



Bellevue Speed Safety Camera Program Operations Guide

VOLUME I

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*Safe Speeds
Save Lives.*

*A comprehensive
framework for
implementing, operating,
and evaluating speed
safety cameras to
support Vision Zero and
safer streets
for everyone.*

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DEFINITIONS

Below is a list of key definitions and acronyms that are frequently used in this document.

Automated Safety Enforcement (ASE): A technology-based system used to detect, document, and enforce traffic safety. Enforcement may include speed safety cameras, red light cameras, school zone cameras, and other technologies authorized by state and local law.

Bellevue City Code (BCC): The set of local laws adopted by Bellevue City Council that govern city affairs.

Bellevue Police Department (BPD): City of Bellevue Police Department.

Fatal and Serious Injury (FSI): A type of roadway incident that results in a human fatality or serious injury.

Fixed Unit: A permanently installed SSC device mounted at a designated location. These units are not intended for recurring relocation.

High Injury Network (HIN): The selection of roadway corridors in Bellevue that experience elevated rates of fatal or serious injury collisions.

King County District Court (KCDC): The district court that processes and adjudicates civil infractions in Bellevue – including infractions issued by SSC systems – for the City of Bellevue.

Notice of Infraction (NOI): A notice that is mailed to a registered vehicle owner following a verified violation of the speeding threshold detected at a SSC location.

Revised Code of Washington (RCW): The set of laws adopted at the state level.

Speed Safety Camera (SSC) System: A comprehensive technology installation consisting of cameras, sensors, and signage that are used to identify travel speeds of vehicles and capture license plate information of each respective vehicle. A SSC System is one form of Automated Safety Enforcement.

Technical Advisory Committee (TAC): The interdepartmental advisory body within the City of Bellevue that advises program direction, deployment strategies, public engagement strategies, and policy considerations regarding SSCs.

Transportable Unit: A temporary SSC device designed to be relocatable over time. These units may be housed in a transportable enclosure, mounted to a pole, or otherwise temporarily installed and relocated based on program needs, safety needs, or operational considerations.

EXECUTIVE SUMMARY

The Speed Safety Camera (SSC) Program Operations Guide provides a comprehensive framework for planning, implementing, operating, and evaluating Bellevue's SSC program. It summarizes the program's background, legal and policy framework, operational procedures, and key considerations for administering speed safety cameras in support of the city's [Vision Zero](#) goal.

The guide describes Bellevue's data-informed and community-informed approach to identifying and prioritizing SSC locations and establishes procedures for managing the program across multiple city departments. It also outlines best practices for program administration, including community engagement, enforcement, operations, revenue management, performance evaluation, and ongoing program improvement.

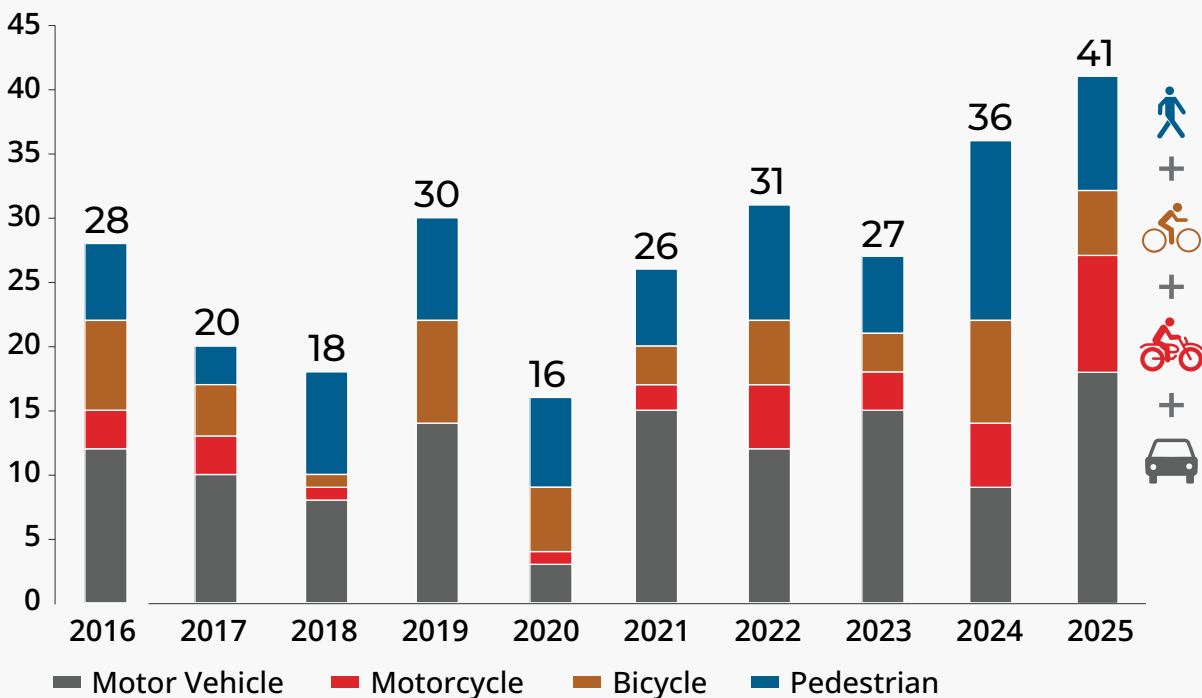
The guide is based on a series of technical memoranda prepared during 2025 and 2026 to support development of Bellevue's SSC program. Those memoranda have been incorporated as appendices and provide the detailed analyses, methodologies, and supporting documentation referenced throughout this guide. The appendices include:

- **Appendix A:** Existing Bellevue Photo Enforcement Program
- **Appendix B:** Legal Framework for Speed Safety Cameras
- **Appendix C:** Speed Safety Camera Location Evaluation
- **Appendix D:** Community Engagement Plan
- **Appendix E:** Enforcement and Operations Plan
- **Appendix F:** Program Evaluation Plan

The appendices are included as Volume 2 of the SSC Program Operations Guide.

INTRODUCTION

Improving traffic safety remains a top priority for the City of Bellevue. The city continues to implement a [Safe System approach](#) in support of its Vision Zero goal. However, fatal and serious injury (FSI) crashes have increased in recent years (see Figure 1).



Source: WSDOT Collision Data (2016-2025)

Figure 1: Bellevue's FSI Crashes by Year

Contributing factor analysis (see [Figure 2](#)) compares 2025 crash contributing factors (orange) to the prior 10-year average (blue) and shows worsening trends across multiple factors. Speeding is the leading contributor to severe crashes, increasing to 12 incidents in 2025 compared to a 10-year average of 3.9. These trends underscore the need to intensify layered speed management strategies that reduce both the likelihood of a crash occurring and the severity of injuries when crashes do occur.

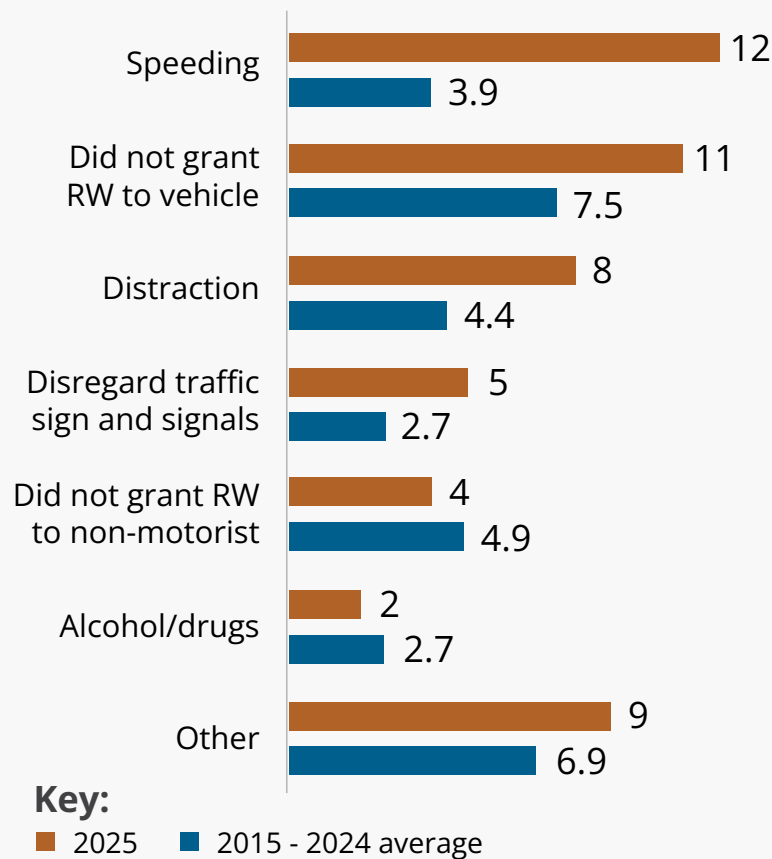


Figure 2: FSI Crash Contributing Factor 2025 vs. 2015-2024 10-Year Average

Education and engineering strategies remain foundational to the Safe System Approach; however, they are most effective when paired with complementary enforcement tools. Automated safety enforcement (ASE) technologies provide an additional mechanism to improve compliance by using automated systems to detect violations of posted traffic laws, capture vehicle registration information, and issue citations to violators. Common applications include red light cameras, school bus stop-arm enforcement, and speed safety cameras. Speed safety cameras (SSCs) specifically identify vehicles exceeding posted speed limits and issue citations to drivers traveling significantly above the enforcement threshold.

