elementary- people undertaking traffic because they are impatient and don't keep to the speed limit. Redmond High - school start and end times people get very mad about the lack of a traffic light and they turn left using the right lane out of the school.

Anonymous 3/25/2025 07:41 AM	****Wilder Elementary School - Poor and confusing signage!! The fact that school zones are 20 mph 24/7 is not clear to most people due to random signs that say: "when flashing" or "when students are present". Signs are confusing and the speeds are unsafe often during before/after school/weekend events. RCW 46.61.440 Maximum speed limit when passing school or playground crosswalks—Penalty, disposition of proceeds. (1) Subject to RCW 46.61.400(1), and except in those instances where a lower maximum lawful speed is provided by this chapter or otherwise, it shall be unlawful for the operator of any vehicle to operate the same at a speed in excess of twenty miles per hour when operating any vehicle upon a highway either inside or outside an incorporated city or town when passing any marked school or playground crosswalk when such marked crosswalk is fully posted with standard school speed limit signs or standard playground speed limit signs. The speed zone at the crosswalk shall extend three hundred feet in either direction from the marked crosswalk. ****Redmond High School - No traffic light allowing drivers to enter or exit with any regularity. No metered crosswalk lights to allow pedestrians to walk across street in groups. RHS is the only comprehensive school without a traffic signal. It is dangerous and can cause 45 minute waits to enter or exit the school. Frustrated drivers get angry and cause multiple issues.
Anonymous 3/25/2025 09:11 AM	Biggest problem seems to be young drivers (coming and going from the high school) that don't care about speed limits, driver distraction, or watching for pedestrians.
Anonymous 3/25/2025 09:26 AM	Add more crosswalks
Anonymous 3/25/2025 01:18 PM	NA
Anonymous 3/25/2025 01:18 PM	Fast traffic and impatient drivers
Anonymous 3/25/2025 01:24 PM	N/A
Anonymous 3/25/2025 02:35 PM	None
Anonymous 3/26/2025 07:06 PM	Redmond Elementary. Drivers sometimes drive through while children are crossing with the stop flag held out. Fast driving while the flashing light is on for reduced speed.
Anonymous 3/30/2025 08:23 PM	Evergreen Middle School- majority of cars passing the school are going above 20mph. Eastlake High School- back way into Eastlake cars are doing way over 20mph past students walking to school, Stem- in am so many students are late because of traffic on hwy 202. Cars race on 208th to get into school on time. Alcott Elementary- parents are a little better at going the speed limit

391 responses · 1 skipped

Question type : Essay Question

Q12. How supportive are you of measures, such as speed safety cameras to reduce speeding and improve safety near schools?



Question options

● Supportive

● Neutral

● Not supportive

392 responses · 0 skipped

Question type : Radio Button Question

responses

147

44

201

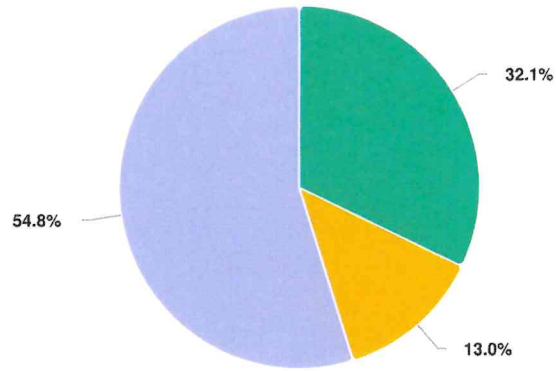
%

37.5

11.2

51.3

Q13. How supportive are you of measures, such as speed safety cameras to reduce speeding and improve safety near parks?



Question options

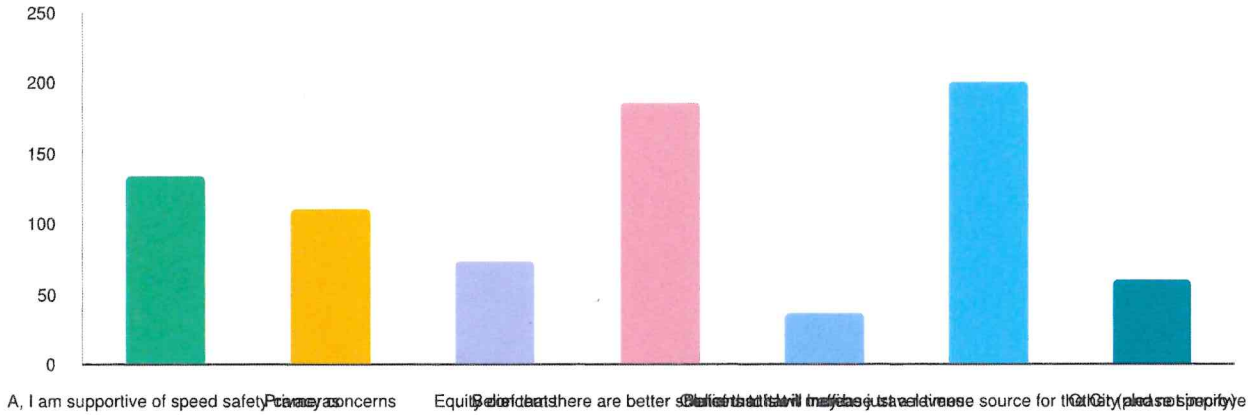
- Supportive
- Neutral
- Not supportive

responses	%
126	32.1
51	13.0
215	54.8

392 responses - 0 skipped

Question type : Radio Button Question

Q14. If you indicated that you are not supportive of speed safety cameras in Redmond, why? (please select all that apply)



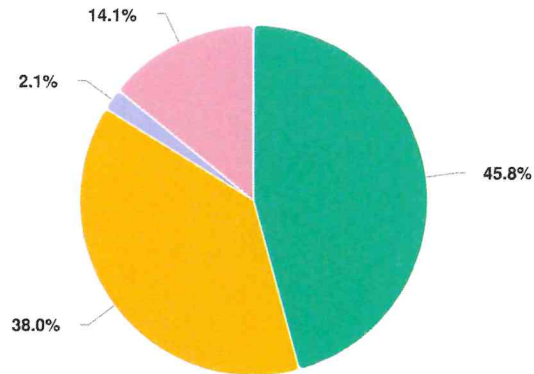
Question options

Question options	responses	%
● N/A, I am supportive of speed safety cameras	134	34.2
● Privacy concerns	110	28.1
● Equity concerns	73	18.6
● Belief that there are better solutions to slow traffic	186	47.4
● Belief that it will increase travel times	36	9.2
● Concerns that it may be just a revenue source for the City and not improve safety	200	51.0
● Other (please specify)	59	15.1

392 responses · 0 skipped

Question type : Checkbox Question

Q15. What gender do you identify with?



Question options

- Female
- Male
- Transgender / Gender variant
- I prefer not to answer

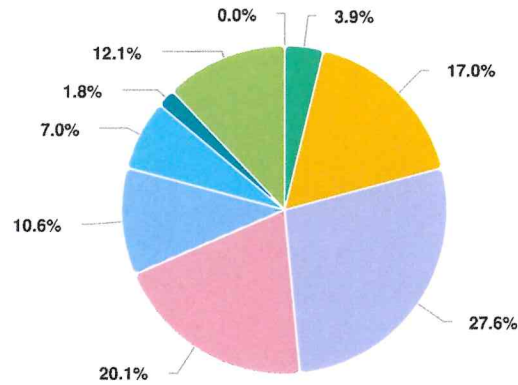
responses

%

178	45.8
148	38.0
8	2.1
55	14.1

Optional question · 389 responses · 3 skipped
Question type : Radio Button Question

Q16. In what decade were you born?



