



**CITY OF EDGEWOOD
COUNCIL STUDY SESSION AGENDA**

Tuesday, March 4, 2025 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA
Meeting Link: <https://cityofedgewood-org.zoom.us/j/86916509308>

1. CALL TO ORDER

Roll Call, Pledge of Allegiance

2. COUNCIL BUSINESS

A. Equity, Diversity, and Inclusion Council Sub-Committee Update

B. Car Tab Fees

C. Traffic Topics

3. OTHER COUNCIL ITEMS

4. ADJOURN

Study Sessions are meetings for Council to review upcoming and pertinent business of the City, no action is taken by the City Council. Study Sessions are open to the public, but public input is reserved for the regular Council meetings



**City Of Edgewood
Council Agenda Summary Sheet**

Subject: Equity, Diversity, and Inclusion Council Sub-Committee Update	Agenda Item #: 2.A
	For Agenda of: 3/4/2025
	Prepared by: Jill Schwerzler-Herrera
Attachments (list):	
Approval of Materials: Jill Schwerzler-Herrera Rachel Pitzel, Assistant City Administrator 2/26/2025 Dave Olson, Mayor 2/27/2025	Expenditure Required:
	Amount Budgeted:
	Timeline: Topic to be added to all future Study Sessions (see item history below)

Summary Statement:

Item History:

The council has asked that this topic be discussed at all study sessions for the foreseeable future. As such, this has been a reoccurring agenda item since September of 2020.

Recommended Action:

N/A

Fiscal Note/Consideration:

N/A



City Of Edgewood Council Agenda Summary Sheet

Subject: Car Tab Fees	Agenda Item #: 2.B
	For Agenda of: 3/4/2025
	Prepared by: Hardeep Goraya
Attachments (list): 1. Car Tab Fee 2. RESOLUTION 25.07xx, AUTHORIZING CAR TAB FEE_RPeditis	
Approval of Materials: Hardeep Goraya Rachel Pitzel, Assistant City Administrator 2/26/2025 Dave Olson, Mayor 2/27/2025	Expenditure Required:
	Amount Budgeted:
	Timeline: Topic to be added to future council sessions.

Summary Statement:

The Edgewood City Council adopted Ord. No. 13-0408 on Nov 26, 2013, establishing the Transportation Benefit District pursuant to RCW 36.73. The purpose of which was for the improvement, preservation, and maintenance of the City's transportation infrastructure. Additionally, the city imposed a \$20 Transportation Benefit Charge ("TBC aka Car Tab Fee") for each vehicle registered in the City. Then, under the authority of Senate Bill 8987, the City Council assumed the Edgewood Transportation Benefit District with Ord. 16-0480. The City has collected all the car tab fees in the City's Street Fund and used it for the expenditures in the Capital Roads Preservation Plan, commonly known as "Chip Sealing".

On April 28th, 2020, the City passed Resolution No. 20-0500, rescinded and removed the imposition of the car tab fee.

Fuel tax is the only other revenue source for the Street Fund, which is not enough to maintain the service level. Consequently, the city's General Fund has been forced to subsidize the Street Fund. The General Fund has taken on increased expenditures of its own, and is no longer viable to continue supporting the Street Fund.

In order to maintain our roads' infrastructure, the Street Fund needs a source of additional revenue. The staff recommends reimposing the Car Tab Fee.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff guidance regarding Car Tab Fee.

Fiscal Note/Consideration:

The \$20 Car Tab Fee will bring an estimated \$250,000 per year in additional revenue to the Street Fund.

CAR TAB FEE					
Year	Population	Population Increase	Tab Fee (RCW 82.80.140 & 36.73.040(3)	Tab Fee Collection	Tab Fee/Person
2017	10,420		20	193,465	19
2018	11,108	6.60%	20	204,568	18
2019	11,589	4.33%	20	193,812	17
2020	12,070	4.15%	20	130,830	
2021	13,110	8.62%	-	-	-
2022	13,520	3.13%	-	-	-
2023	13,590	0.52%	-	-	-
2024	14,080	3.61%	-	-	-
2025	14,221	1.00%	-	-	-
2026	14,363	1.00%	20	258,534	18
2027	14,507	1.00%	20	261,119	18
2028	14,652	1.00%	20	263,731	18
2029	14,798	1.00%	20	266,368	18
2030	14,946	1.00%	20	269,032	18

Street Fund Funding							Comments
	2019	2020	2021	2022	2023	2024	
Fund Balance	328,636	52,107	82,486	58,374	345,105	-	
<u>Revenue</u>							
Vehicle Tab Fee	193,812	130,830	396	-	-	-	
Fuel tax	246,913	225,586	246,851	263,346	267,895	257,969	
Street Permit Fees & Misc.	11,506	1,151	5,337	-	11,224	21,369	Misc. Lights & other Damages
Total Street Fund Revenue	452,231	357,567	252,584	263,346	279,119	279,338	
		-20.93%	-29.36%	4.26%	5.99%	0.08%	
<u>Subsidies</u>							
Transfer In - General Fund	260,000	-	-	450,000	343,662	285,911	
Transfer In - REET 2	-	610,000	555,000	770,000	320,000	172,042	
Total Subsidies	260,000	610,000	555,000	1,220,000	663,662	457,953	
Total Street Fund Revenue	712,231	967,567	807,584	1,483,346	942,781	737,291	
<u>Expenditure</u>							
Salaries & Wages	162,007	211,920	234,925	216,915	238,647	157,421	PW Director, Engineer, MW super & MW
Benefits	69,259	83,446	89,395	80,872	84,520	59,515	
Operating Supplies	9,880	66,425	33,126	28,250	43,939	13,370	Traffic Control Devices
Professional Services	747,614	575,397	474,251	870,577	920,780	506,985	Snow&Ice, ROW Veg Main, Road Main
Total Street Fund Expenditures	988,760	937,188	831,696	1,196,615	1,287,886	737,291	
		-5%	-11%	44%	8%	-43%	
Ending Fund Balance	52,107.27	82,486.10	58,374.08	345,104.98	-	-	

RESOLUTION NO. 25-07XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, REIMPOSING AND AUTHORIZING COLLECTION OF THE TWENTY DOLLAR PER VEHICLE TRANSPORTATION BENEFIT CHARGE (TBC – CAR TAB FEE)

WHEREAS, on November 26, 2013, the City Council of the City of Edgewood created a Transportation Benefit District (the “District”) with the adoption of Ordinance 13-0408 and imposed a twenty-dollar (\$20) Transportation Benefit Charge (“TBC”) for each vehicle registered in the City; and

WHEREAS, the Washington State Legislature adopted SESSB 5987, effective as of July 1, 2015, empowering municipalities to assume Transportation Benefit Districts operating entirely within the boundaries of a City’s jurisdiction; and

WHEREAS, in 2016, to remove redundancy and added cost of operating a separate legal entity, under the authority of Senate bill 8987, the City Council assumed the Edgewood Transportation Benefit District with Ordinance 16-0480, assuming all assets, liabilities, authority and responsibility of the district, including the district work plan; and

WHEREAS, after assuming the district in 2016, the City collected the TBC through April 2020, channeling all funding to the City Street Fund for expenditure in the Capital Roads Preservation Plan commonly known as “Chip Sealing”; and

WHEREAS, in April 2020 considering the burden placed on residents by the increase in property & sales tax and the impact of an outbreak of novel coronavirus (COVID-19), the City Council passed Resolution No. 20-0500, which rescinded and removed the imposition and collection of the twenty dollar per vehicle TBC; and

WHEREAS, the City Council has reviewed the current funding sources for street maintenance, capital preservation, and improvements, particularly the Motor Vehicle Fuel Tax, which is insufficient to cover necessary service levels. The General Fund, which has been subsidizing the Street Fund, is no longer able to do so due to its own increasing expenditures. As a result, an alternative revenue source is essential to maintain the City’s Road infrastructure; and

WHEREAS, the City Council has determined that it is in the best interest of the city to reimpose the TBC in order to secure the necessary funding for street maintenance and improvements;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The twenty dollar (\$20) Transportation Benefit Charge on behalf of the City of Edgewood by the Washington Department of Licensing for any vehicle registered to a resident within the jurisdictional boundaries of the City is hereby reimposed.

Section 2. The Mayor is authorized to take appropriate actions to start collecting the Transportation Benefit Charge on vehicle registration renewals by the Washington State Department of Licensing for all residents of the City.

Section 3. Effective Date. This resolution will take effect immediately upon passage by the City Council.

ADOPTED THIS 11TH DAY OF MARCH 2025

Dave Olson, Mayor

ATTEST:

Jill Schwerzler-Herrera, CMC
City Clerk



Edgewood PD

Traffic Safety and Enforcement

Traffic Concerns

Washington saw a record number of fatal traffic collisions in 2023. High speeds were one of the top causing factors. In 2024 leadership with the Pierce County Sheriffs Office asked it's patrol forces including contracts and detachments to increase traffic enforcement efforts.

Through multiple venues including council meetings, town hall meetings, community engagement events, community academy, citizen contacts, and our own observations; we learned that speeding and other traffic issues were also of great concern to many Edgewood citizens.

Safety on our streets was made a top priority for the department in 2024.

We utilized several methods to increase enforcement efforts

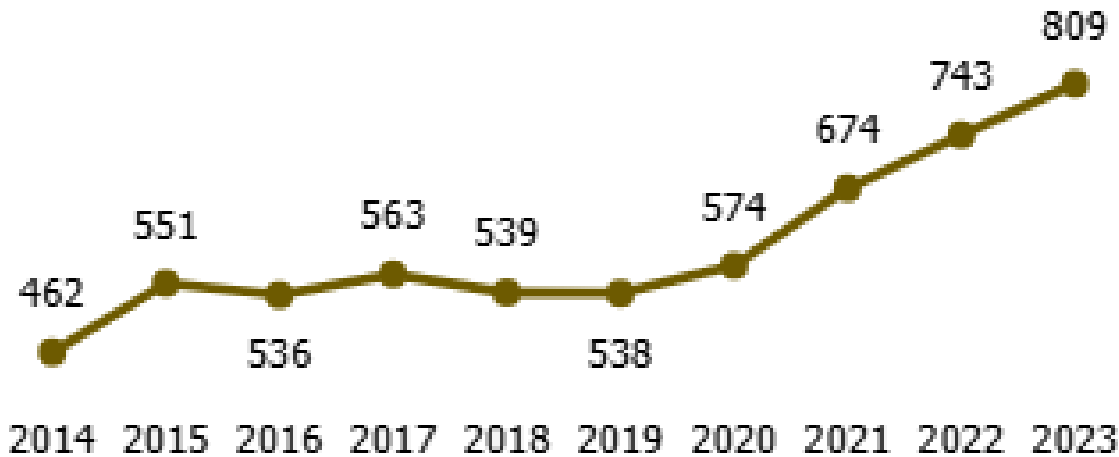
- Continuation of Our Dedicated Traffic Deputy
- Traffic Emphasis Events on Multiple Streets
- In House Visual Tracking System For Deputy Traffic Efforts
- Continuation of our School Zone Camera Program
- Data Collection from Multiple Radar Signs to Determine Areas of Concern
- In Person, Phone, and Email Communications With Citizens to Determine Further Problem Areas
- Targeted Patrols in High Concern Areas
- Involvement in Multiagency Emphasis Patrols
- Rotation of Our Mobile Radar Trailer
- Public Education Through our Community Academy, other Community Events, and Social Media Platforms

These efforts and the amazing work of our Deputies resulted in a 76% increase in traffic enforcement over the prior year.