Nationally, SSCs have been shown to reduce speeding and improve overall traffic safety outcomes. Research indicates that [speed cameras can reduce total crashes by up to 54 percent and injury crashes by 47 percent](#). One study of a high-risk corridor in Philadelphia estimated that [camera enforcement prevented as many as 20 crashes per month and up to 1.4 deaths monthly](#). In the same study, speeding violations declined by more than 90 percent following installation. Across the broader body of research, evaluations of SSC programs consistently show similar safety benefits. Figure 3 highlights the safety benefits of SSCs.

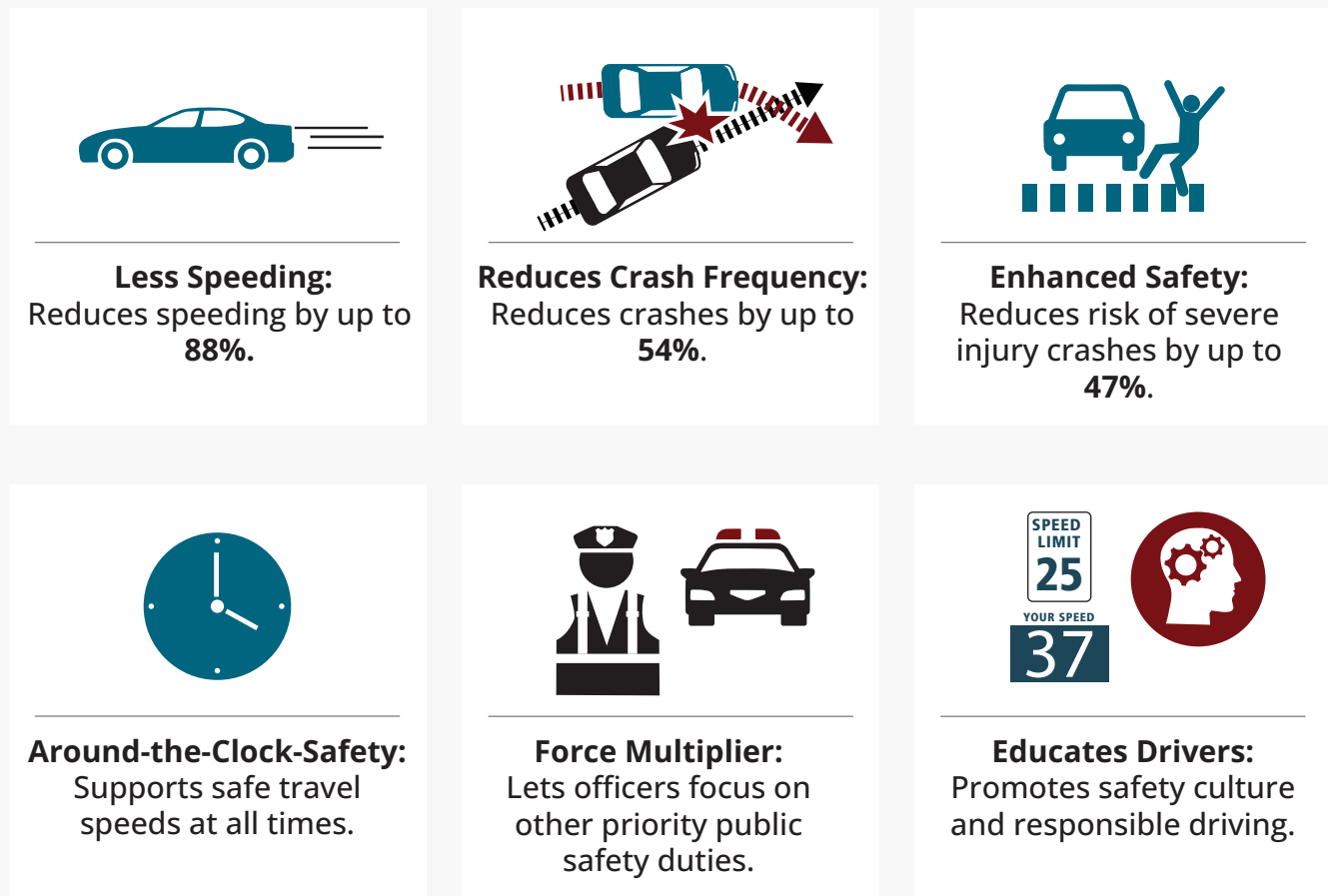


Figure 3: Safety Benefits of Speed Safety Cameras

According to the [Federal Highway Administration \(FHWA\)](#), SSCs are an effective countermeasure for addressing speeding and road safety concerns and can complement other speed management strategies. In the hierarchy of safety controls developed for [Bellevue's Vision Zero Strategic Plan](#) (see [Figure 4](#)), SSCs are considered an administrative control. They influence driver behavior by increasing compliance with posted speed limits through automated enforcement rather than by physically changing the roadway environment. While SSCs can reduce