Question options

- 2000 or after
- 1990-1999
- 1980-1989
- 1970-1979
- 1960-1969
- 1950-1959
- 1940-1949
- I prefer not to answer
- Before 1940

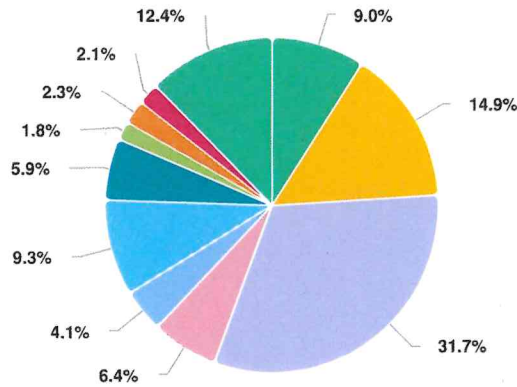
responses

responses	%
15	3.9
66	17.0
107	27.6
78	20.1
41	10.6
27	7.0
7	1.8
47	12.1
0	0.0

Optional question · 388 responses · 4 skipped

Question type : Radio Button Question

Q17. Which of the following best describes where you live? (please see the Redmond neighborhood map for reference if needed)



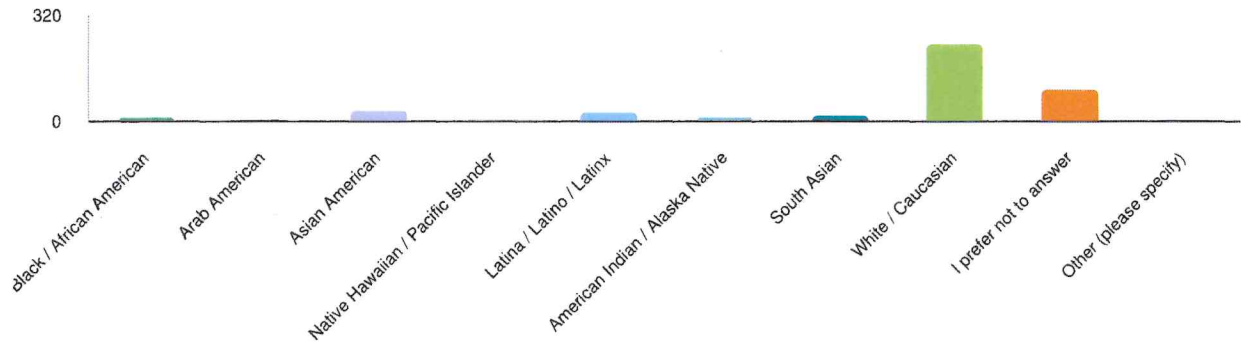
Question options

Question options	responses	%
● Redmond's Bear Creek neighborhood	35	9.0
● Redmond's Downtown neighborhood	58	14.9
● Redmond's Education Hill neighborhood	123	31.7
● Redmond's Grass Lawn neighborhood	25	6.4
● Redmond's Idylwood neighborhood	16	4.1
● Redmond's North Redmond neighborhood	36	9.3
● Redmond's Overlake neighborhood	23	5.9
● Redmond's Sammamish Valley neighborhood	7	1.8
● Redmond's SE Redmond neighborhood	9	2.3
● Redmond's Willows / Rose Hill neighborhood	8	2.1
● Outside of Redmond (Please provide your zipcode)	48	12.4

Optional question · 388 responses · 4 skipped

Question type : Radio Button Question

Q18. Which of the following best describe your racial and ethnic heritage? (please select all that apply)



Question options

- Black / African American
- Arab American
- Asian American
- Native Hawaiian / Pacific Islander
- Latina / Latino / Latinx
- American Indian / Alaska Native
- South Asian
- White / Caucasian
- I prefer not to answer
- Other (please specify)

responses

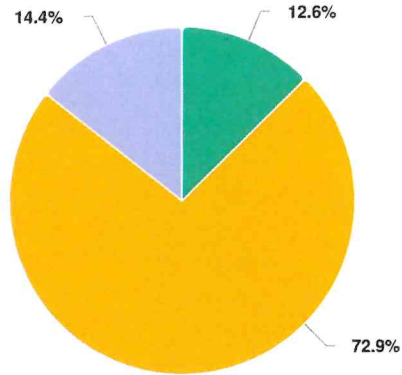
%

Question options	responses	%
● Black / African American	8	2.1
● Arab American	1	0.3
● Asian American	33	8.5
● Native Hawaiian / Pacific Islander	3	0.8
● Latina / Latino / Latinx	24	6.2
● American Indian / Alaska Native	8	2.1
● South Asian	17	4.4
● White / Caucasian	233	60.2
● I prefer not to answer	93	24.0
● Other (please specify)	2	0.5

Optional question · 387 responses · 5 skipped

Question type : Checkbox Question

Q19. Do you identify as having or living with a disability?



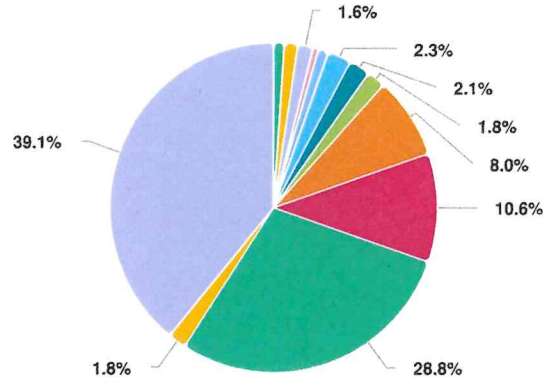
Question options

- Yes
- No
- I prefer not to answer

responses	%
49	12.6
283	72.9
56	14.4

Optional question · 388 responses · 4 skipped
Question type : Radio Button Question

Q20. What is your total household income per year (before taxes)?



Question options	responses	%
● Less than \$30,000	4	1.0
● \$30,000 - \$39,999	5	1.3
● \$40,000 - \$49,999	6	1.6
● \$50,000 - \$59,999	2	0.5
● \$60,000 - \$69,999	4	1.0
● \$70,000 - \$79,999	9	2.3
● \$80,000 - \$89,999	8	2.1
● \$90,000 - \$99,999	7	1.8
● \$100,000 - \$149,999	31	8.0
● \$150,000 - \$199,999	41	10.6
● \$200,000 or higher	111	28.8
● I am unsure	7	1.8
● I prefer not to answer	151	39.1

Optional question · 386 responses · 6 skipped
 Question type : Radio Button Question

Public Safety Technology Data Governance

Effective Date:	July 2025
Revised Date:	
Issuing Authority:	

341.1 PURPOSE AND SCOPE

The Redmond Police Department is committed to the responsible and ethical use of technology. The purpose of this policy is to establish guidelines for the use of data gathered and generated by the different public safety technologies deployed by the Redmond Police Department. This policy aims to ensure that the deployment and utilization of these technologies are conducted in a manner that respects privacy, civil liberties, and public trust and are consistent with state law, city policy and WASPC accreditation standards.