TRAFFIC SAFETY COMMISSION

Traffic Fatalities by Year



Impaired Driver-Involved

Impaired Driver-Involved

2,961 (49%)

3,028 (51%)

No

Yes

Speeding Driver-Involved

1,885 (31%)

4,104 (69%)

No

Yes

Distracted Driver-Involved

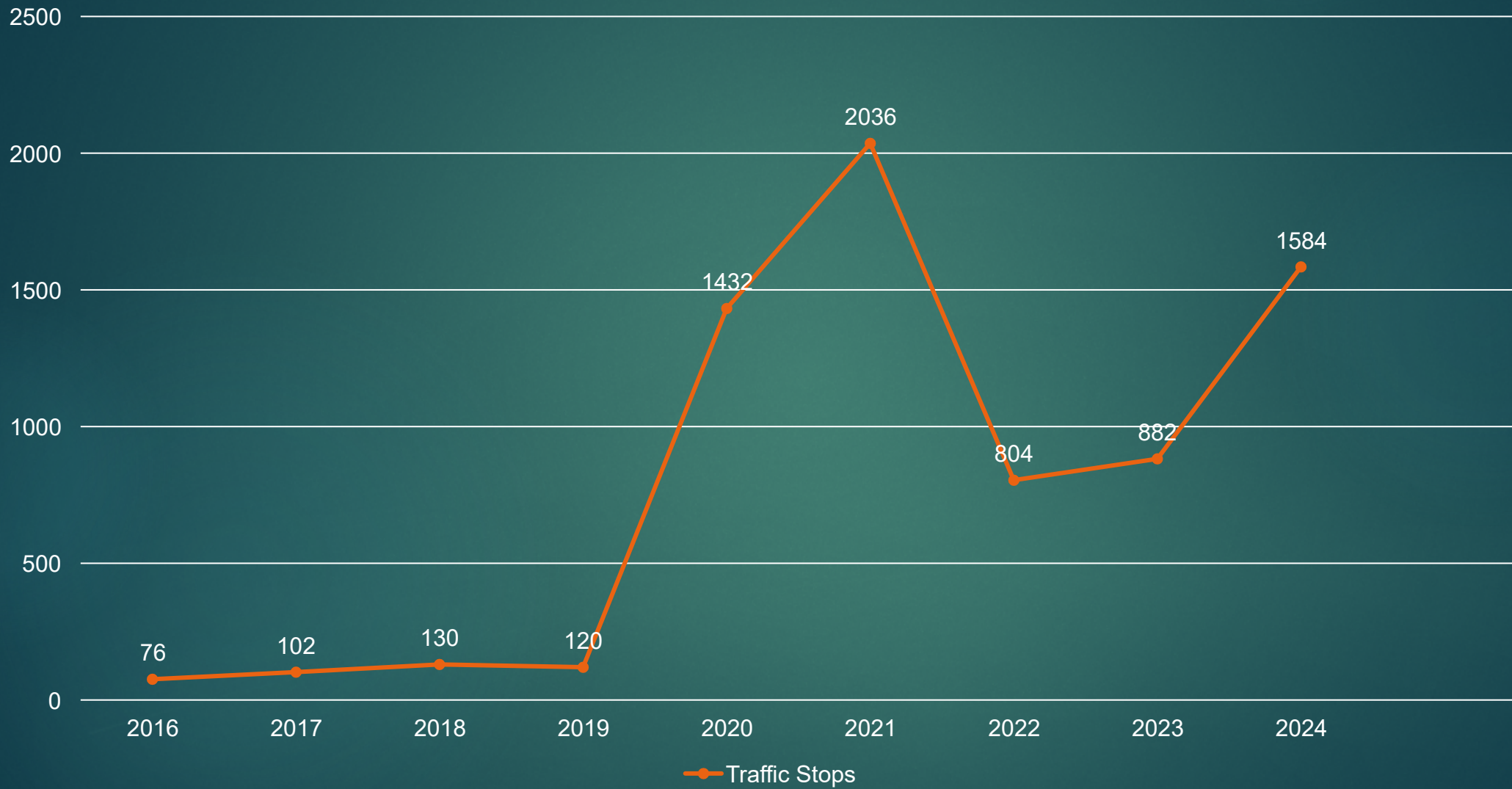
1,287 (21%)

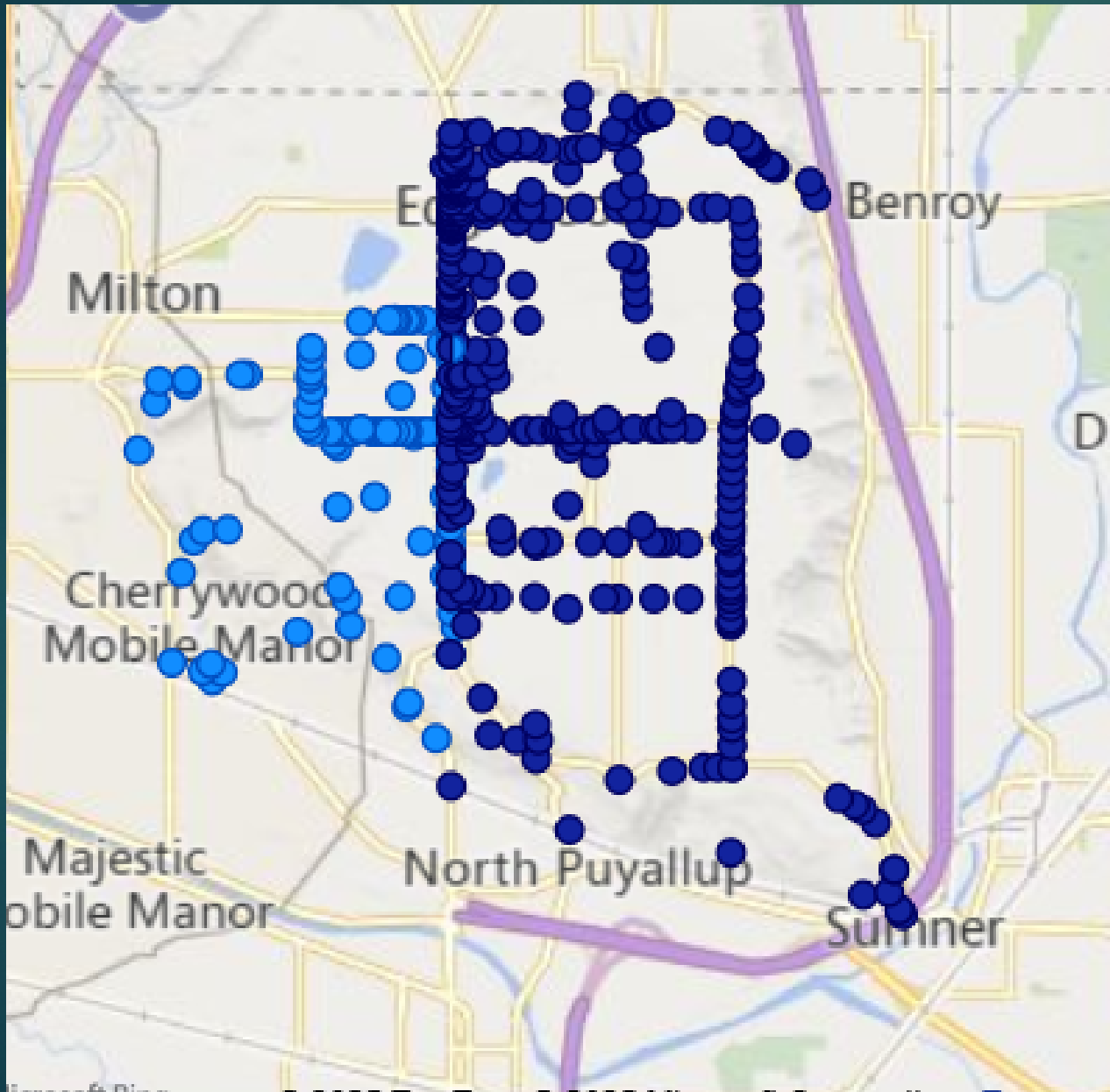
4,702 (79%)

No

Yes

Traffic Stops

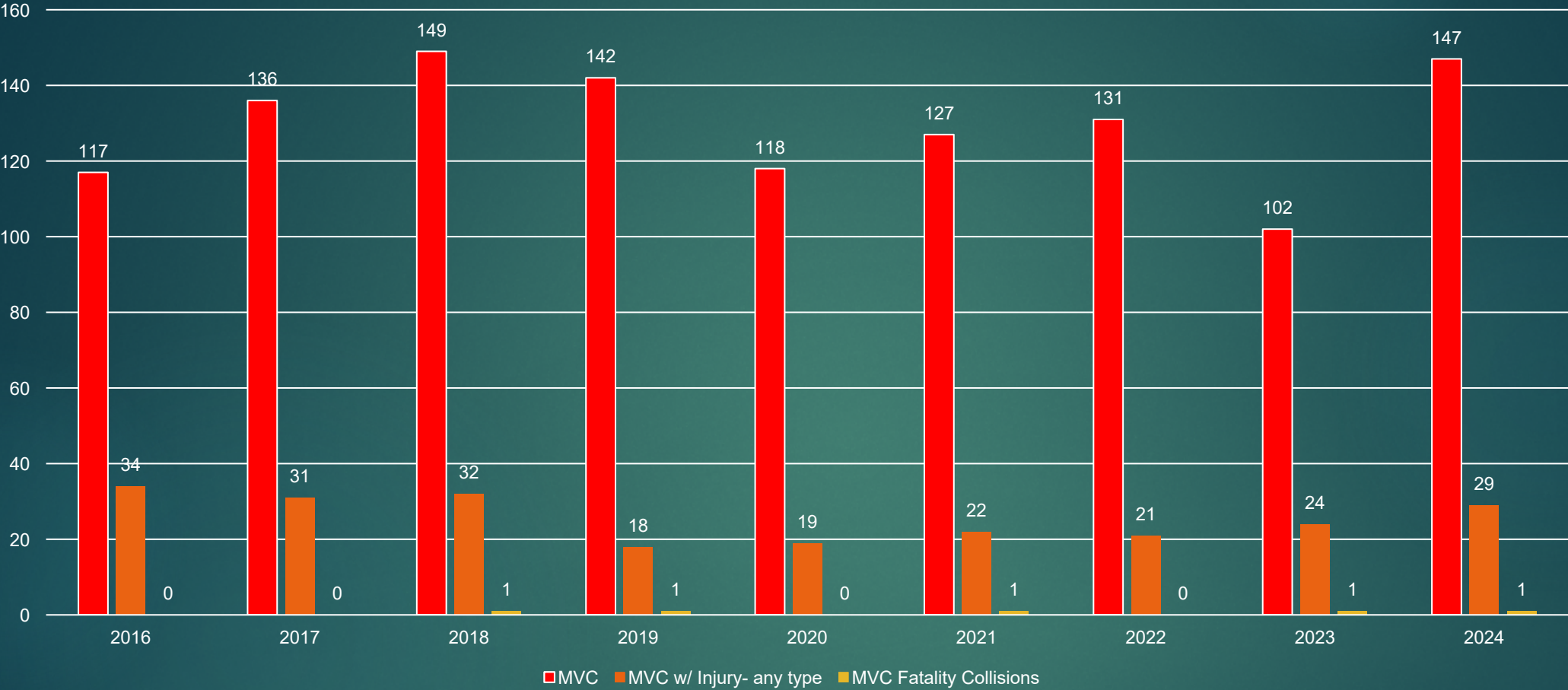




The dots on this map represent individual traffic stops from 2024. If we were to zoom in we'd see multiple plot points overlaid in some sections.

Deputies put a heavy focus on areas where collisions were more common and speeding complaints were more frequent.

Reportable Motor Vehicle Collisions



***Data in this chart is taken from actual reported collisions

The number of overall reportable collisions in the city of Edgewood rose coming off a low year for overall collisions in Washington state in 2023. The number of injury collisions rose slightly. With increases in population and overall traffic flowing through our city it will be a challenge to reduce total collisions. By continuing to increase enforcement particularly for infractions such as speed, distracted driving, and DUI our aim is to change driver behavior in our city. Over time we believe this will yield a decrease in injury collisions.