speeding and can be implemented relatively quickly compared with many infrastructure improvements, they do not replace engineering treatments that create [self-enforcing streets](#). As such, speed safety cameras are an important complementary component of a comprehensive Safe System strategy and, where appropriate, can serve as an interim countermeasure while longer-term engineering improvements are planned or implemented.

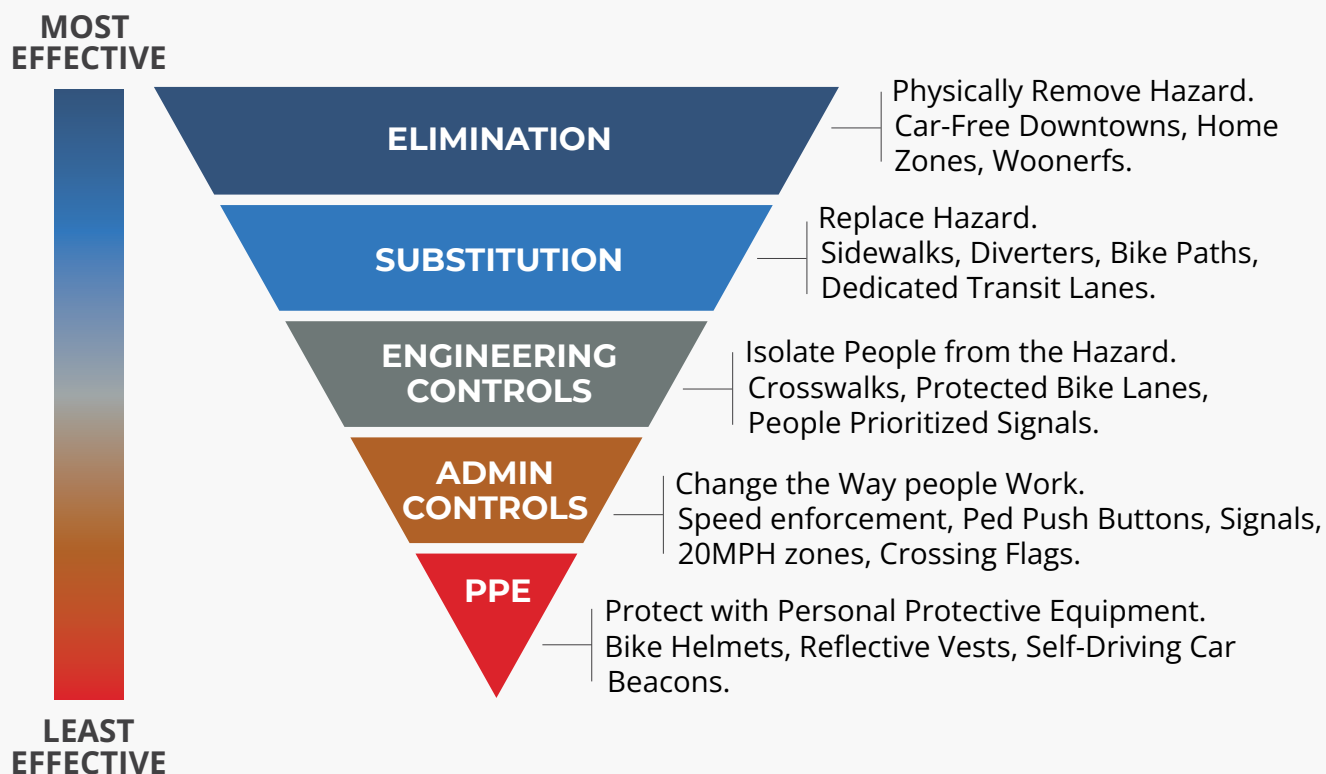


Figure 4: Hierarchy of Street Safety Controls; from Bellevue's Vision Zero Strategic Plan

The FHWA [Speed Safety Camera Program Planning and Operations Guide](#) (2023) provides the following guidance on program intent:

"The primary function of a SSC program is to address speeding-related safety problems within a jurisdiction that cannot be addressed more effectively with other countermeasures. A SSC program should be one component of an agency's speed management efforts, which in turn, may be a component of a broader, strategic traffic safety vision. Plans such as Vision Zero, strategic safety plans, or speed management plans may articulate the longer-term vision and goals for traffic safety and speed management. The SSC program can draw from those plans to develop appropriate goals for the program."