The department shall maintain transparency in the use of public safety technologies and inform the public about their purposes, capabilities, and the safeguards in place to protect individual rights.

Officers and personnel involved in the use of these technologies will be held accountable for their actions and adherence to this policy. Violations will result in disciplinary action, up to and including termination, in accordance with departmental procedures, City policy, and collective bargaining agreements.

341.2 POLICY

Public safety technology (PST) data will be used solely for law enforcement purposes. Any non-law enforcement usage of PST data is strictly prohibited. PST data will not be used to intentionally monitor private area or areas where a reasonable expectation of privacy exists, nor shall it be used to harass, intimidate, or discriminate against any individual or group.

PST systems will only be deployed for official law enforcement purposes and will only be accessed by trained, RPD employees. This access is limited to search of specific information related to any of the following:

- Criminal investigations
- Searches for wanted persons or persons of interest
- Community caretaking functions, such as locating an endangered or missing person

Employees will only use PST data pursuant to this policy and applicable city, state, and federal laws.

This policy will be reviewed regularly to ensure it remains current and consistent with technological advancements, legal requirements, best practices in data governance, and City policy.

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341.3 POLICIES AND OPERATING PROCEDURES FOR SPECIFIC TECHNOLOGIES

The Redmond Police Department will adopt policies to provide specific guidance for deployment and operation of the different technologies in use. Those individual policies will follow and refer to this data governance policy. These programs include but are not limited to:

- Drones including Drone as a First Responder (DFR)
- Automatic License Plate Readers (ALPR)
- Speed Safety Cameras
- In-car and Body-Worn Video
- Technologies used by the Real Time Information Center (RTIC)

341.4 STORAGE AND RETENTION OF DATA

The department and city have robust security measures currently in place in compliance with CJIS data security, and the cities cyber-insurance carrier requirements to protect the data from unauthorized access or breaches.

Generally, PST systems store data from the various technologies no longer than 30 days. After the 30-day period, the data will be purged unless it related to an ongoing investigation or legal requirement. In those circumstances, the applicable data should be downloaded from the server and entered into evidence.

Detectives will retain PST data related to a criminal investigation in the investigation case file for a period in accordance with state retention laws.

341.5 REVIEW OF PST DATA

Only authorized personnel may access PST data and only in conjunction with a call for service or investigation. Employees accessing PST data must log in through password-protected systems. The systems record when an employee accesses the data by logging the employee's name, the date, and the time of the request. Employees will not share PST passwords and login credentials.

Employees conducting searches will provide a case number and justification for the search. If a case number does not exist, the employees will provide thorough justification for the legitimacy and lawful purpose of the search.

Regular audits will be conducted to ensure compliance with this policy.

341.6 RELEASING OR SHARING OF PST DATA

PST data will only be shared with other law enforcement or prosecutorial agencies for official law enforcement purposes or as otherwise permitted by law. In addition, the Redmond Police Department will only share PST data with other agencies when the investigation relates to a violation of Washington State Law or is tied to the City of Redmond. The Redmond Police Department will not share PST data with other agencies for the purpose of locating or tracking

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persons wanted solely for administrative reasons, such as immigration law violations, or for violations in other jurisdictions that would not otherwise warrant investigation in Redmond.

Requests for PST data by non-law enforcement or non-prosecutorial agencies will be processed by the Records Unit pursuant to the applicable Rules of Civil or Criminal Discovery or the Washington Public Records Act, Ch. 42.56 RCW.

341.7 TRAINING

Before employees operate the various PST systems, they will complete department training on the proper and lawful use of the system. The Training Unit will coordinate with the appropriate program or system administrator to provide this training.

The training will emphasize proper use, data handling procedures, ethical considerations outlined in this policy, and the requirement to document the reason for any data inquiry.

Additionally, all RPD employees with access to PST data will maintain ACCESS Level 1 Certification pursuant to ACCESS WACIC and NCIC.

The PST program administrators will maintain a list of all employees trained in the use of the equipment and systems and update user access.

341.8 PUBLIC REPORTING

The department will engage in community outreach and education efforts to inform the public about the use of these public safety technologies, their benefits, and the safeguards in place to protect privacy and civil liberties.

The department will include in its published annual report details on the use of public safety technologies, including data on their deployment, effectiveness, and any privacy or civil liberties issues encountered.

Any incidents of misuse or abuse of these technologies will be handled in accordance with established department policy, state law, and accreditation standards reporting requirements.

SENATE BILL 6002

State of Washington

69th Legislature

2026 Regular Session

By Senators Trudeau, Holy, Alvarado, Bateman, Chapman, Conway, Dhingra, Frame, Hasegawa, Kauffman, Lovelett, Nobles, Pedersen, Shewmake, Slatter, Stanford, and Valdez

Prefiled 01/07/26. Read first time 01/12/26. Referred to Committee on Law & Justice.

1 AN ACT Relating to driver privacy protections and automated
2 license plate reader systems; adding a new chapter to Title 10 RCW;
3 prescribing penalties; and declaring an emergency.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** INTENT. The legislature finds that it
6 plays an important role balancing the need to ensure public safety
7 and an individual's right to privacy under both the federal Fourth
8 Amendment to the United States Constitution and the broader
9 protection of individual rights guaranteed by Article I, section 7 of
10 the Washington state Constitution.

11 The legislature further finds that the dramatic expansion of
12 surveillance technology across the country has demonstrated the need
13 to establish sensible guardrails on the use of surveillance data
14 collected from monitoring the location and travel of individuals,
15 without a warrant, to ensure its use by law enforcement and other
16 government agencies must not come into conflict with existing
17 protections for Washingtonians and ensure that it is not being used
18 for purposes prohibited under state and federal law.

1 NEW SECTION. **Sec. 2.** DEFINITIONS. The definitions in this
2 section apply throughout this chapter unless the context clearly
3 requires otherwise.

4 (1) "Agency" includes all state agencies and all local agencies.

5 (2) "Audit trail" means all records of queries and responses in
6 an automated license plate reader system, and all records of actions
7 in which system data is accessed, entered, updated, shared, or
8 disseminated, including the:

9 (a) Location of cameras used as part of the automated license
10 plate reader system;

11 (b) Date and time of access;

12 (c) Data elements used to query the automated license plate
13 reader system;

14 (d) Specific purpose for accessing or querying the automated
15 license plate reader system, including the offense type for any
16 criminal investigation;

17 (e) Associated call for service or case number; and

18 (f) Username of the person or persons who accessed or queried the
19 system.

20 (3) "Audit trail data" means all forms of data collected or
21 generated by an automated license plate reader system for purposes of
22 producing an audit trail.

23 (4) "Automated license plate reader data" means all data
24 collected by automated license plate reader systems including, but
25 not limited to, global positioning system coordinates, location, date
26 and time, speed of travel, photograph, license plate number,
27 automobile characteristics, or other identifying information.