Vehicle vs. Pedestrian Collisions

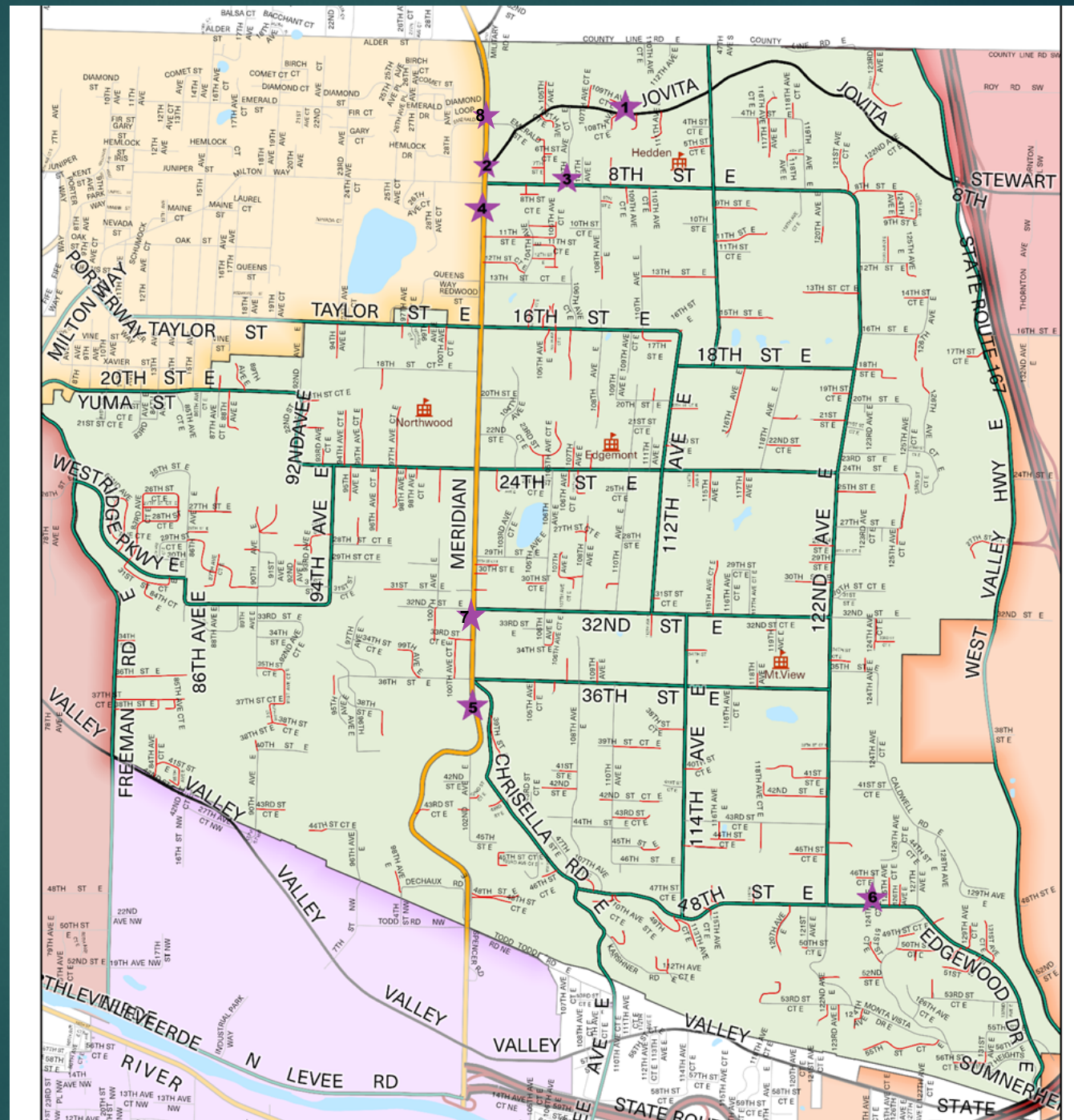
One in a crosswalk, three attempting to cross Meridian but not utilizing crosswalks, one bicyclist, two no crosswalk available, one ran into the roadway and collided with a vehicle.

Incident 2- Pedestrian crossing in the crosswalk- injury

Incident 4- Jogger attempting to cross Meridian- not in crosswalk- injury

Incident 6 – vehicle vs. bicycle. – injury – vehicle fled scene

Incident 8 – Pedestrian was apparently intoxicated and stepped out onto Meridian- injury



School Zone Camera Program

Edgewood's School Zone
Camera Program began in
2019.

2019

end of 2024

The next several
illustrations will provide an
update on the program
from it's beginning through
the end of 2024

PROGRAM OVERVIEW

ALL CLIENTS

Timeframe

1/1/2019

12/31/2024

Updated on 1/16/25



Site Location

All

Enforcement Type

All

Event Status (Bar Values)

All

Line Values

Recorded Traffic

View by

Monthly

Yearly

Historical, Monthly & Yearly

27,176

Issued Citations or Forwarded

2,626

Warning Notices

14,960

Not Issued

0

Awaiting Processing

September 2019

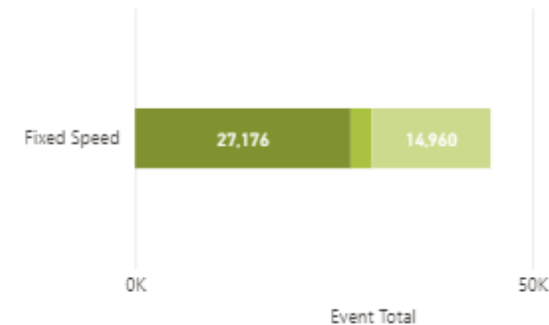
First Program Event

December 2024

Last Program Event

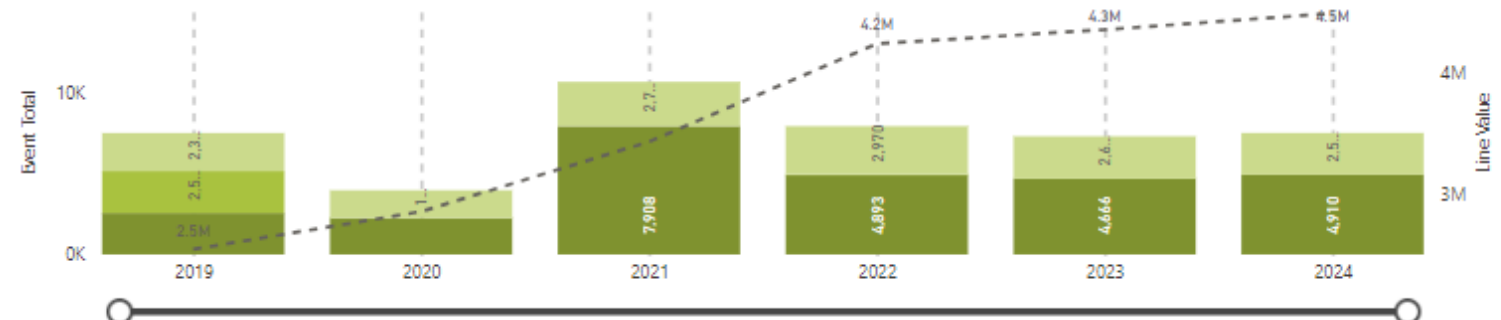
Events by Enforcement Type

● Issued Citation ● Warning Notice ● Not Issued



Total Events by Status & Recorded Traffic

● Issued Citation ● Warning Notice ● Not Issued --- Line Value



The dashed line represents total traffic coming through the school zones that year. Of Note – systems were not online until September of 2019 – No citations were given that first month, just warnings. 2020 was a COVID year with multiple months of no in person school. 2021 the Northwood cameras were added.

While there is much more to look at in determining effectiveness; what we see here is large drop after the first year of operation with all the current cameras followed by a leveling off as overall traffic flows through the area continue to rise.

RECIDIVISM BY YEAR

ALL CLIENTS

Timeframe 2019 2024 Updated on 1/15/25



Enforcement Type

All

Recidivism:

17,515

Single Citation

2,575

Two Citations

1,152

Three + Citations

Recidivism Detail

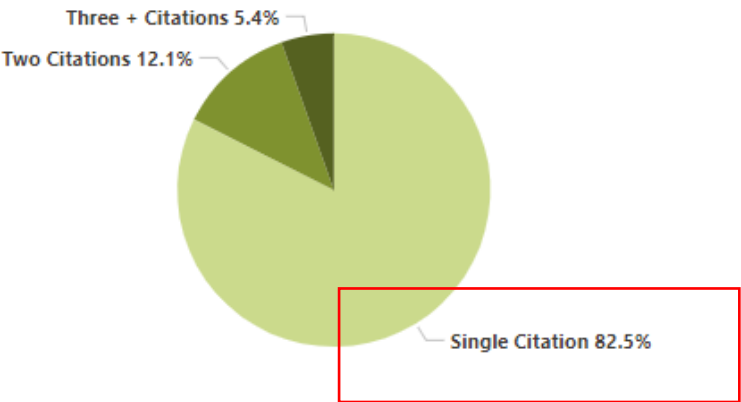
Plate Number	Plate State	MVD Last Name or Business	Total Citations
	WA		20
	WA		20
	WA		17
	WA		14
	WA		14
	CA		13
	FL		13
	WA		13
	WA		13
	WA		13
	CA		12
	WA		12
	WA		12
	WA		12
	WA		11
	WA		10
	WA		10
	WA		10
	WA		10
	WA		10
	WA		10
	WA		10
	WA		9
	WA		9
	WA		9
	WA		9
	WA		9
	WA		9

Total

27,176

Recidivism Breakdown

Single Citation Two Citations Three + Citations



While we do have several repeat violators, 82.5 % of violators have received only one citation. This data point suggests most people learn after the first citation.

VIOLATOR RESIDENCY BY YEAR

ALL CLIENTS

Timeframe

2019

2024

Updated on 1/15/25



Enforcement Type

All

24.5%

Resident Violators

75.5%

Non-Resident Violators

City

Jurisdiction Type

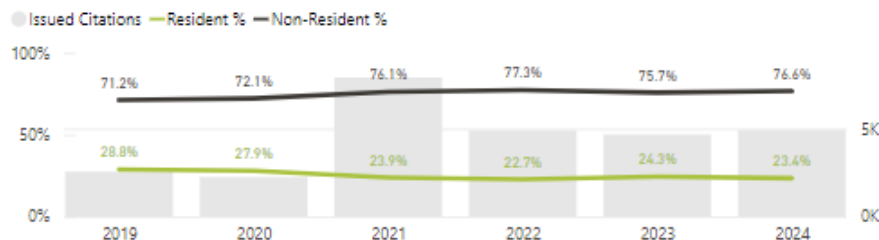
Edgewood

City Name

Pierce

County Name

Resident vs Non-Resident Violators by Year



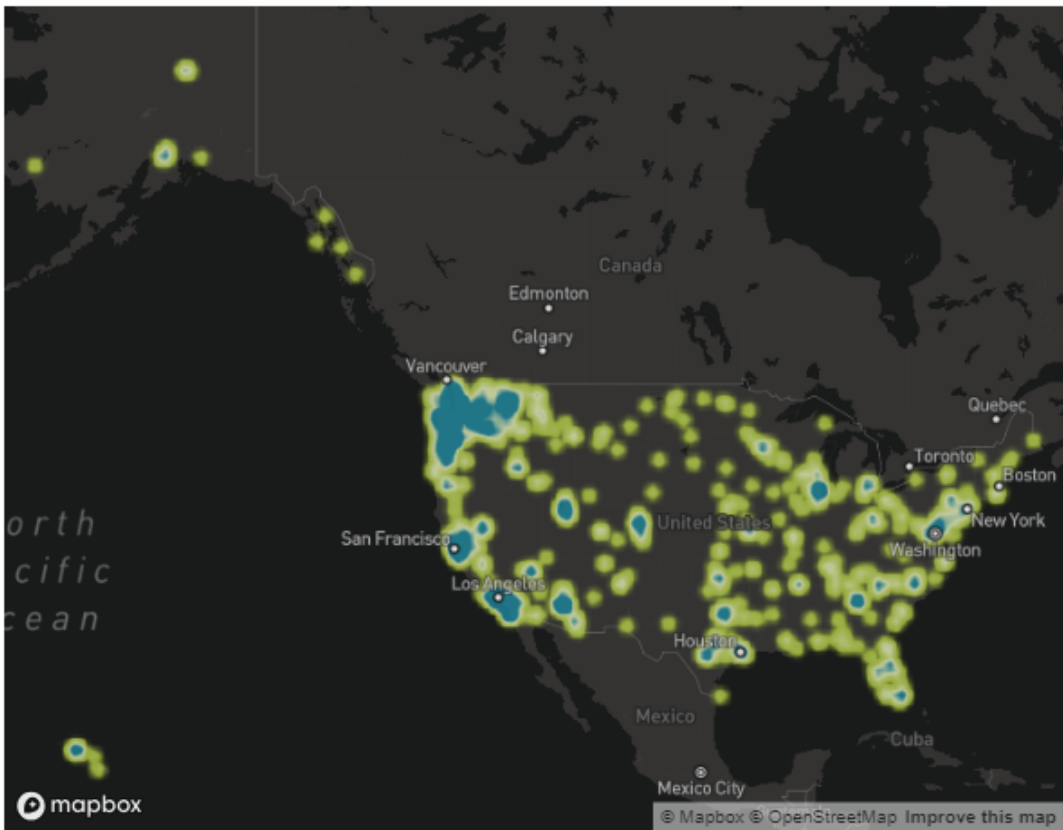
Citations by City

City	State	Citations
EDGEWOOD	WA	6,653
PUYALLUP	WA	2,631
AUBURN	WA	2,172
TACOMA	WA	2,138
MILTON	WA	1,688
FEDERAL WAY	WA	1,150
SUMNER	WA	848
FIFE	WA	769
BONNEY LAKE	WA	616
KENT	WA	575
LAKE TAPPS	WA	379
SEATTLE	WA	378
GRAHAM	WA	323
SPANAWAY	WA	301
RENTON	WA	270
Total		27,176

Citations by Zip Code

Zip Code	State	Citations
98372	WA	5,690
98371	WA	2,197
98354	WA	1,688
98001	WA	1,330
98391	WA	1,004
98390	WA	840
98424	WA	833
98003	WA	694
98374	WA	678
98092	WA	558
98373	WA	403
98002	WA	386
98023	WA	366
98338	WA	323
98375	WA	319
Total		27,176

Citation Density by Zip Code



VOLUME BY SPEED (MPH)

ALL CLIENTS

Timeframe

1/1/2022

12/31/2024

Updated on 01/13/25



Site Location

Enforcement Type

Enforcement Group

DOW

State

All

All

All

All

All

Summary

Detail

Total

Percent %

Drill on Rows

↑

↓

↕

↶

↷

...