While SSCs are a valuable component of a comprehensive safety strategy, they are not intended to be the primary or permanent mechanism for achieving long-term safety outcomes. Instead, SSCs should complement Bellevue's broader suite of engineering, education, and enforcement strategies within the Safe System Approach. This integrated approach supports the city's Vision Zero goal of eliminating fatal and serious injury crashes. This Program Operations Guide outlines how Bellevue can expand its SSC program with a focus on safety outcomes while also leveraging it to support durable, long-term solutions to speeding-related severe crashes.

Chapter 1

Existing Practices and Program Purpose

This chapter provides an introduction and background to the City of Bellevue's SSC program. It describes the program's purpose, explains how this guide should be used, and summarizes the historical development of automated enforcement in the city.

Program Purpose and Use of this Guide

Bellevue's SSC program is one component of the city's broader Safe System approach to Vision Zero, which seeks to eliminate fatal and serious injury crashes on city streets. The program is intended to complement—rather than replace—engineering, education, and other enforcement strategies by addressing persistent speeding on arterial streets with a documented history of speed-related safety issues.

Consistent with FHWA guidance on automated enforcement, SSCs are used as a targeted speed management tool to encourage compliance with posted speed limits, reduce excessive speeding, and improve safety outcomes, particularly where traditional countermeasures alone have not fully addressed risk conditions. SSC program revenues are reinvested in transportation safety improvements, including permanent speed management and crash-reduction countermeasures.

Bellevue's SSC Program is intended to function as a transportation safety program rather than

solely an enforcement program. The primary objective of the program is to reduce speeding-related crashes and support implementation of the city's Vision Zero Action Plan. Permanent roadway design improvements remain Bellevue's preferred long-term strategy for achieving sustained speed management. SSCs can help the city accelerate the pace of permanent roadway design improvements while also having the ability to quickly target safer speeds at key crash hot-spots.

This Program Operations Guide serves as the primary internal reference for city staff responsible for planning, implementing, operating, and evaluating the SSC program. It includes guidance on managing the contracted vendor responsible for SSC deployment and citation processing, as well as internal roles and responsibilities across city departments.

The guide consolidates key findings, decisions, and procedures developed through program planning and implementation. Supporting technical analyses, methodologies, and documentation are contained in the appendices and are referenced throughout.

Staff may use this Program Operations Guide to:

- Identify the step-by-step process to deploy, operate, maintain, expand, and evaluate SSC systems over time;
- Reference standardized procedures for enforcement, operations, vendor oversight, interdepartmental coordination, staffing roles, and data management;
- Understand the legal framework, operational constraints, and policy considerations governing SSC use, including transparency and accountability requirements.

Background

The City of Bellevue has utilized automated traffic safety camera enforcement (ASE) since 2009. Building on this experience, the city is advancing toward a more systematic and data-informed approach to automate speed enforcement, including expanded use of SSC systems enabled by [Washington State legislative updates in 2024](#).

Following changes in state law in 2009, the city implemented its initial ASE program, installing three red light cameras and two school speed zone camera systems. School zone cameras are SSC systems that operate only during active school hours when students are arriving or leaving campus, as coordinated between the Transportation Department and the Bellevue School District. Based on observed reductions in speed violations at the initial locations, the program was expanded in 2014 to a total of six red light camera locations and three school speed zone locations. Since that time, the core program structure has remained unchanged. [Figure 5](#) shows one of the city's existing school zone speed camera enforcement areas along NE 8th Street near Stevenson Elementary School.

In 2025, Bellevue ASE systems issued 30,260 citations. Under current operations, potential

violations are reviewed by trained city staff within the Police Department. Confirmed violations result in citations issued to vehicle owners, which may be paid or adjudicated through the King County District Court (KCDC) system.

Camera systems are operated under contract with a third-party vendor. City staff retain oversight responsibility for program performance, data governance, quality assurance, and compliance with applicable legal, contractual, and policy requirements.

Additional details on the existing ASE program – including deployment history, system location maps, citation trends by site, and associated data – are provided in **Appendix A: Existing Bellevue Automated Traffic Safety Camera Program**.

Program Elements

Updates to Washington State law in 2024 expanded the authorized use of SSCs by local jurisdictions and provided additional clarification regarding enforcement authority, equity considerations, data reporting, and the use of program revenues.

In [December 2025](#), Bellevue City Council affirmed staff recommendations to expand SSC deployment to address both regulatory speed violations (violations of posted speed limits) and school speed zone violations (violations of reduced speed limits in active school zones). This direction reflects the city's prioritization of addressing observed increases in fatal and serious injury crashes and the need for a comprehensive speed management strategy.