28 (5) "Automated license plate reader system" or "ALPR" means a
29 system, software, or computer algorithm, whether used independently
30 or in combination with one or more mobile or fixed automated cameras,
31 that is used to convert images of license plates into computer-
32 readable data. An ALPR excludes automated traffic safety cameras that
33 do not interface or interact with an ALPR system.

34 (6) "Court order," "warrant," or "subpoena" means a court order
35 as defined in RCW 43.17.420.

36 (7) "Law enforcement agency" has the same meaning as in RCW
37 10.116.010.

38 (8) "Local agency" includes every county, city, town, municipal
39 corporation, quasi-municipal corporation, special purpose district,
40 local housing authorities, or any office, department, division,

1 bureau, board, commission, or agency thereof, or other local public
2 agency including their respective employees and agents.

3 (9) "State agency" includes every state office, department,
4 division, bureau, board, commission, or other state agency, and their
5 respective employees and agents.

6 (10) "Watch list" means a list of license plate numbers to be
7 compared against a license plate number obtained from an automated
8 license plate reader system.

9 NEW SECTION. **Sec. 3.** OPERATION. (1) Except as provided for in
10 this section, it is unlawful for any agency to access, operate, or
11 use an automated license plate reader system or its associated
12 automated license plate reader data.

13 (2) An agency may access, operate, or use an automated license
14 plate reader system and its associated data only for the following
15 authorized purposes:

16 (a) Any law enforcement agency may use an automated license plate
17 reader system for the purpose of comparing captured automated license
18 plate reader data with:

19 (i) Data on any of the following watch lists maintained by either
20 a federal or Washington state agency: The department of licensing,
21 the state criminal justice information system, the federal bureau of
22 investigation kidnappings and missing persons list, and the
23 Washington missing persons list; or

24 (ii) License plate numbers that have been manually entered into a
25 state or local automated license plate reader system database, upon
26 an officer's determination that the license plate numbers are
27 relevant and material to an investigation of a vehicle that is:

28 (A) Stolen;

29 (B) Associated with a missing or endangered person;

30 (C) Registered to an individual for whom there is an outstanding
31 felony warrant; or

32 (D) Related to or involved in a felony.

33 (b) Any parking enforcement agency may use an automated license
34 plate reader system for the following purposes:

35 (i) Enforcing time restrictions on the use of parking spaces; or

36 (ii) Identifying vehicles on a watch list for impoundment or
37 immobilization under a local ordinance enacted under RCW 46.55.240,
38 provided the list includes only license plates of vehicles subject to
39 that ordinance.

1 (c) An automated license plate reader system may be used as a
2 component of photo toll systems authorized by RCW 47.56.795 or
3 47.46.105.

4 (d) Any transportation agency may use an automated license plate
5 reader system for the following purposes:

6 (i) Providing real-time traffic information to the public,
7 traffic modeling, and traffic studies such as determining
8 construction delays and route use; and

9 (ii) Enforcing commercial vehicle systems at Washington state
10 patrol enforcement sites and weigh stations.

11 (3) It is unlawful for any agency, as described in RCW 43.17.425,
12 to use an automated license plate reader system for immigration
13 investigation or enforcement, or both, in accordance with RCW
14 10.93.160, or for any protected health care services under chapter
15 7.115 RCW, or to track or otherwise monitor activity protected by the
16 Washington state Constitution and the first amendment to the United
17 States Constitution.

18 (4) It is unlawful for any agency to collect automated license
19 plate reader data on the premises or immediate surroundings or access
20 to or from facilities that provide protected health care, as
21 described in chapter 7.115 RCW, or at facilities conducting an
22 immigration matter as defined in RCW 19.154.020, schools, places of
23 worship, courts, or food banks.

24 (5) (a) Any agency that intends to use, or currently uses an ALPR
25 system as of the effective date of this section and intends to
26 continue using the system, shall register it with the office of the
27 attorney general on forms approved by the office for that purpose
28 within 180 days of the effective date of this section. The head of
29 the agency shall certify that the system meets all the requirements
30 of this chapter, and that the agency has a policy or policies in
31 effect governing its use and a documented training process for the
32 officers that will use it. Agencies may not use ALPR systems that
33 have not been properly registered under this section.

34 (6) A positive match by an automated license plate reader system
35 alone does not constitute reasonable suspicion as grounds for a state
36 or local law enforcement officer to stop the vehicle. The officer
37 shall develop independent reasonable suspicion for the stop or
38 immediately confirm visually that the license plate on the vehicle
39 matches the image of the license plate displayed on the automated
40 license plate reader system and confirm by other means that the

1 license plate number is on one of the lists specified in subsection
2 (2)(a) of this section.

3 NEW SECTION. **Sec. 4.** RETENTION. Automated license plate reader
4 data collected by or on behalf of an agency, as authorized pursuant
5 to section 3(2) of this act, shall not be used or shared for any
6 other purpose and shall not be retained longer than 72 hours, with
7 the following exceptions:

8 (1) When retained pursuant to a valid, court-issued, probable
9 cause felony warrant or subpoena, provided the data is deleted at the
10 conclusion of the criminal or civil case. ALPR data may be shared in
11 discovery in accordance with applicable court rules;

12 (2) When retained for the purpose of parking enforcement,
13 provided the data is deleted no later than 12 hours after collection;

14 (3) When retained for the purpose of toll collection, for as long
15 as such captured ALPR data is needed to support the assessment and
16 collection of a toll pursuant to section 3(2)(c) of this act;

17 (4) When retained for the purpose of traffic studies, provided
18 the data is deleted no later than 30 days after collection;

19 (5) When retained for the purpose of enforcing commercial vehicle
20 systems, provided the data is deleted no later than four hours after
21 collection; and

22 (6) When retained for the purpose in section 3(2)(a) of this act
23 for as long as such captured ALPR data is needed as evidence of
24 specific unlawful conduct enumerated in section 3(2)(a) of this act.

25 NEW SECTION. **Sec. 5.** PROHIBITED PRACTICES. (1) An agency that
26 uses an automated license plate reader system pursuant to section
27 3(2) of this act shall not:

28 (a) Disclose, share, or permit access to automated license plate
29 reader data except as required in a judicial proceeding;

30 (b) Provide any other entity with direct access to the automated
31 license plate reader system, except with other state or local
32 agencies authorized to collect ALPR data under section 3 of this act.
33 A third-party vendor providing ALPR services may directly access an
34 ALPR system and data.

35 (2) Any agency that uses a watch list pursuant to section 3(2)
36 (a) and (b)(ii) of this act must ensure the watch list is updated no
37 less than once every 24 hours.

1 (3) An agency shall not sell, lease, rent, or purchase automated
2 license plate reader data or audit trail data.

3 (4) An agency may obtain privately held automated license plate
4 reader data only pursuant to a valid, court-issued, probable cause
5 warrant.

6 (5) Automated license plate reader data is not subject to
7 disclosure under the public records act, chapter 42.56 RCW, except
8 such data may be used for bona fide research as defined in RCW
9 42.48.010 and does not include individually identifiable information.

10 (6) Any ALPR vendor must provide technical controls preventing
11 unauthorized data sharing, secondary transfer, or access by
12 nonauthorized agencies, including federal civil immigration
13 enforcement in accordance with this chapter.