Event Volume by Speed Over Posted

Site ID	Location	Enforcement Type	Posted MPH	N/A	1 - 5 MPH	6 - 10 MPH	11 - 15 MPH	16 - 20 MPH	> 21 MPH
EDG01	EB 10660 24TH ST E @ EDMONT JUNIOR HIG...	SPEED	20		43%	35%	15%	6%	1%
EDG02	WB 11099 24TH ST E @ EDMONT JUNIOR HI...	SPEED	20		39%	42%	14%	4%	1%
EDG03	SB 515 114TH AVE E @ HEDDEN ELEMENTARY S...	SPEED	20		34%	45%	16%	4%	1%
EDG04	EB 11011 8TH ST E @ HEDDEN ELEMENTARY SC...	SPEED	20		37%	42%	14%	5%	1%
EDG05	WB 11505 8TH ST E @ HEDDEN ELEMENTARY S...	SPEED	20		21%	42%	28%	7%	1%
EDG06	EB 9701 24TH ST E @ NORTHWOOD ELEMEN...	SPEED	20		36%	44%	15%	4%	1%
EDG07	WB 10050 24TH ST E @ NORTHWOOD ELEMEN...	SPEED	20		41%	42%	13%	3%	1%

Issued Citations by Speed Over Posted

Site ID	Location	Enforcement Type	Posted MPH	N/A	1 - 5 MPH	6 - 10 MPH	11 - 15 MPH	16 - 20 MPH	> 21 MPH
EDG01	EB 10660 24TH ST E @ EDMONT JUNIOR HI...	SPEED	20		44%	33%	17%	6%	1%
EDG02	WB 11099 24TH ST E @ EDMONT JUNIOR HI...	SPEED	20		39%	42%	14%	4%	1%
EDG03	SB 515 114TH AVE E @ HEDDEN ELEMENTARY ...	SPEED	20		31%	46%	17%	5%	1%
EDG04	EB 11011 8TH ST E @ HEDDEN ELEMENTARY S...	SPEED	20		38%	43%	14%	4%	1%
EDG05	WB 11505 8TH ST E @ HEDDEN ELEMENTARY ...	SPEED	20		20%	43%	29%	7%	1%
EDG06	EB 9701 24TH ST E @ NORTHWOOD ELEMEN...	SPEED	20		35%	44%	15%	5%	1%
EDG07	WB 10050 24TH ST E @ NORTHWOOD ELEME...	SPEED	20		42%	42%	13%	3%	1%

Of note – We are only able to pull two years back for this data point. Zero warnings or citations were issued for 1-3 mph over as the system does not trigger until 4 mph over. This data shows over a three year period 77.4% of citations were in the 4-10 mph over range.

2024 – Collisions in School Zones

- ◆ The Edgewood Police Department posts certain Traffic Safety Camera (School Zone Camera) data for each year per RCW 46.63.170. Included data is the number of notices of infraction issued for each camera and the number of traffic accidents that occurred at each location where automated traffic safety cameras are located. Posted collision data includes all traffic crashes at all times of day/night occurring at each location where an automated traffic safety camera is located. Prior years data can be found on the city's website. Below is the data posted for the year 2024

2024

Edgemont Jr. High	0
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Alice V. Hedden Elementary	1
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Northwood Elementary	0
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***the collision reported at Hedden Elementary was a minor collision with no injuries that was reported at around 1830 hours and resulted in an information exchange between involved parties.

Moving Forward

- Continuation of our efforts from 2024
- Additional High Visibility Emphases (HVE's)
- HVE's with neighboring agency assistance
- Education efforts through social media
- Distracted Driving Awareness Month (April) – month long emphasis on Distracted Driving enforcement
- Engineering improvements (sidewalks, roundabouts, cross walks, more controlled intersections etc.) can be discussed with the city but costs may be a prohibitive factor



EDGEWOOD POLICE DEPARTMENT

2024 ANNUAL REPORT



MESSAGE FROM THE CHIEF



Jason Youngman

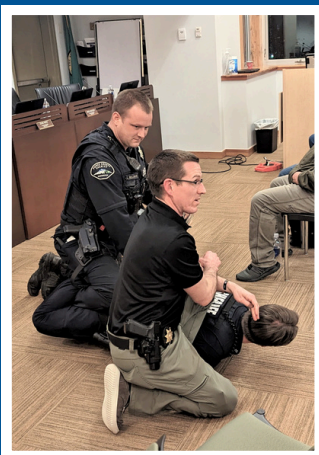
Greetings! The end of 2024 marked my first full year serving as your Chief of the Edgewood Police Department.

I was honored to work with many amazing and talented individuals. With the great work of our fine Deputies, the city staff, and help from our citizens, we accomplished almost all of the goals I laid out for my first full year on the job.

This report will provide some insight into the department, public safety in our city, and many of the accomplishments from 2024.

I was blown away this year by the amount of support and cooperation from the citizens of Edgewood. This truly is a unique and welcoming place for a law enforcement professional to work.

I look forward to continued improvement as a department, further strengthening our relationship with the community, and striving toward a safer city.





EDGEWOOD PD STAFFING

Thirteen out of fourteen total positions
staffed by the end of 2024

- 1 Chief
- 1 Patrol Sergeant
- 9 Patrol Deputies
- 1 Traffic Deputy
- 1 Investigator
- 1 vacant Deputy position
(Community Liaison Deputy)

Due to budget constraints in the city of
Edgewood, the 2025 budget includes
a cut of two Deputy positions.



STAFFING PER CAPITA

- Nationwide the average number of Police Officers per capita is 2.4 Officers/1,000 residents.
- Washington ranks last in the country at 1.3 Officers/1,000 residents.
- Pierce County Sheriff's Office has .6 Officers/1,000 residents.
- Edgewood PD has .9 Officers/1,000 residents.
- The city attempted to add additional Deputies to our force via a levy lid lift in November of 2024, but the measure was not passed by citizens.
- To help work toward balancing its budget, the city adopted a 2025 budget with two less deputy positions, which will bring us to .8 officers/1,000 residents.
- In order to facilitate the cuts made, we will not be filling one vacant position in 2025 and will be cutting one deputy from our patrol force.

Other Agency's Officers per 1,000 residents for comparison

Milton PD	1.8
Fife PD	2.9
Sumner PD	1.8
Puyallup PD	1.6
Federal Way PD	1.3
Auburn PD	1.3

Patrol Coverage

Day Shift	0600-1600
Cover Shift	1000-2000
Swing Shift	1600-0200
Graveyard Shift	2000-0600

Traffic and Investigator work a mix of Day/Swing Shift hours.

CALLS FOR SERVICE

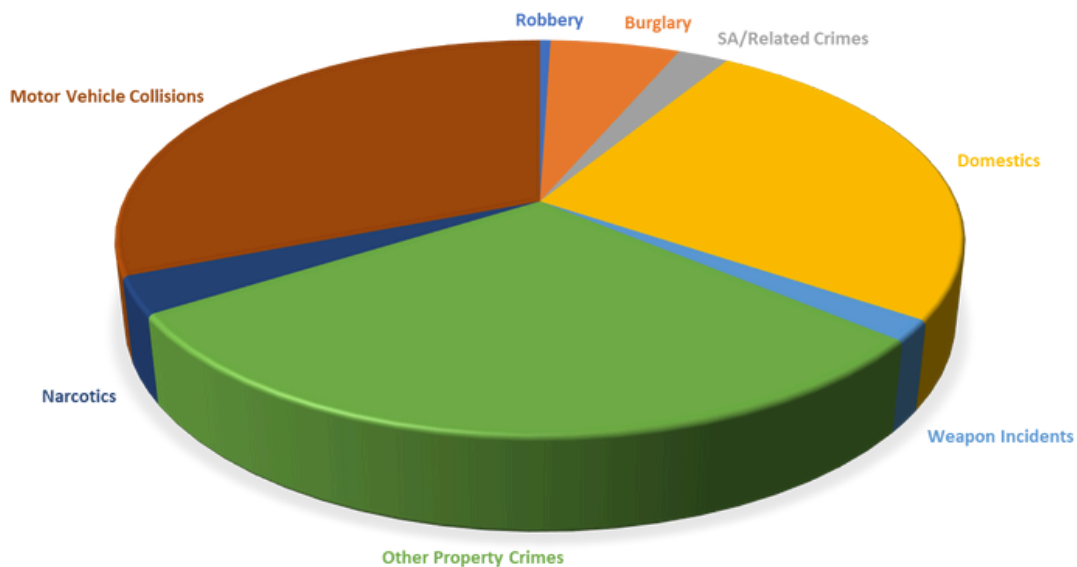
The following several graphs show Call For Service (CFS) data in the city of Edgewood for 2024, and as compared to several prior years.

Note that Call For Service data does not represent actual verified crimes. For example, in 2024 we received 4 calls for service relating to robbery, yet there were only 2 verified robberies. The CFS data is a good way to view what our deputies are being called to respond to.

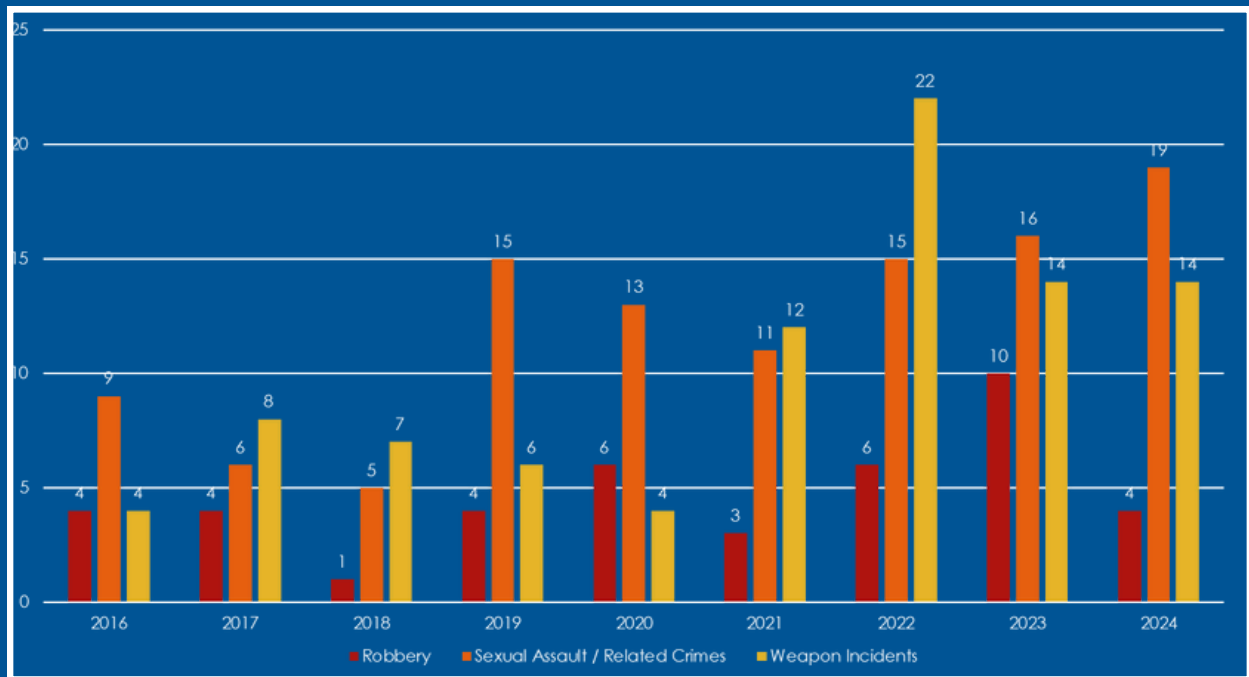
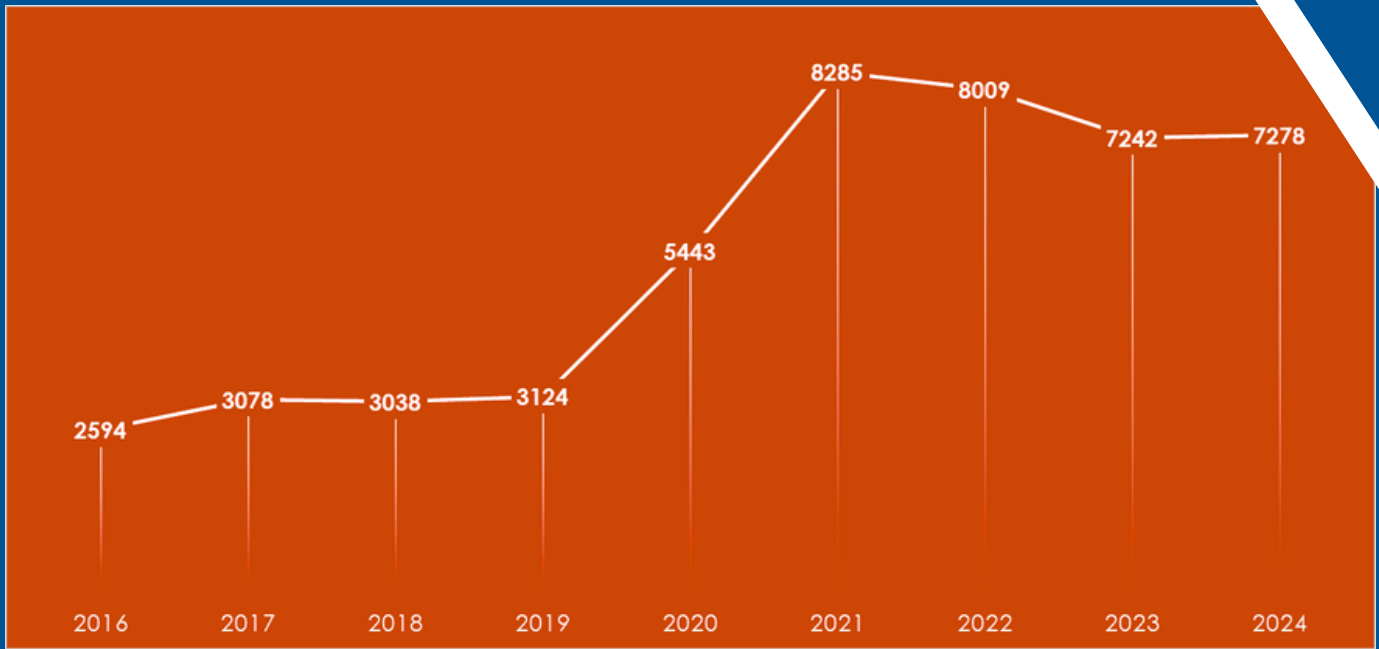
As Calls For Service turn into a verified incident, which generates a report, each call may also end up relating to multiple incident types. For example, a theft to your mailbox could also include damage to the box, i.e. vandalism.