The SSC Program Operations Guide is organized around the following core elements:

- **Location Identification:** A data-driven process to identify and prioritize SSC locations based on crash history, speed patterns, and equity considerations;

- **Public Engagement:** Procedures to support transparency and meaningful community engagement related to site selection, program operations, enforcement practices, and future program adjustments;
- **Enforcement:** Defined enforcement protocols, including speed thresholds, warning periods, signage requirements, and citation issuance procedures;
- **Operations:** A framework for vendor management, staffing roles, training, equipment deployment, data governance,

system maintenance, and system expansions and modifications;

- **Financials:** Policies governing revenue allocation, reporting, and public transparency;
- **Evaluation:** A performance monitoring framework to assess safety outcomes, operational effectiveness, equity impacts, and long-term program performance.

Subsequent chapters of this guide provide detailed procedures and operational guidance for each of these program elements, with references to supporting appendices where appropriate.



Figure 5: Existing School Zone Speed Camera at NE 8th Street near Stevenson Elementary School

Chapter 2

Legal and Regulatory Framework

This chapter describes the legal authority and regulatory framework governing Bellevue's SSC program. It summarizes applicable state and local laws, explains how speed safety camera citations are administered under Washington law, and outlines the legal responsibilities of vehicle owners, renters, and the city.

Legal Authority

Washington State provides the majority of the legal authority related to SSCs, but Bellevue's City Code was amended to comply with state law and provide additional context. Additional detail regarding legal analysis is provided in **Appendix B: Legal Framework for Speed Safety Cameras**.

State Authority

Washington State law authorizes local jurisdictions to deploy and administer SSC systems. Legislative changes adopted in 2024 expanded the authorized use of automated speed enforcement and established a comprehensive statutory framework governing where SSCs may be deployed and how programs must be administered.

Chapter 46.63 RCW establishes requirements related to:

- Adoption of a local ordinance authorizing SSC use;
- Data analysis supporting camera deployment, including speeding, crash, and equity considerations;

- Annual reporting to the Washington State Legislature;
- Signage, image capture, citation processing, and notice requirements;
- Authorized use of SSC revenues;
- Permitted locations and operational requirements for SSC systems.

Under Washington law, SSC violations are civil traffic infractions rather than criminal offenses. As a result, violations do not become part of a driver's record and do not affect automobile insurance rates. State law also establishes the procedural and due process requirements that must be followed when issuing and adjudicating citations.

[Attachment A](#) summarizes each applicable RCW provision and describes how Bellevue's SSC program complies with state requirements.

Local Authority

In December 2025, the Bellevue City Council adopted [Ordinance No. 6892](#), amending Chapter 11.49 of the Bellevue City Code (BCC) to align local regulations with current state law and authorize implementation of the city's SSC program expansion.

The ordinance establishes Bellevue's local legal framework for administering the program, including provisions related to:

- Authorization of automated traffic safety cameras, including SSCs;
- Administrative and enforcement responsibilities;
- Civil penalty amounts;
- Vendor contracting requirements and restrictions;
- Procedures consistent with state law.

City staff are responsible for ensuring that program implementation and ongoing operations comply with both the RCW and BCC.

The City Council also adopted [Resolution No. 10564](#) in December 2025, identifying the initial

priority corridors and seven locations for SSC deployment. The resolution approved Bellevue's methodology for selecting future SSC locations and authorized the Transportation Department to oversee future program expansion and modifications.

Identifying Speeding Violations and Issuing Notices of Infraction

Several steps occur between detecting a speeding violation and resolving a citation. Figure 6 illustrates the overall citation lifecycle, identifying the roles and responsibilities of the City of Bellevue, the automated enforcement vendor, and the King County District Court (KCDC). The figure also highlights the major decision points and potential outcomes, from initial violation detection through final case disposition.