14 NEW SECTION. **Sec. 6.** RECORDKEEPING/LOG. If an ALPR operator
15 accesses or provides access to ALPR data, the ALPR operator shall do
16 both of the following:

17 (1) Maintain a record of that access. At a minimum, the record
18 must include all of the following:

19 (a) The date and time the data is accessed;

20 (b) Data elements used to query the ALPR system;

21 (c) The username of the person who accesses the data and, as
22 applicable, the organization or entity with whom the person is
23 affiliated;

24 (d) The purpose for accessing the data;

25 (2) Require that ALPR data only be used for the authorized
26 purposes in this act.

27 NEW SECTION. **Sec. 7.** ADMISSIBILITY IN COURT. Any information
28 obtained in violation of section 3 of this act is inadmissible in any
29 civil or criminal case in all courts of general or limited
30 jurisdiction in this state, except with the permission of the person
31 whose rights have been violated in an action brought for damages
32 under section 11 of this act.

33 NEW SECTION. **Sec. 8.** POLICIES. (1) By July 1, 2027, the
34 attorney general shall develop and publish model policies on the use
35 of automated license plate reader systems consistent with this act.

1 (2)(a) By December 1, 2027, any agency that uses an automated
2 license plate reader system pursuant to section 3(2) of this act
3 shall:

4 (i) Adopt a policy governing use of the automated license plate
5 reader system consistent with the model policies established under
6 subsection (1) of this section and submit copies of the applicable
7 policies to the attorney general; or, if the agency did not adopt
8 policies consistent with the model policies, provide notice to the
9 attorney general stating the reasons for any departures from the
10 model policies and an explanation of how the agency's policies are
11 consistent with the provisions of this act, and include a copy of the
12 agency's relevant policies; and

13 (ii) Submit an annual report on its automated license plate
14 reader system practices and usage to the appropriate committees of
15 the legislature. The report must also be conspicuously posted on the
16 agency's public website. The report shall include:

17 (A) The number of matches that resulted in arrest and
18 prosecution;

19 (B) The number of stolen vehicles and stolen license plates
20 recovered due to use of the system;

21 (C) The number of preservation requests and disclosure orders
22 received;

23 (D) The number of times automated license plate reader data or
24 audit trail data was shared with or accessed by another governmental
25 entity and the identity of each of those governmental entities;

26 (E) The number of times automated license plate reader data was
27 shared or accessed pursuant to a judicial warrant;

28 (F) Any changes in policy that affect privacy concerns;

29 (G) Results from the agency's internal audit of its ALPR system;
30 and

31 (H) The total annual number of ALPR reads, hits, matches, and
32 alerts.

33 (b) Prior to or coincident with implementation of an automated
34 license plate reader system, a local law enforcement agency shall
35 take measures to promote public awareness on the use of such system.

36 (3) After December 1, 2026, whenever an agency modifies or
37 repeals any policies pertaining to the use of automated license plate
38 reader systems, the agency shall submit notice of such action with
39 copies of any relevant policies to the attorney general within 60
40 days.

1 (4) By December 31st of each year, the attorney general shall
2 publish on its website a report on the requirements of this section,
3 including copies of the model policies, information as to the status
4 of individual agencies' policies, and copies of any agency policies
5 that depart from the model policies.

6 NEW SECTION. **Sec. 9.** AUDITS. (1) Each agency operating or
7 accessing an automated license plate reader system shall maintain
8 audit trail data documenting all access to and use of the system.
9 Audit trail data must be retained for two years and must include, at
10 a minimum:

11 (a) The identity of each user and the date, time, and purpose of
12 each system access or search;

13 (b) Search term entered, where applicable;

14 (c) Any export, download, or sharing of ALPR data; and

15 (d) Any audit trail data generated by or made available through a
16 third-party vendor providing ALPR services. Each agency shall ensure
17 that all such vendor audit trail data is downloaded or otherwise
18 obtained and retained by the agency in accordance with this section.

19 (2) Each agency shall conduct an internal audit at least once
20 each year to review:

21 (a) All access to and use of the ALPR system, as reflected in the
22 audit trail data; and

23 (b) The agency's compliance with the data retention, purging, and
24 sharing requirements established under this chapter and agency
25 policy.

26 (3) The state auditor has jurisdiction to audit agency compliance
27 with this act.

28 (a) Upon request by the state auditor, each agency shall furnish
29 all materials necessary to support such an audit, including but not
30 limited to:

31 (i) ALPR audit trail data;

32 (ii) Internal audit reports; and

33 (iii) Any audit trail data provided by or made available through
34 a third-party vendor providing ALPR services.

35 (b) After completing an audit, the attorney general shall:

36 (i) Issue findings of any noncompliance;

37 (ii) Make recommendations to achieve or restore compliance; and

38 (iii) Require corrective action as needed to ensure compliance
39 with this act.

1 NEW SECTION. **Sec. 10.** VIOLATIONS—APPLICATION OF THE CONSUMER
2 PROTECTION ACT. The legislature finds that the practices covered by
3 this chapter are matters vitally affecting the public interest for
4 the purpose of applying the consumer protection act, chapter 19.86
5 RCW. A violation of this chapter is not reasonable in relation to the
6 development and preservation of business and is an unfair or
7 deceptive act in trade or commerce and an unfair method of
8 competition for the purpose of applying the consumer protection act,
9 chapter 19.86 RCW.

10 NEW SECTION. **Sec. 11.** CRIMINAL PENALTIES. Any person who
11 willfully and intentionally queries, accesses, or uses an automated
12 license plate reader system for a purpose not specifically authorized
13 under this chapter, or who willfully and intentionally retains,
14 sells, shares, permits access, or disseminates automated license
15 plate reader system data or audit trail data in violation of this
16 chapter, is guilty of a gross misdemeanor.

17 NEW SECTION. **Sec. 12.** CIVIL REMEDY. A person injured by a
18 violation of this chapter may bring a civil action to recover any
19 equitable, declaratory relief, or injunctive relief with respect to
20 the violation; and recover all other appropriate relief, including
21 monetary damages. The court may award to a person aggrieved by a
22 violation of this chapter who prevails in an action brought under
23 this section the costs of the action, including reasonable attorneys'
24 fees.

25 NEW SECTION. **Sec. 13.** SEVERABILITY CLAUSE. If any provision of
26 this act or its application to any person or circumstance is held
27 invalid, the remainder of the act or the application of the provision
28 to other persons or circumstances is not affected.

29 NEW SECTION. **Sec. 14.** Sections 1 through 12 of this act
30 constitute a new chapter in Title 10 RCW.

31 NEW SECTION. **Sec. 15.** This act is necessary for the immediate
32 preservation of the public peace, health, or safety, or support of

1 the state government and its existing public institutions, and takes
2 effect immediately.

--- END ---



City of Redmond

SPEED SAFETY CAMERA PILOT PROGRAM

June 3, 2025



Brian Coats, Deputy Police Chief, Redmond Police Department and
Michael Hintze, Transportation Planning Manager, City of Redmond

PURPOSE

This report provides an evaluation of proposed locations for speed safety cameras within the City of Redmond, as required by RCW 46.63.220(3) and ensures that camera placement decisions are informed by a thorough examination of considerations, including their impact on equity, livability, accessibility, economics, education, and environmental health.