Out of the Calls For Service in 2024 – 1727 initial incident reports were generated for actual reported crimes. This includes citizen reports generated via phone or online. Below are a few selected categories and the number of reports for each.

Homicide - 0
Robbery - 2
Rape - 2
Aggravated Assault - 18
Burglary - 40
Motor Vehicle Theft - 57
Theft (including mail) - 121



Total Calls for Service in Edgewood 2016-2024



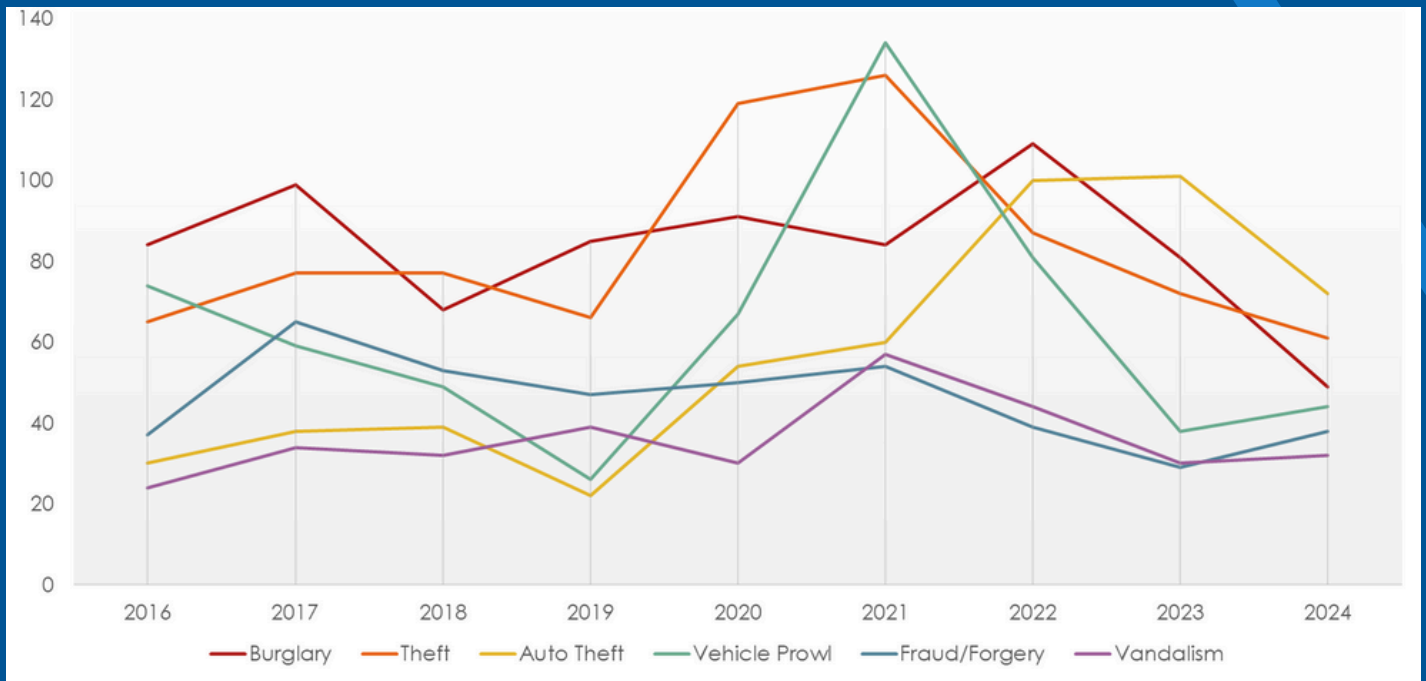
Robbery – includes both armed and strong arm robbery

Sexual Assault Related Crimes – includes sexual assault, molestation, lewd conduct, indecent exposure, and any other crimes of a sexual nature

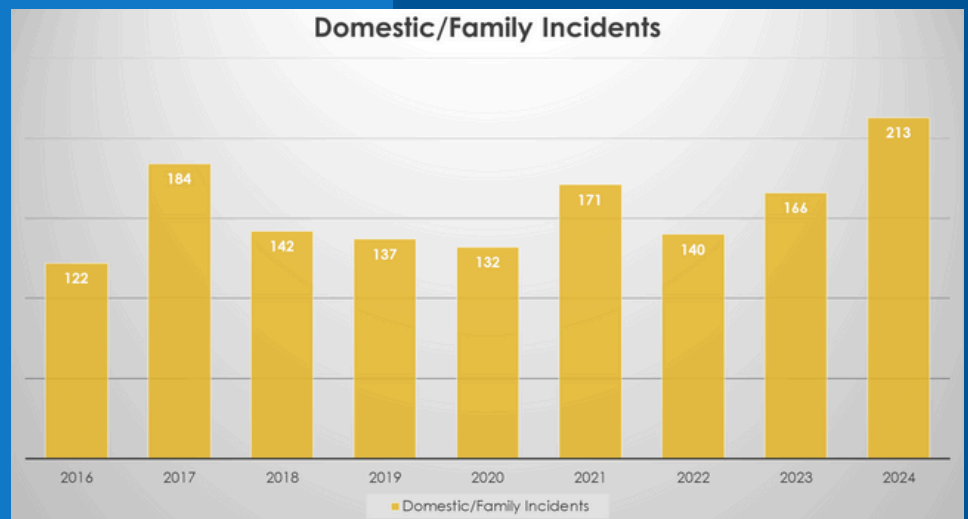
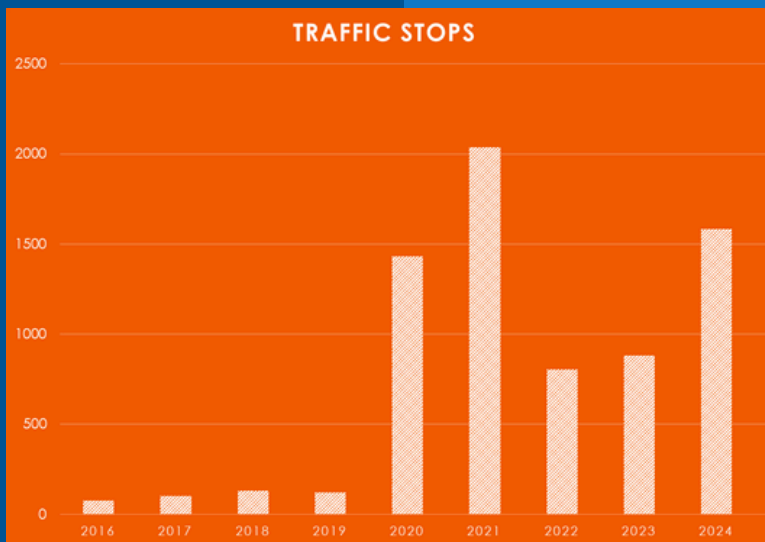
Weapon Incidents- includes incidents where a weapon was reportedly seen or implied

**Call for Service Data – not verified crimes

Property Crimes



**Call for Service Data – not verified crimes



**Call for Service Data – not verified crimes



ARRESTS IN EDGEWOOD

**Total Arrests made within
the city limits of Edgewood**

70

*not all custodial arrests

Some highlighted categories:

DV	23
DUI	13
Other Traffic	12
Narcotics	5
Unlawful Possession of a Firearm	3
Theft/Possession Stolen Property	5



*Edgewood Deputies will also make arrests from time to time just outside the city limits. These often stem from traffic stops and are usually for traffic offenses or criminal warrants. Those arrests are not represented here. Also not represented here are cases where an arrest was not made but probable cause was established, and charges may still be filed pending prosecutorial review.

DEPUTY ACCOMPLISHMENTS



- 76% increase in proactive traffic enforcement
- Decreases in robberies, vehicle thefts, burglaries, and thefts from prior year
- Recovery of stolen mail from approximately 50 plus addresses
- Recovery of stolen or illegally possessed items - 11 unlawfully possessed firearms, 2 stolen LE badges, narcotics, ballistic vests, stolen credit cards, stolen ID's, several vehicles, portable sawmill, mini excavator
- Multiple warrant arrests
- Two proactive package tracking operations to target mail and package theft
- Worked closely with our Code Compliance Officer to address various nuisance properties in the city





TRAFFIC CONCERNS

Washington saw a record number of fatal traffic collisions in 2023. High speeds were one of the top causing factors. In 2024, leadership within the Pierce County Sheriff's Office asked its patrol forces, including contracts and detachments, to increase traffic enforcement efforts.

Through multiple venues, including council meetings, town hall meetings, community engagement events, Community Academy, citizen contacts, and our own observations; we learned speeding and other traffic issues were also of great concern to many Edgewood citizens.

Safety on our streets was made a top priority for the department in 2024.