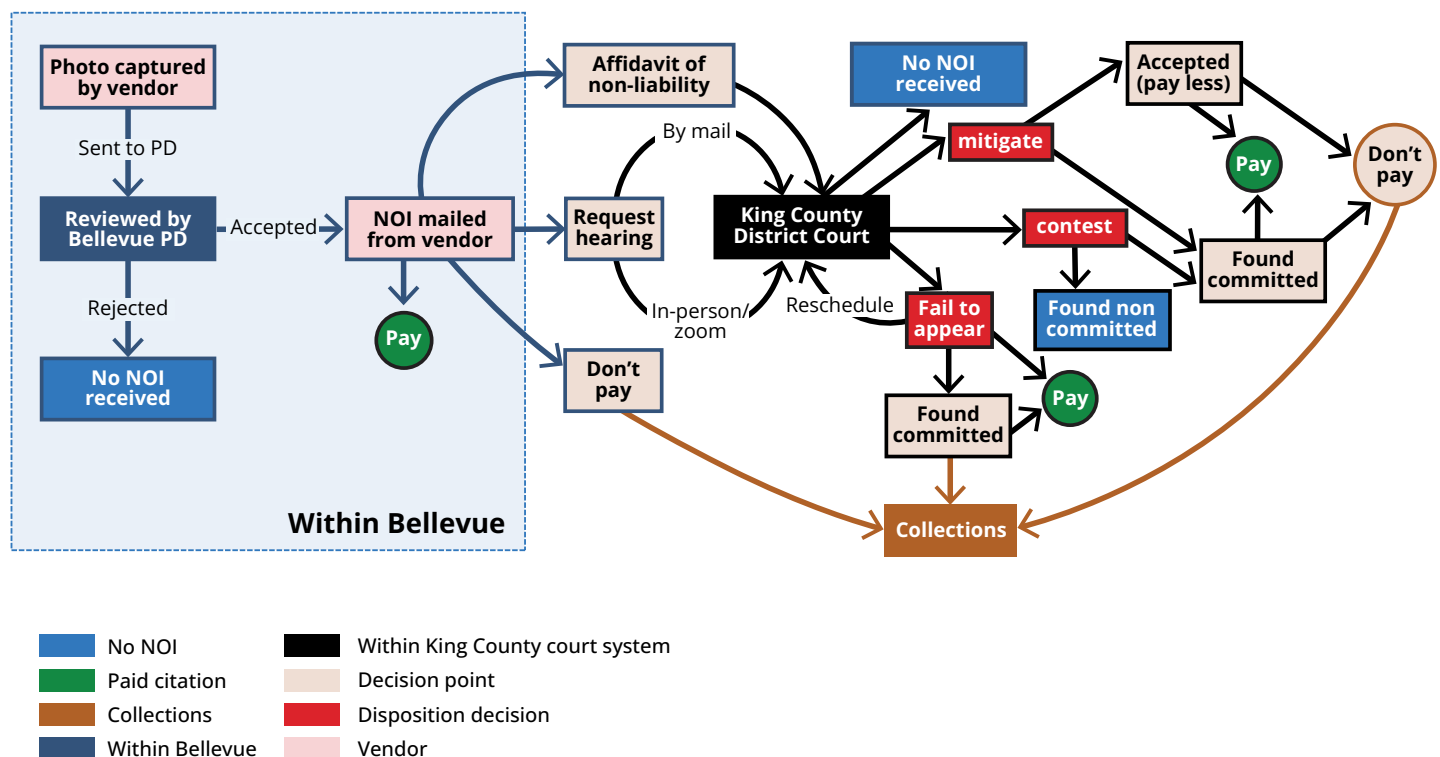


Figure 6: Existing ASE Violation Review and Notice of Infraction Process

The process begins when a SSC captures photographic or video evidence of a vehicle exceeding the established enforcement threshold. Consistent with Bellevue's existing school speed zone camera program, SSCs identify potential violations for vehicles traveling 8 mph or more above the posted speed limit. The vendor securely transmits the captured images and associated data to the Bellevue Police Department for review.

Trained Bellevue Police Department staff review each potential violation to verify that the images satisfy all legal and procedural requirements before a Notice of Infraction (NOI) is authorized. If the evidence does not support enforcement or fails to meet statutory requirements, an NOI is not issued and all photographic evidence is deleted.

For approved violations, the vendor mails the NOI to the registered owner of the vehicle on behalf of the city. As required by state law, the NOI includes:

- Date, time, and location of the infraction;
- Posted speed limit and recorded vehicle speed;
- Information describing how to respond to, contest, or mitigate the infraction.

State law also requires the NOI to include information regarding reduced penalties available to qualifying low-income recipients for an initial NOI and subsequent NOIs issued within the applicable statutory period.

Upon receiving an NOI, the registered owner may pay the fine, request a hearing through the King County District Court, or submit an affidavit of non-liability, as provided under Washington law. Washington law establishes a rebuttable presumption that the registered owner was the person in control of the vehicle at the time of the violation. The owner may rebut this presumption by submitting a sworn statement to the court

stating that the vehicle was stolen or was in the care, custody, or control of another person.

Similarly, rental vehicle companies may submit an affidavit identifying the individual who rented the vehicle when the violation occurred. Responsibility for the citation may then be transferred in accordance with court procedures.

The KCDC is responsible for adjudicating contested NOIs, conducting hearings, determining whether speeding violations were committed, collecting civil penalties, applying low-income adjustments, and referring unpaid NOIs for collection when appropriate. Depending on the outcome of the court process, an NOI may be paid, mitigated, dismissed, or found to have been committed.