Speed safety cameras have been shown to significantly reduce speeding and collisions, creating safer environments for all road users, particularly in school and park zones where vulnerable populations are most at risk. Unlike traditional enforcement methods that require a uniformed police presence at every location, traffic safety cameras provide a cost-effective and scalable solution to changing driver behavior.

Speed safety cameras eliminate the potential for bias in enforcement by objectively targeting vehicle speed rather than the individual operating the vehicle. This ensures that all drivers are treated consistently and fairly.

In addition, this report demonstrates the need for speed safety cameras in each proposed location through data-driven evidence, such as:

- Travel by vulnerable road users
- Documented speeding incidents
- Rates of collisions
- Near-collision reports
- The ineffectiveness or lack of feasibility of other mitigation measures

The City of Redmond aims to enhance public safety, address community concerns, and ensure a fair, equitable, and transparent approach to implementing speed safety cameras. This report provides an analysis of considerations for the proposed traffic camera locations and examines whether there is a demonstrated need for such cameras. The current proposal is to place speed safety cameras in school zones at the following locations:

- Redmond High School – 17272 NE 104th Street
- Redmond Middle School – 10055 166th Avenue NE
- Rose Hill Middle School – 13505 NE 75th Street

After implementing a pilot speed safety camera program in school zones, the Police Department will report out to Council and City leadership the results of the program. Depending on the success of the program in terms of reducing speeds, the report will also include plans to propose expanding the program to additional schools and park zones. Speed surveys were conducted at the following park locations in early 2025:

- Grass Lawn Park – 7031 148th Avenue NE
- Idylwood Park – 3650 West Lake Sammamish Parkway NE
- Anderson Park - 7802 168th Avenue NE
- Marymoor Park – 6046 West Lake Sammamish Parkway NE

- Sixty Acres Park – 15200 NE 116th Street
- Esterra Park –2718 156th Avenue NE

Additional speed surveys would be conducted before proposing cameras in additional school zones and park zones.

BACKGROUND

The City of Redmond adopted Chapter 10.25 of the Redmond Municipal Code in 2006, authorizing the use of automated traffic safety cameras to enforce traffic laws and enhance public safety. The ordinance specifically allowed the deployment of automated cameras in areas, such as school zones and intersections to address speeding and red-light violations.

In June 2024, Washington state enacted Senate Bill 2384, which revised the legal framework governing automated speed cameras for traffic enforcement. The updated legislation expanded the permissible locations for automated cameras to include school speed zones, school walk zones, public park speed zones, hospital speed zones, and roadway work zones. **Additionally, the law introduced a requirement for cities to conduct an equity analysis before installing cameras. This analysis must evaluate the potential impact of camera placement on the community’s livability, accessibility, economics, educational opportunities, and environmental health.**

EQUITY CONSIDERATIONS

Equity is a core guiding principle in the City of Redmond’s Comprehensive Plan update (Redmond 2050). In the context of Redmond 2050 advancing equity means investing in travel modes that improve mobility for those who do not drive. People who do not drive in Redmond may include youth, persons with disabilities, older adults, and low-income populations. Cost-burdened households are households that spend more than 30 percent of their income on housing. These may be households that rely more on walking, biking and taking transit to reduce transportation costs. Creating safer streets using strategies, such as speed safety cameras aligns with the City’s transportation equity goals. Table 1 shows that all locations where speed safety cameras are proposed have higher percentages of one or more populations that likely have more people that don’t drive when compared to the City overall (with the exception of the Idylwood Park area).

Table 1: Percent Equity-Seeking Population Within Areas Proposed for Speed Safety Cameras

Location	Household with Seniors (64+)	Youth Population (under 18)	Low-Income (200% of Federal Poverty Threshold)	Disabled Adult Population	Cost-Burden Household
Redmond High School	59%	16%	4%	8%	55%
Rosehill Middle School	31%	19%	8%	9%	19%

Redmond Middle School	36%	19%	11%	5%	20%
Redmond Elementary School	19%	32%	5%	5%	5%
Grass Lawn Park	28%	16%	6%	9%	39%
Idylwood Park	18%	20%	1%	7%	14%
Anderson Park	5%	5%	21%	5%	48%
Marymoor Park	31%	13%	18%	7%	41%
City-wide	22%	22%	11%	7%	25%

1

2

Livability

A livable community is one that is safe and secure, has affordable and appropriate housing and transportation options, and has supportive community features and services. Redmond’s Speed Safety Camera Program supports livability as it is intended to slow vehicle traffic in school and park zones, making it safer for all community members, and reducing noise generated by vehicles traveling at higher speeds. Residents and visitors in the specific neighborhoods where cameras are being deployed will benefit most. The City will monitor for any unintended consequences, such as traffic diverting to avoid cameras through its annual traffic volume count program and Q-Alert system, which allows community members to submit requests and concerns. In addition, traffic collisions and speed data will continue to be collected and analyzed to ensure livability benefits are fully realized.

Accessibility

Accessibility, or the ability for a person to access their destinations directly and without barriers, will be enhanced by the deployment of speed safety cameras. Crossing the street can be a significant barrier to pedestrians, particularly children, and is often a major concern for parents and guardians who are considering allowing their children to walk, bike, or roll to school. Speed safety cameras will encourage slower vehicle speeds, which will improve drivers yielding to pedestrians and bicyclists who are crossing the street.

Economics

While the road users most likely to incur fines are drivers of personal vehicles, there is potential for speed safety cameras to impose a financial burden on low-income individuals. To minimize these

¹ Blue number represents that the average of the neighborhood is higher than the citywide average.

² The analysis unit is Census block group.

harms on low-income individuals and comply with the RCW, the City of Redmond will coordinate with Northeast District Court to allow for options to enter into a payment plan, or for first time offenders, seek automatic relief in the form of a 50% reduction in the fine if they meet established criteria.³ A form for fine reduction would be included with the citation.

Education

Transparency is critical for a Speed Safety Camera Program. The City of Redmond will ensure that the community is aware of speed safety camera installations, why they are being installed, when cameras will be active, how they work, fine amounts, and provide clear answers to frequently asked questions. The City of Redmond will use a variety of channels to educate the community such as, social media, earned media, and the City’s website. When the program is fully operational, a warning period of approximately 30 days will commence to assess and refine the system before fines are issued.

Environmental Health

Speed safety cameras are expected to contribute positively to environmental health by promoting safer and more efficient traffic flow. These cameras encourage compliance with speed limits and reduce instances of aggressive driving, which in turn minimizes sudden acceleration and braking, both of which contribute to increased fuel consumption and emissions. Additionally, speed safety cameras may positively impact environmental health by reducing vehicle speeds, leading to lower noise pollution and a decreased risk of traffic collisions, which can have environmental consequences.

DEMONSTRATED NEED FOR AUTOMATED SPEED CAMERAS

School Zone Speed Studies

Speed survey data collected at Redmond High School, Rose Hill Middle School, and Redmond Middle School in January 2025 highlights a consistent pattern of speeding in school zones during peak commute hours, posing significant safety risks to vulnerable road users on foot, bicycle, and other modes of transportation. As illustrated below, the data shows that every day about 20% of the total vehicles were traveling at least 6 mph over the posted limit at Redmond High School and Redmond Middle School, and over 50% of the total vehicles were traveling at least 6 mph over the limit at Rose Hill Middle School. See Table 2.