We utilized several methods to increase enforcement efforts -

- Continuation of Our Dedicated Traffic Deputy
- Traffic Emphasis Events on Multiple Streets
- In-House Visual Tracking System for Deputy Traffic Efforts
- Continuation of our School Zone Camera Program
- Data Collection from Multiple Radar Signs to Determine Areas of Concern
- In Person, Phone, and Email Communications with Citizens to Determine Further Problem Areas
- Targeted Patrols in High Concern Areas
- Involvement in Multiagency Emphasis Patrols
- Rotation of Our Mobile Radar Trailer
- Public Education Through our Community Academy, other Community Events, and Social Media

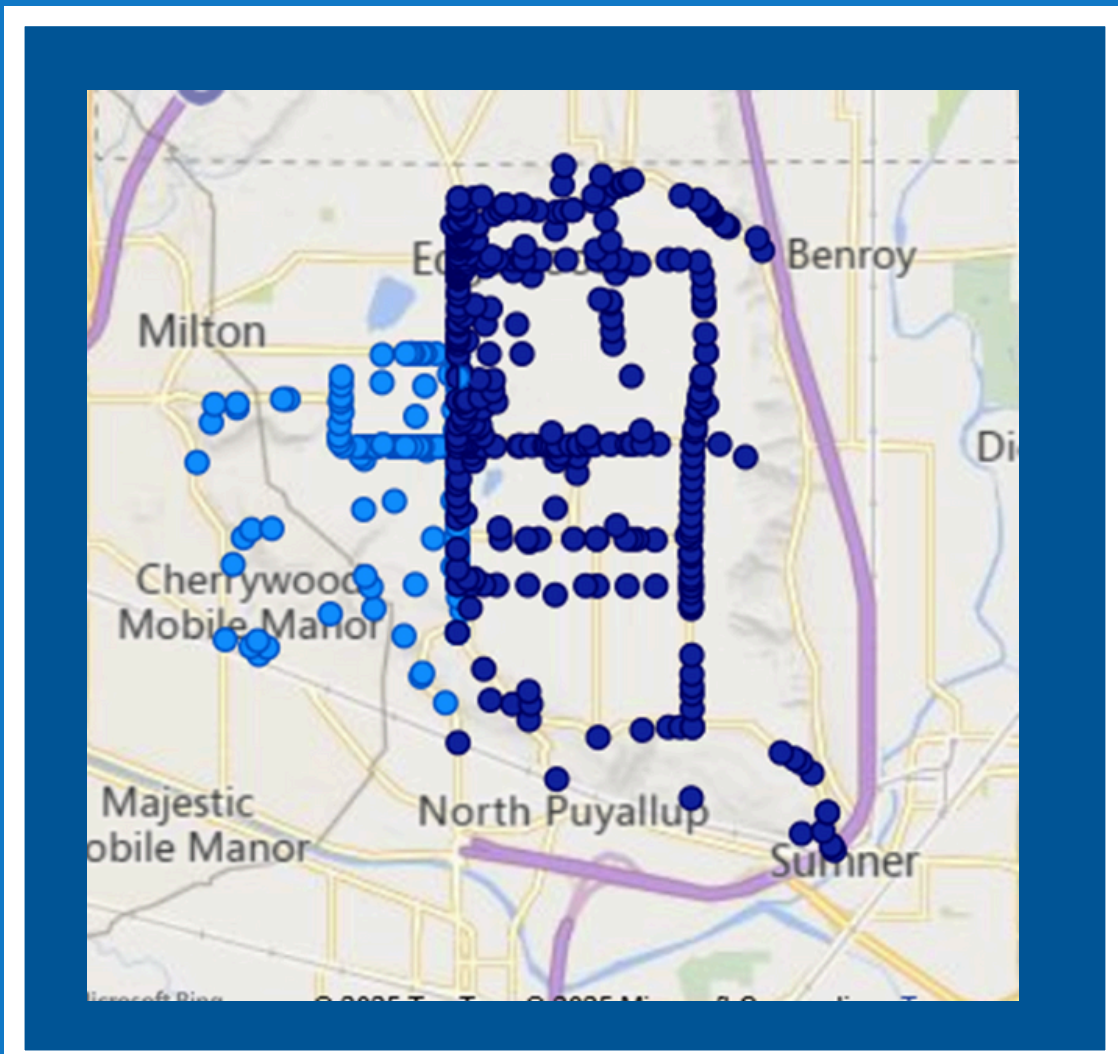
These efforts, and the amazing work of our Deputies, resulted in a 76% increase in traffic enforcement over the prior year.



TRAFFIC STOPS MAP

The dots on this map represent individual traffic stops from 2024. If we were to zoom in, we'd see multiple plot points overlaid in some sections.

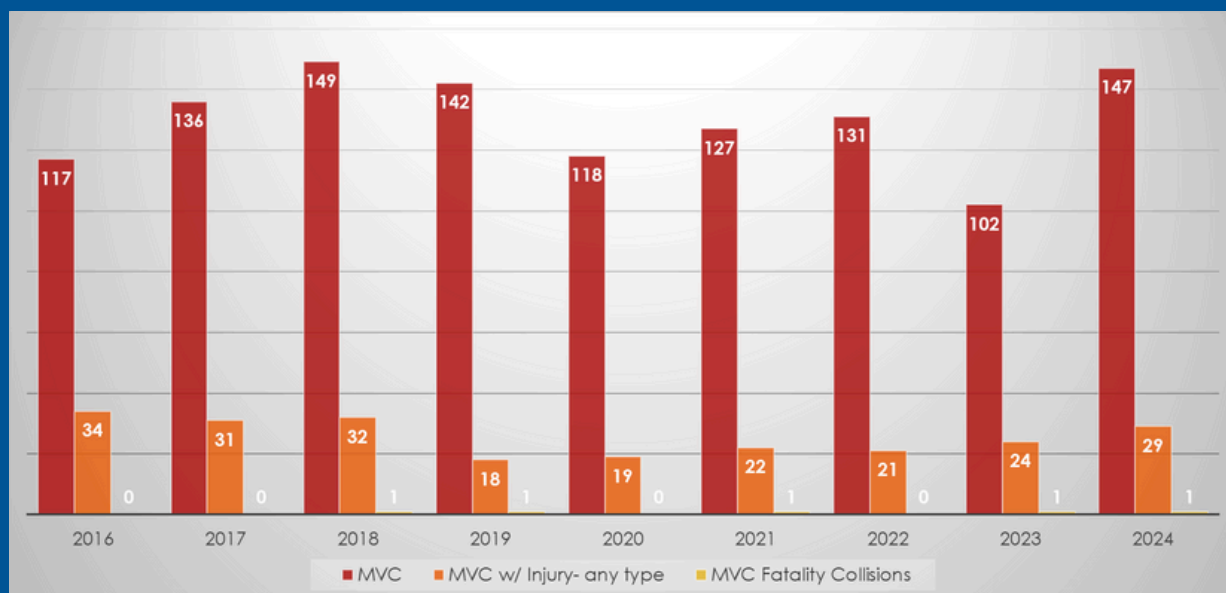
Deputies put a heavy focus on areas where collisions were more common and speeding complaints were more frequent.





REPORTABLE MOTOR VEHICLE COLLISIONS

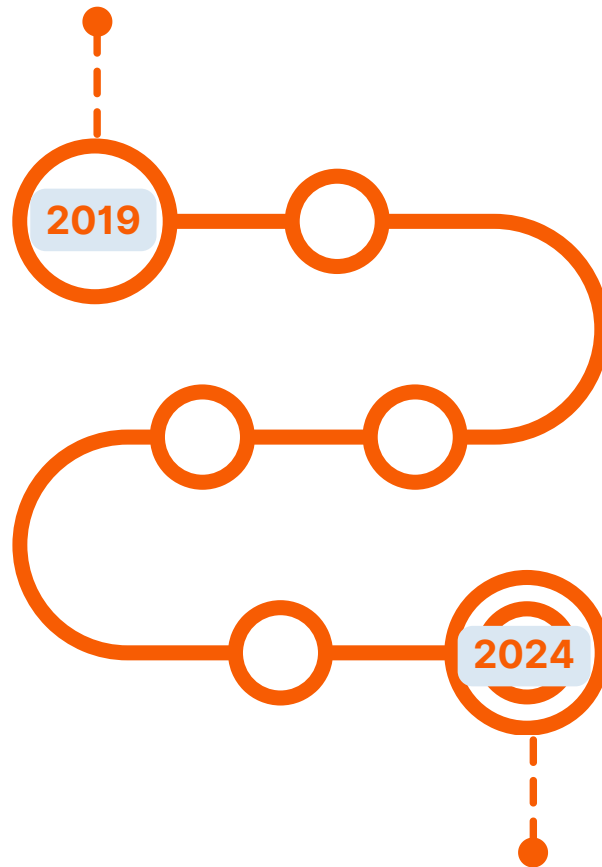
While 2023 was a record year for fatality collisions in Washington, it was a lower than normal year for total collisions overall. Total collisions in Edgewood rose in 2024 while injury collisions rose slightly. With increases in population and traffic flowing through our city, it will be a challenge to reduce total collisions. By continuing to increase enforcement, particularly for infractions such as speed, distracted driving, and DUI, our aim is to change driver behavior in our city. Over time, we believe this will yield a decrease in injury collisions.



*Data in this chart is taken from actual reported collisions.

SCHOOL ZONE CAMERA PROGRAM

Edgewood's School Zone Camera
Program began in
2019.



The next several illustrations will
provide an update on the
program from its beginning
through the end of
2024.

ALL CLIENTS

Updated on 1/16/25



Site Location:
 Enforcement Type:
 Event Status (Bar Values):
 Line Values:
 View by:

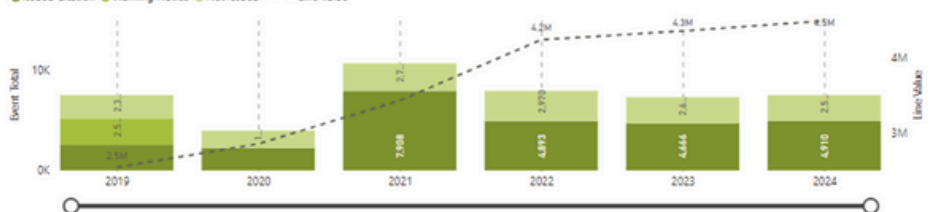
December 2024

Awaiting Processing

Last Program Event

● Issued Citation ● Warning Notice ● Not Issued

● Issued Citation ● Warning Notice ● Not Issued - - - Line Value



While there is much more to look at in determining effectiveness; what we see here is a large drop after the first year of operation with all the current cameras, followed by a leveling off as overall traffic flows through the area continue to rise.

ALL CLIENTS

Updated on 1/15/25



Enforcement Type

1,152

Three + Citations

Recidivism Detail

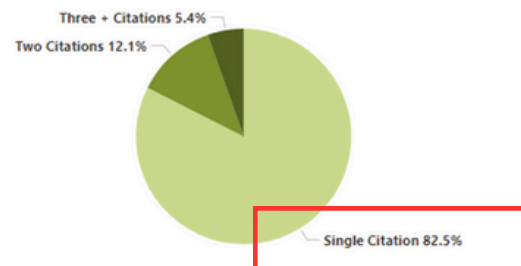
[illegible]

Total

27.176

Recidivism Breakdown

● Single Citation ● Two Citations ● Three + Citations



Page 36 of 53

VIOLATOR RESIDENCY BY YEAR

ALL CLIENTS

Timeframe

2019

2024

Updated on 1/15/25

Enforcement Type

All

24.5%
Resident Violators

75.5%
Non-Resident Violators

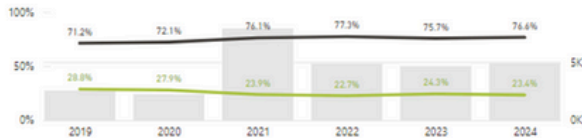
City
Jurisdiction Type

Edgewood
City Name

Pierce
County Name

Resident vs Non-Resident Violators by Year

Issued Citations — Resident % — Non-Resident %



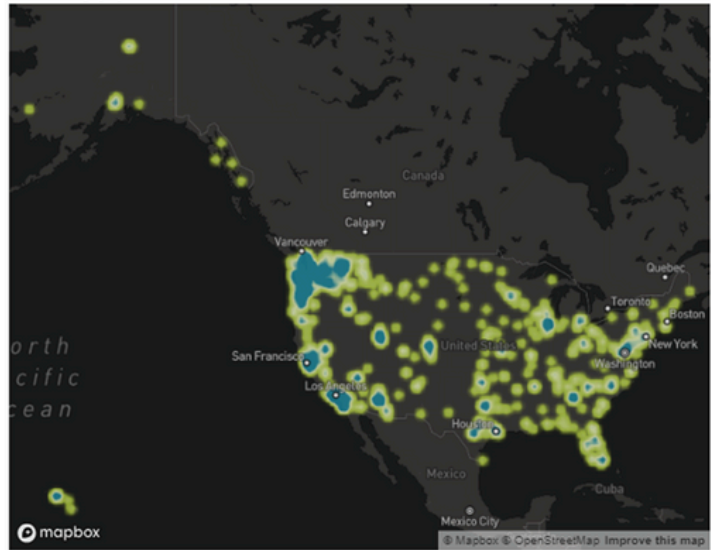
Citations by City

City	State	Citations
EDGEWOOD	WA	6,653
PUYALLUP	WA	2,631
AUBURN	WA	2,172
TACOMA	WA	2,138
MILTON	WA	1,688
FEDERAL WAY	WA	1,150
SUMNER	WA	848
FIFE	WA	769
BONNEY LAKE	WA	616
KENT	WA	575
LAKE TAPPS	WA	379
SEATTLE	WA	378
GRAHAM	WA	323
SPRANAWAY	WA	301
RENTON	WA	270
Total		27,176

Citations by Zip Code

Zip Code	State	Citations
98372	WA	5,690
98371	WA	2,197
98354	WA	1,688
98001	WA	1,330
98391	WA	1,004
98390	WA	840
98424	WA	833
98003	WA	694
98374	WA	678
98092	WA	558
98373	WA	403
98002	WA	386
98023	WA	366
98338	WA	323
98375	WA	319
Total		27,176

Citation Density by Zip Code



VOLUME BY SPEED (MPH)

ALL CLIENTS

Timeframe

1/1/2022

12/31/2024

Updated on 01/13/25

Site Location

All

Enforcement Type

All

Enforcement Group

All

DOW

All

State

All

Summary

Detail

Total

Percent %

Drill on Rows

Event Volume by Speed Over Posted

Site ID	Location	Enforcement Type	Posted MPH	N/A	1 - 5 MPH	6 - 10 MPH	11 - 15 MPH	16 - 20 MPH	> 21 MPH
EDG001	EB 10660 24TH ST E @ EDMONT JUNIOR HIG...	SPEED	20		43%	35%	15%	6%	1%
EDG002	WB 11099 24TH ST E @ EDMONT JUNIOR HIG...	SPEED	20		39%	42%	14%	4%	1%
EDG003	SB 515 114TH AVE E @ HEDDEN ELEMENTARY S...	SPEED	20		34%	45%	16%	4%	1%
EDG004	EB 11011 8TH ST E @ HEDDEN ELEMENTARY S...	SPEED	20		37%	42%	14%	5%	1%
EDG005	WB 11505 8TH ST E @ HEDDEN ELEMENTARY S...	SPEED	20		21%	42%	28%	7%	1%
EDG006	EB 9701 24TH ST E @ NORTHWOOD ELEMEN...	SPEED	20		36%	44%	15%	4%	1%
EDG007	WB 10050 24TH ST E @ NORTHWOOD ELEMEN...	SPEED	20		41%	42%	13%	3%	1%

Issued Citations by Speed Over Posted

Site ID	Location	Enforcement Type	Posted MPH	N/A	1 - 5 MPH	6 - 10 MPH	11 - 15 MPH	16 - 20 MPH	> 21 MPH
EDG001	EB 10660 24TH ST E @ EDMONT JUNIOR HIG...	SPEED	20		44%	33%	17%	6%	1%
EDG002	WB 11099 24TH ST E @ EDMONT JUNIOR HIG...	SPEED	20		39%	42%	14%	4%	1%
EDG003	SB 515 114TH AVE E @ HEDDEN ELEMENTARY ...	SPEED	20		31%	46%	17%	5%	1%
EDG004	EB 11011 8TH ST E @ HEDDEN ELEMENTARY S...	SPEED	20		38%	43%	14%	4%	1%
EDG005	WB 11505 8TH ST E @ HEDDEN ELEMENTARY ...	SPEED	20		20%	43%	29%	7%	1%
EDG006	EB 9701 24TH ST E @ NORTHWOOD ELEMEN...	SPEED	20		35%	44%	15%	5%	1%
EDG007	WB 10050 24TH ST E @ NORTHWOOD ELEM...	SPEED	20		42%	42%	13%	3%	1%

Of note – We are only able to pull two years back for this data point. Zero warnings or citations were issued for 1-3 mph over as the system does not trigger until 4 mph over. This data shows over a three year period 77.4% of citations were in the 4-10 mph over range.



SCHOOL ZONE COLLISIONS

The Edgewood Police Department posts certain Traffic Safety Camera (School Zone Camera) data for each year, per RCW 46.63.170. Included data is the number of notices of infraction issued for each camera and the number of traffic accidents which occurred at each location where automated traffic safety cameras are located. Posted collision data includes all traffic crashes at all times of day/night occurring at each location where an automated traffic safety camera is located. Prior years data can be found on the city’s website. Below is the data posted for the year 2024.

Edgemont Jr. High	0
Alice V. Hedden Elementary	1
Northwood Elementary	0

*The collision reported at Hedden Elementary was a minor collision with no injuries. It was reported at around 1830 hours and resulted in an information exchange between involved parties.

INTERNAL AFFAIRS DATA

The Edgewood Police Department utilizes the Pierce County Sheriff's Internal Affairs Unit to track pursuit data, force response data, formal complaints, and commendations.

Pursuits in Edgewood

- Total - 1 – low speed – DUI indicators – ended with a successful PIT maneuver
- Total pursuit assist – 1 – Edgewood Deputy deployed stop sticks to help end a pursuit which had travelled into Edgewood.

Complaints

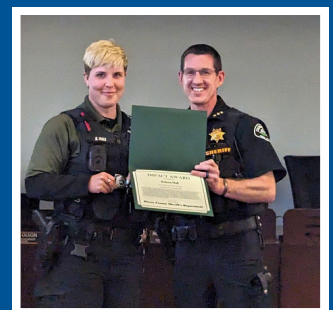
- Complaints can be received via phone, internet, email, or in person to Edgewood PD, PCSO, or directly to the PCSO Internal Affairs Unit. All formal complaints are handled by the PCSO IA Unit.
- **Formal complaints against Edgewood Deputies in 2024 – 0.**

Commendations

- Commendations regarding Deputies are also processed through the PCSO IA Unit.
- **Commendations received by Edgewood Deputies in 2024 – 10.**

Awards

- In addition to the commendations received, 2 Edgewood Deputies and our Office Assistant received Pierce County Impact Awards in 2024 for some amazing work.





FORCE RESPONSE DATA

Incidents

10 incidents involving some level of physical force

- 8 – Soft Empty Hands (Control Tactics)
- 1- Hard Empty Hands (Strikes)
- 1- Taser Deployment

6 During an arrest ** 2 while assisting other jurisdictions w/ arrest

3 During a mental health involuntary commit

1 During an attempted arrest

Incidents with reported injuries – 0

*The Edgewood Police Department also utilizes the PCSO IA Unit to track Force Response (Use of Force) data.

Gender

Male	6
Female	4

Race

White	6
Black	2
Hispanic	1

Demographic Data for Involved Citizens

Age

Under 17	0
16-17	3
18-24	0
25-40	5
41-60	2
60+	0



COMMUNITY ENGAGEMENT

A cornerstone of the Edgewood Police Department is our incredible relationship with the community. Through numerous events, we sought to grow and strengthen those connections in 2024. We met many amazing Edgewood citizens and time and time again they showed us their support. To this amazing community from all of the Edgewood Police Department –
THANK YOU!

The next several pages are pictures we gathered from some of the events in 2024.

COFFEE WITH A COP



LOCKDOWN DRILLS, STATION TOURS, SCHOOLS AND SUMMER CAMPS



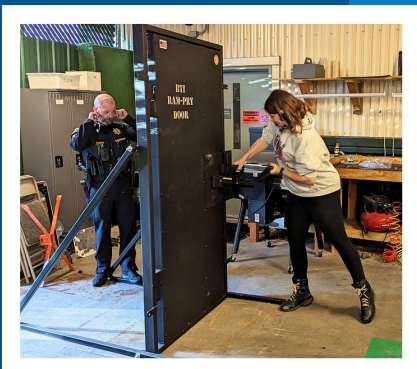
MOUNTAIN VIEW COMMUNITY CENTER



HOLIDAY TRUNK-OR-TREAT & TREE LIGHTING



COMMUNITY ACADEMY



SUMMERTIME - NATIONAL NIGHT OUT, SPECIAL OLYMPICS TORCH RUN, RIDE TO REMEMBER, CITY PICNIC





YEAR IN REVIEW 2024

253.798.4960

police@cityofedgewood.org

2224 104th Ave E, Edgewood, WA 98372



Driver Speeding Behavior in 20 mph School Zones

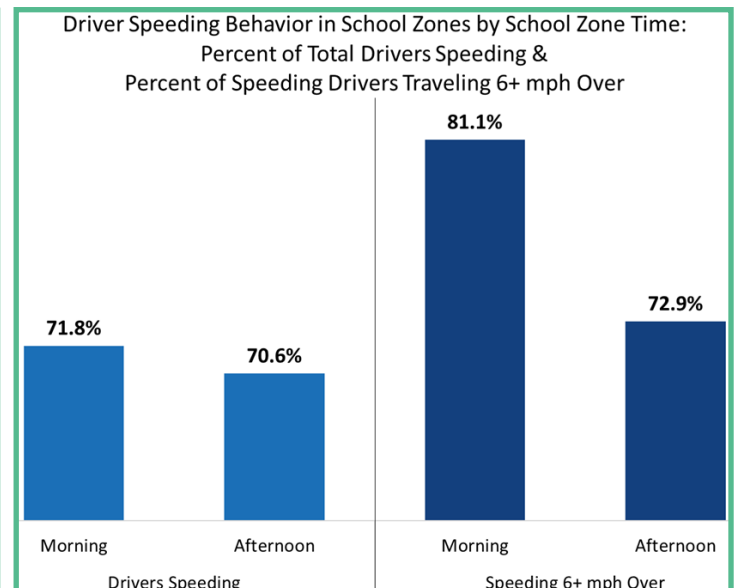
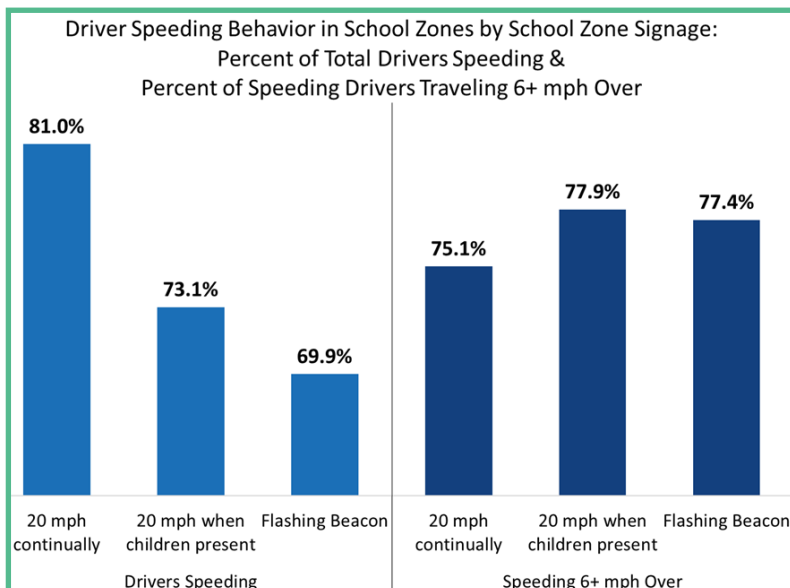
Travel Speed is the primary factor influencing pedestrian injury outcomes due to the kinetic energy transfer from a vehicle striking a human. A vehicle traveling 30 mph has a 7-10 times higher likelihood of inflicting injury than a vehicle traveling 20 mph and takes twice the distance to stop. For example, if a pedestrian is in the road three car-lengths ahead, a driver traveling 20 mph will be able to stop but a driver traveling 25 mph would hit the pedestrian and still be traveling 18 mph at impact, roughly the same kinetic energy as a child falling from a second story window. Since the COVID-19 pandemic, driver speeding behavior in Washington has skyrocketed and is one of the most deadly factors involved in the increase of traffic fatalities.

School Zone Signage indicating reductions in posted speed limits to 20 mph influenced driver speeding behavior. School zones with flashing beacons and/or speed feedback signs had lower rates of driver speeding behavior than school zones posted for 20 mph at all times (permanent posted speed reductions) or school zones with signage indicating 20 mph when children are present. However, the proportion of speeding drivers traveling 26 mph or greater did not vary among the type of school zone signage (see figure below). One school had an active speed camera (speeding citations issued by mail) and less than one in ten drivers exceeded the 20 mph limit at that location, one of the lowest rates of driver speeding behavior recorded during the survey.

WTSC Driver Speeding Survey

In 2022, 139 schools across the state opted-in to participate in a driver observation survey of speeding behavior. Trained observer teams visited each school to document the school zone setting, signage, and used radars to collect driver travel speeds during morning or afternoon school zone hours. The surveys were completed in October 2023. Each participating school received a summary of their results (<https://wtsc.wa.gov/school-zone-speeding/>). Among participating schools, 118 have school zones with permanent or temporary posted speed reduction to 20 mph. These schools are included in this brief.

Speeding in school zones is especially concerning considering the higher than usual volume of pedestrian traffic combined with high volumes of vehicle traffic, especially during drop off/pick up times. The 2022-2023 driver speeding observation survey revealed that most drivers exceed 20 mph school zone speed limits. Overall driver speeding rates were similar for morning and afternoon school zone times, however the proportion of speeding drivers traveling greater than 26 mph in the school zone was higher during the morning school zone hours (see figure below).