Table 2a: Redmond High School (NE 104th Street) – 20 MPH AM and PM School Zone

	Wednesday, Jan. 22, 2025	Thursday, Jan. 23, 2025	Friday, Jan. 24, 2025
Total Vehicle Count	2,098	2,138	2,061
6+ Over the Limit	414	424	404

³ This mechanism is not available to individuals who have had a similar citation within the previous three weeks.

Percent	19.7%	19.8%	19.6%
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Highest recorded speed: **43 MPH**

Table 2b: Redmond Middle School (166th Avenue NE) – 20 MPH School Zone

	Wednesday, Jan. 22, 2025	Thursday, Jan. 23, 2025	Friday, Jan. 24, 2025
Total Vehicle Count	2,697	2,928	2,784
6+ Over the Limit	504	595	601
Percent	18.7%	20.3%	21.6%

Highest recorded speed: **62 MPH**

2c: Rose Hill Middle School (140th Avenue NE) – 20 MPH School Zone

	Wednesday, Jan. 22, 2025	Thursday, Jan. 23, 2025	Friday, Jan. 24, 2025
Total Vehicle Count	655	670	672
6+ Over the Limit	381	401	419
Percent	58%	59.9%	62.4%

Highest recorded speed: **54 MPH**

School Zone Safety Data

An analysis of five years of crash data (2019 - 2024) shows that there have been no fatal crashes and a total of four injury crashes among the three school zones with no crashes in the Rose Hill Middle School zone.

Table 3: Crash Data for School Zones (2019 - 2024)

Location	Boundary	Number of Crashes	Fatal	Injury	Property Damage
Redmond High School	NE 104th St from 170th Ave NE to 179th Ave NE	5	0	1	4
Rose Hill Middle School	NE 75th St from 134th Ave NE to 140th Ave NE	0	0	0	0
Redmond Middle School	166th Ave NE from NE 98th St to NE 107th St; NE 104th St from 163rd Ave NE to 168th Ave NE	11	0	3	8

PARK ZONES

Park Zone Speed Data

Speed surveys conducted at Grass Lawn, Idylwood, Marymoor, Anderson, Sixty Acres, and Esterra parks highlight a consistent and significant issue with speeding during park hours, posing a danger to pedestrians, cyclists, and other park visitors. See Table 4:

Table 4a: Grass Lawn Park (Old Redmond Road) 30 MPH Speed Limit

	Sunday, Dec. 31, 2023	Monday, Jan. 1, 2024	Tuesday, Jan. 2, 2024	Wednesday, Jan. 3, 2024	Thursday, Jan. 4, 2024
Total Vehicle Count	4,588	3,562	7,845	8,410	8,132
11+ Over	203	189	279	306	301
Percent	4.4%	5.2%	3.6%	3.6%	3.7%

Table 4b: Idylwood Park (West Lake Sammamish Parkway NE) 35 MPH Speed Limit

	Sunday, Dec. 31, 2023	Monday, Jan. 1, 2024	Tuesday, Jan. 2, 2024	Wednesday, Jan. 3, 2024	Thursday, Jan. 4, 2024
Total Vehicle Count	2,990	2,586	5,053	5,504	5,481
11+ Over	72	74	86	124	101
Percent	2.4%	2.9%	1.7%	2.3%	1.8%

Table 4c: Marymoor Park (West Lake Sammamish Parkway NE) 35 MPH Speed Limit

	Sunday, Dec. 31, 2023	Monday, Jan. 1, 2024	Tuesday, Jan. 2, 2024	Wednesday, Jan. 3, 2024	Thursday, Jan. 4, 2024
Total Vehicle Count	6,056	4,555	8,068	8,727	8,625
11+ Over	663	586	823	895	825
Percent	10.9%	12.9%	10.2%	10.3%	9.6%

Table 4d: Anderson Park (NE 79th Street) 25 MPH Speed Limit

	Wednesday, July 17, 2024	Thursday, July 18, 2024	Friday, July 19, 2024	Saturday, July 20, 2024	Sunday, July 21, 2024
Total Vehicle Count	7,366	7,236	6,514	5,424	4,951
11+ Over	83	92	88	70	57
Percent	1.1%	1.3%	1.4%	1.3%	1.2%

Table 4e: Sixty Acres Park (NE 116th Street) 35 MPH Speed Limit

	Thursday, July 25, 2024	Friday, July 26, 2024	Saturday, July 27, 2024	Sunday, July 28, 2024	Monday, July 29, 2024
Total Vehicle Count	1,403	4,415	5,035	4,928	1,045
11+ Over	81	7	12	9	79
Percent	5.8%	.16%	.24%	.18%	7.6%

Table 4f: Esterra Park (Turing Street) 25 MPH Speed Limit

	Thursday, July 25, 2024	Friday, July 26, 2024	Saturday, July 27, 2024	Sunday, July 28, 2024	Monday, July 29, 2024
Total Vehicle Count	4,918	4,346	3,319	2,939	4,208
11+ Over	142	110	82	82	126
Percent	2.9%	2.5%	2.5%	2.8%	3%

The speed survey data across all three schools and identified park zones demonstrates a consistent and significant need for enhanced speed enforcement. Excessive speeds in these areas create an unsafe environment for vulnerable road users, particularly during times when pedestrian, cyclist, and vehicle traffic are at their highest. School zones see high volumes of students walking, biking, or rolling to school, as well as families dropping off or picking up children, intensifying the risk of collisions and near-misses caused by speeding vehicles.

Similarly, parks are frequented by families, children, and recreational users who rely on safe crossings and streets with traffic calming measures to access these community spaces. High volumes of pedestrians and cyclists in park zones further underscore the need for speed control measures to protect vulnerable road users from the dangers of speeding vehicles. Parks serve as vital hubs for recreation and community engagement, and ensuring safe access to these spaces is critical to the livability of the City of Redmond.

The installation of automated speed enforcement cameras in both school and park zones would serve as a critical deterrent to speeding, significantly improve compliance with posted speed limits, and enhance safety for all road users. By reducing vehicle speeds, these cameras would not only mitigate the

heightened risk of collisions, but also create a safer and more accessible environment for students, families, and community members navigating these high-risk areas.

Park Zone Safety Data

Crash data from 2019 to 2024 underscores the ongoing traffic safety concerns in Redmond’s park zones, where a total of 155 crashes have occurred, resulting in **one death and 36 injury-related incidents**. Anderson Park alone accounted for **122 crashes**, highlighting the risks in high-traffic recreational areas. Even in smaller park zones like Grass Lawn, Idylwood, and Marymoor, crashes continue to impact pedestrian and vehicle safety, with the majority resulting in property damage.

These numbers emphasize the need for enhanced traffic enforcement measures, such as automated safety cameras, to reduce speeding and improve overall safety in park zones. By addressing these concerns proactively, the City can better protect its residents, visitors, and vulnerable road users enjoying our parks.