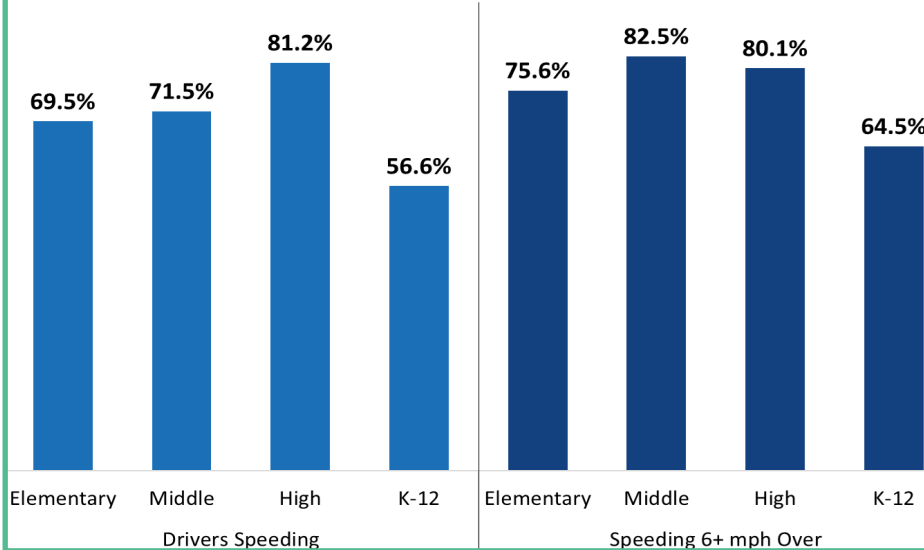


Driver Speeding Behavior in 20 mph School Zones

Schools included in the survey with permanent or temporary speed reductions in school zones to 20 mph are described here (118 schools):

- * 60 Elementary, 27 Middle, 23 High, and eight K-12 schools from 39 school districts.
- * 70 morning and 49 afternoon school zones.
- * 25,853 driver travel speed observations were collected; 931 bus drivers (see page 3) and 24,922 vehicle drivers (19,411 drivers passing by the school; 5,511 drivers entering/exiting the school).

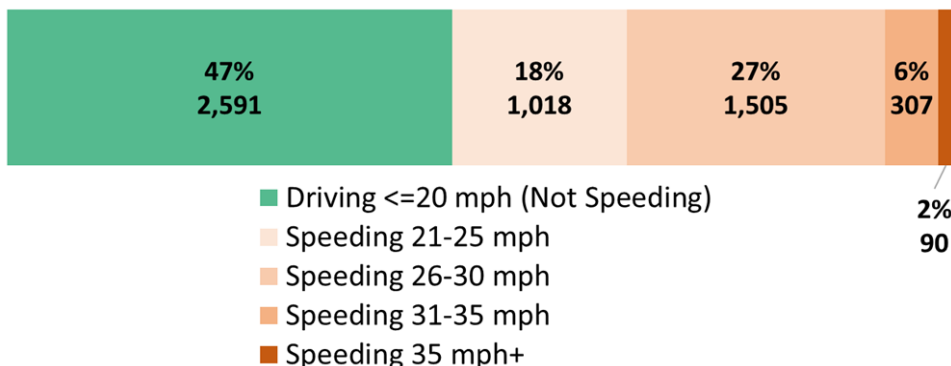
Driver Speeding Behavior in School Zones by Type of School:
Percent of Total Drivers Speeding &
Percent of Speeding Drivers Traveling 6+ mph Over



Driver Speeding Behavior in 20 mph School Zones:
Drivers Passing the School: Percent Observed and Total Number



Driver Speeding Behavior in 20 mph School Zones:
Drivers Entering/Exiting the School: Percent Observed and Total Number



Did you know?

- ⇒ Overall, driver speeding behavior is very high, nearly three of every four drivers observed in school zones were exceeding the posted speed limit of 20 mph.
- ⇒ The proportion of drivers speeding in elementary and middle school zones were slightly lower than speeding in high school zones. Among the eight K-12 schools included in this report, just over half of the observed drivers were exceeding 20 mph.
- ⇒ The proportion of drivers traveling greater than 26 mph was slightly lower in elementary school zones compared to middle and high school zones.
- ⇒ Drivers passing through school zones were more likely to be speeding than drivers observed entering or leaving the school.
- ⇒ Traffic backups can mitigate higher travel speeds in school zones, however individual acts of driver aggression increased at sites with drop off/pick up traffic impeding regular traffic through the area.

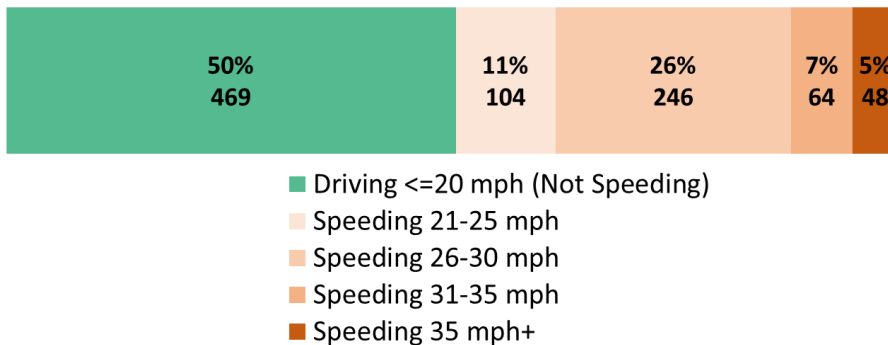


Bus Driver Speeding Behavior in 20 mph School Zones

School Bus Drivers have an opportunity to and should be setting the example regarding travel speeds in school zones. At a minimum, a school bus driver will slow the speeds of all following vehicles when they themselves travel at or below 20 mph. Overall, school bus drivers observed in the survey were less likely to speeding than other drivers either passing by the school (78% speeding) or entering/exiting the school (53% speeding), however half of the school bus drivers observed in the survey were exceeding 20 mph in active school zones, a total of 462 speeding school bus drivers.



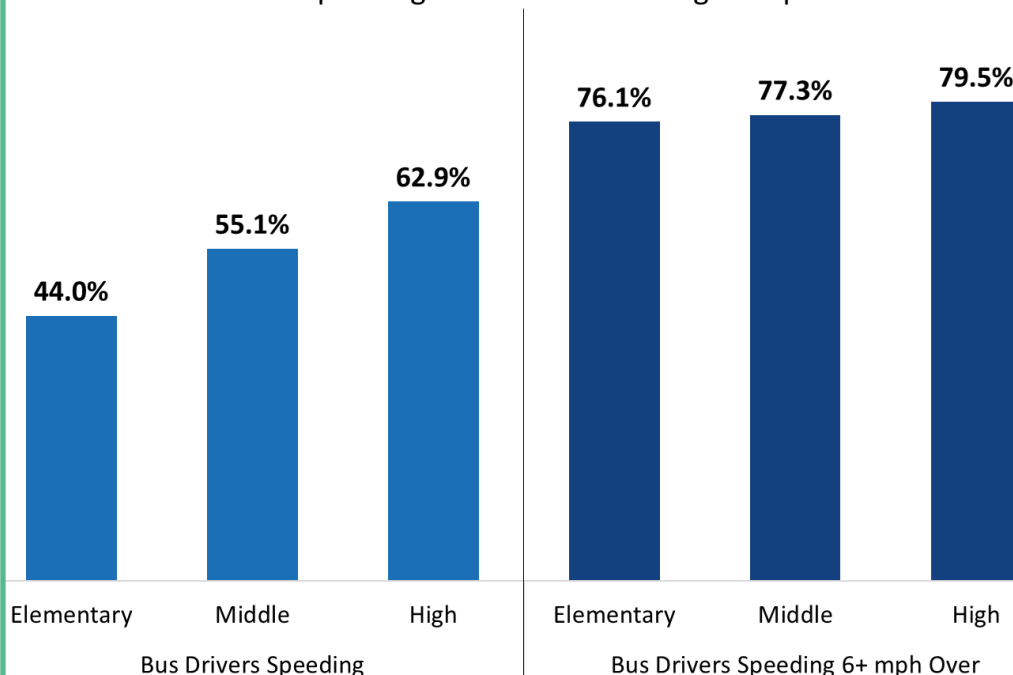
School Bus Drivers Speeding Behavior in 20 mph School Zones:
Percent of School Bus Drivers Observed and Total Number



Did you know?

- ⇒ Half of school bus drivers observed in the survey were traveling greater than 20 mph in the active school zone.
- ⇒ Three-fourths of speeding school bus drivers were traveling greater than 26 mph in school zones. Forty-eight school bus drivers (5 percent of all school bus drivers observed) were traveling greater than 35 mph in active school zones with posted limits of 20 mph.

Bus Driver Speeding Behavior in School Zones by Type:
Percent of Total Bus Drivers Speeding &
Percent of Speeding Bus Drivers Traveling 6+ mph Over



Speeding behavior among school bus drivers was lowest in elementary school zones, higher in middle school zones, and highest in high school zones (see chart on the left). This is similar speeding behavior observed among other drivers in school zones. However, if a school bus driver was speeding, the proportion traveling greater than 6 mph over the 20 mph posted speed limit did not vary based on the type of school zone (elementary, middle, or high school zone).

For more information, please contact (360) 725-9860.

<https://wtsc.wa.gov/dashboards/school-zone-speed-survey/>



Reduce Travel Speeds in Your Community

Traffic Safety is Important to Everyone

Driving the speed limit reduces risk of injury and serious harm for drivers, passengers, and pedestrians. Make a deliberate choice to slow down, focus only on driving, and consistently wear a seat belt to demonstrate you care. Traffic safety culture is driven by daily choices. Together we make the roads safer for our children and youth!

Tell the Story Connect with concerned stakeholders and decision makers to slow speeds and mobilize your community. Share your data, issue a call to action, and engage community members:

- ⇒ Brainstorm solutions with your school board, city council, or county commissioners after a data presentation. Parents will also be interested!
- ⇒ Share [safety messages](#) in your social media to promote a traffic safety culture in school zones and other places children and youth visit in your community.
- ⇒ Use data to craft a competitive Safe [Routes to School grant](#) to make infrastructure changes to improve safety.
- ⇒ Provide and collect a [parent-teen driving agreement](#) when students apply for a school parking permit to promote safe driving expectations
- ⇒ Adopt the free peer-to-peer [Teens in the Driver Seat program](#) to reduce risks and raise cash funds for your school club.
- ⇒ Encourage drivers 16-25 to use the free [You in the Driver Seat app](#) to earn free gift card rewards for safe driving. [Provide your mailing address](#) to request app cards to share with teens.



Slow Speeds to Keep Kids Safe

Speeding increases danger for everyone crossing streets or driving, walking, or rolling to school. Take these steps to slow down and improve student safety:

- ◇ Support a student safety patrol program. The [AAA Safety Patrol Operations Manual](#) and the [School Zone Safety Curriculum Kit & Resource Guide](#) are excellent tools.
- ◇ Apply for [WTSC mini-grants](#) to fund school crossing guard programs or for local law enforcement to purchase equipment for school zone speed enforcement.
- ◇ Use this data brief and the [Speed Safety Cameras Readiness Guide](#) to educate and support decision makers to adopt automated enforcement to slow speeds around critical places kids live, learn, play, and travel.
- ◇ [Explore lowering speeds](#) to 20 MPH on school walk routes to protect school children and families.
- ◇ Engage teens with [traffic safety contests and scholarships](#) with cash awards!



Additional Resources

Additional Online Resources

- ⇒ Use the [Walkability Checklist \(Spanish\)](#) to decide if your neighborhood, school walk route, or community is a friendly place to walk. Your school zone speeding data may help you take steps to make walking and riding in your community safer.
- ⇒ Talk with preteens and teens using these talking points to [Prevent Teen Pedestrian Crashes](#). How long has it been since you earned your driver's license? Things may have changed since then.
- ⇒ Find [US Department of Transportation funding](#) to support increased safe bike and pedestrian pathways to where teens and families want to go. Use the [Let's Get Together: A Guide for Engaging Communities and Creating Change](#) to incorporate allies outside your learning community.
- ⇒ Get to know and work with your [regional Target Zero Manager](#), a traffic safety professional interested in your community and your safety! They are willing partners and have resources to promote traffic safety for everyone.
- ⇒ Use the WTSC Statewide Speed Observation Survey [Results](#) and the WTSC School Zone Observation Survey [Results](#), including this brief, for grant applications.
- ⇒ Visit the WTSC Patient Driving Community Resources [Page](#).



For more information, please contact (360) 725-9860.
<https://wtsc.wa.gov/safe-driving/patient-driving/>