Table 5: Crash Data for Park Zones (2019 - 2024)

Location	Boundary	Number of Crashes	Fatal	Injury	Property Damage
Grass Lawn Park	148th Ave NE from NE 68th St to NE 74th St; Old Redmond Way from 141st Ave NE to 149th Ave NE	19	1	4	14
Idylwood Park	West Lake Sammamish Pkwy NE from 180th Ave NE to NE 39th Ct	5	0	1	4
Anderson Park	Redmond Way from 166th Ave NE to 170th Ave NE; NE 79th St from 166th Ave NE to Avondale Way	122	0	27	95
Marymoor Park	East Lake Sammamish PKWY NE from NE 53rd Ct to NE 65th St	9	0	4	5

SPEED CAMERA DEPLOYMENT PLAN

The following steps are required or encouraged either by Washington state law, city ordinance, or best practices.

- **Signage:** As required by RCW 46.63.220(7), signs notifying drivers they are within an area where automated traffic safety cameras are authorized or entering an area where violations are enforced by an automated traffic safety camera must be placed **30 days prior** to the activation of cameras.

- **School Zone Beacons:** School zone speeding violations will only be issued during designated school hours when amber beacons are flashing. These designated hours typically include 30 minutes before the start of school and after school until 5 p.m. to account for extracurricular activities when children are present. Enforcement of school zone speeding violations will be closely aligned with the school's schedule to ensure accuracy and fairness.
- **Speeding Enforcement Threshold:** The National Highway Traffic Safety Association (NHTSA) recommends a threshold of no less than 6 mph above the speed limit in school zones and a threshold of up to 11 mph on most roads.⁴
- **Fines:** Per RCW 46.63.220(16), the amount of fine issued using an automated traffic safety camera may not exceed \$145* on public roads and may be doubled to \$290* in school zones. The penalty schedule for the City of Redmond is as follows when the 20 MPH school zone beacon is flashing:
 - 6-9 mph over the limit (26-29 mph): \$110.00
 - 10-14 mph over the limit (30-34 mph): \$220.00
 - 15+ mph over the limit (35+ mph): \$290.00
- **Warnings:** When the program is fully operational, a warning period of 45 days will commence to assess the system and correct problems before fines are issued. During the warning period, motorists violating the speed limit will receive a courtesy warning notice in the mail, showing their location, date/time, vehicle speed, posted speed limit with beacon activation, and fine amount. There is no penalty to pay and no response is required during the warning period.
- **Objective Enforcement:** Per RCW 46.63.220(8), automated traffic safety cameras are limited to recording images of the vehicle and its license plate, and only during the occurrence of a violation. These cameras are specifically designed to ensure privacy by not capturing images that reveal the faces of the driver or passengers. Additionally, data is not shared between automated traffic safety cameras and fixed automated license plate reading cameras.
- **Due Process:** A notice of infraction must be mailed to the registered owner of the vehicle within 14 days of the violation. The registered owner of the vehicle is responsible for an infraction, unless they state under oath the vehicle was stolen or in control by a person other than the registered owner. A person receiving an infraction notice based on evidence detected by an automated traffic safety camera may respond to the notice by mail. All notices are reviewed and approved by police staff.
- **Vendor Services:** The automated traffic safety camera vendor is compensated solely for the value of the equipment and administrative services. The vendor's fees may not be based on a portion of the fine revenue generated by the equipment.

⁴ NHTSA Speed Enforcement Camera Systems Operational Guidelines [Microsoft Word - Job 4660 Speed Enforcement Camera Systems Operational Guidelines April 15 2008.doc](#)

*Fine amounts are adjusted by inflation every 5 years

Reduced Penalties for Eligible Recipients

Per RCW 46.63.210-260, registered vehicle owners who receive notices for infractions enforced by automated traffic safety cameras and are recipients of public assistance or participants in the Washington Women, Infants, and Children (WIC) Program are eligible for a 50% reduction in penalties upon request.

Mandatory Reporting

The statute governing automated speed safety cameras requires cities to post an annual report on the City's website detailing the number of collisions that occurred at each location where an automated safety camera is located, as well as the number of infractions issued for each camera. Additionally, the Police Department will provide City Council with an update on this data at least twice annually.

Community Engagement

The Fall 2024 Redmond Schools Parent/Guardian Transportation Questionnaire was open in October 2024 and was sent out to parents and guardians at the elementary and middle schools. Some of the questions asked pertained to safety around schools.

41/104 (39.4%) respondents said that slower vehicle speeds surrounding schools would make them feel more comfortable with their child walking or biking to school.

In a free response question asking if there are any specific improvements that would make them feel more comfortable with their children walking or biking to school, 10/42 (23.8%) respondents shared that drivers are ignoring speed limits, driving too fast, or otherwise speeding through school zones and it is making their children unsafe.

Another community questionnaire specific to speed safety cameras was conducted in March/April 2025. 144 respondents (36.7%) had strong concerns about traffic safety in areas near parks and schools in Redmond and 93 or 23.7% sometimes had concerns about traffic safety. Based on the questionnaire results, the top two traffic safety concerns were distracted driving and speeding. When asked how supportive they were of measures, such as speed safety cameras to reduce speeding and improve safety near schools, 201 respondents (52%) were not supportive. 147 or 37.5% were supportive along with 44 (11.2%) who were neutral. For the same question regarding parks, 215 (54.8%) were not supportive along with 126 (32.1%) supportive, and 51 (13.0%) neutral.

Police staff have engaged City Council in conversations about the automated traffic safety programs during committee meetings on September 19, 2023, September 17, 2024, and March 18, 2025, and discussed this topic during the Jan. 28, 2025 Council study session. The program, including the amended city ordinance and vendor contract, was voted down during the April 15, 2025 business meeting.

Automated traffic safety cameras were discussed with the Chief's Community Equity Action Team (CEAT) on Jan. 22, 2025. We received no comments, questions, or concerns from the team.

City and Court Staffing

If the proposed implementation of an automated traffic safety program is approved by the City Council, it will significantly increase the volume of infractions and the time required for court staff to process and adjudicate them. Northeast District Court staff, who already manage infractions from automated cameras in other jurisdictions within their purview, have expressed confidence that their current staffing levels are sufficient to handle the anticipated increase.

The City's Finance Department will need to establish a financial remittance process to ensure all revenue generated by automated safety cameras is allocated to cover the costs of additional traffic safety programs and traffic safety capital improvement projects.

SUMMARY

The City of Redmond is planning to implement new traffic safety cameras to enhance public safety by reducing speeding in key areas. The placement and deployment of these cameras are guided by best practices in equitable traffic management, using both national research and local data. By taking these steps, we are addressing safety concerns, promoting fairness, and improving the overall quality of life for everyone in Redmond.

This report evaluates the placement of automated traffic safety cameras in Redmond, ensuring equitable and data-driven decision-making. Automated cameras are a cost-effective way to reduce speeding and collisions, particularly in school and park zones, protecting vulnerable road users such as children, seniors, and pedestrians. The report examines the impact on equity, including livability, accessibility, economic considerations, education, and environmental health.

Speed studies show significant speeding in school and park zones, with up to 62% of vehicles exceeding speed limits in school zones and 10 - 12% in certain park areas. Crash data (2019 - 2024) highlights traffic safety concerns, with school zones recording 47 crashes and park zones reporting 155 crashes, including one death and 36 injury-related incidents. Automated speed enforcement cameras in school zones will deter speeding and enhance safety for the City's vulnerable road users.