Bellevue staff are not directly involved in the adjudication process. However, the city may periodically request summary information from KCDC regarding citation dispositions, contested hearings, and mitigation outcomes to monitor program performance and identify opportunities to improve SSC operations, such as camera placement, signage, public education, or other operational practices.

Operational procedures for enforcement and program administration are described in [Chapters 5 and 6](#) of this guide.

Equity, Transparency, and Due Process

[Washington State law](#) and [Bellevue City Code](#) establish requirements intended to promote equitable implementation, transparency, and protection of due process rights.

Equity Considerations

State law requires jurisdictions to consider equity when identifying and prioritizing SSC locations. Analyses must evaluate potential impacts related to livability, accessibility, economics, education, and environmental health.

Bellevue incorporates equity considerations into its location selection methodology through analysis of crash history, speed data, and demographic indicators. [Chapter 3](#) describes the city's community engagement and equity strategy, while [Chapter 4](#) explains the methodology used to identify and prioritize SSC locations.

Transparency, Accountability, and Due Process

State law requires jurisdictions operating SSC programs to maintain transparent public communication regarding camera locations, enforcement practices, program performance, and future program modifications. [Chapter 7](#) describes Bellevue's reporting and transparency practices, including publication of program performance metrics and required reporting to the State.

State law also establishes procedural safeguards intended to protect the due process rights of individuals receiving SSC NOIs and to ensure they have meaningful opportunities to understand, respond to, and contest infractions verified by city staff. As described earlier, the city, its vendor, and the KCDC have clearly defined roles and timelines to ensure proper review of potential speeding violations, timely notification of registered vehicle owners, and a pathway to contest or mitigate the NOI.

Privacy and Data Protection

Washington State law limits the collection, use, retention, and disclosure of images and data captured by SSC systems. Images and associated data collected through automated enforcement may be used only for administering traffic

infractions and may not be used for unrelated surveillance or law enforcement purposes.

Additional privacy, data retention, and information security requirements are described in [Chapter 6](#) and **Appendix E: Enforcement and Operations Plan**.

Use of Revenues

Washington State law and the Bellevue City Code restrict how revenues generated through SSC enforcement may be used. After payment of authorized costs associated with program administration, adjudication, and vendor services, net revenues must be invested in transportation safety projects and programs.

State law also prohibits vendor compensation from being based solely on the number of citations issued or the amount of fines collected. Vendor compensation must instead reflect the equipment and services provided under the city's contract.

Beginning four years after a fixed SSC system is placed into operation, 25 percent of net program revenues must be deposited into the state's Cooper Jones Active Transportation Account. Transportable SSC systems that are relocated at least every four years, and fixed SSC systems removed before reaching four years of operation, are exempt from this requirement.

As state and local laws evolve, this Program Operations Guide will be updated to reflect current statutory requirements. Financial management, revenue distribution, and required reporting are described in greater detail in [Chapter 7](#).

Chapter 3

Community Engagement and Equity Strategy

This chapter summarizes Bellevue's strategy for community engagement and equity throughout the planning, implementation, operation, and evaluation of the SSC program. The strategy is intended to promote transparency, build public trust, encourage meaningful community participation, and ensure that program decisions reflect both community input and the city's Vision Zero goals.

Engagement Purpose and Approach

Community engagement is a core component of Bellevue's SSC program. The city recognizes that successful automated speed enforcement depends on maintaining public confidence through clear communication, transparency, and ongoing opportunities for public participation.

Community engagement supports the SSC program by helping the city:

- Increase public understanding of the purpose of the SSC program, including how camera systems operate, how citations are processed, and how violations are adjudicated;
- Communicate the data-informed methodology used to identify and prioritize camera locations;
- Build transparency around program performance, safety outcomes, and the use of program revenues;
- Identify community concerns related to equity, fairness, privacy, and due process; and

- Inform future program modifications, expansion decisions, and transportation safety investments.

Community engagement is an ongoing process that extends beyond initial deployment and continues throughout program operations and future expansion.

Initial Program Development

During development of the SSC program in 2025, Bellevue conducted a comprehensive public engagement process using both online and in-person outreach to gather input on proposed program expansion, candidate camera locations, and community priorities. [Figure 7](#) and [Figure 8](#) show staff at the International Festival and a farmers market. Several consistent themes emerged during the planning process:

- Support for deploying SSCs at locations with documented speeding and crash histories;
- Strong support for school speed zone cameras;

- Concerns regarding privacy protections, affordability of fines, impacts on low-income households, and government oversight; and
- Support for reinvesting program revenues in transportation safety improvements.

Community feedback informed multiple aspects of the SSC program, including site selection criteria, fine reduction approaches, staff oversight, data transparency, and revenue reinvestment strategies.

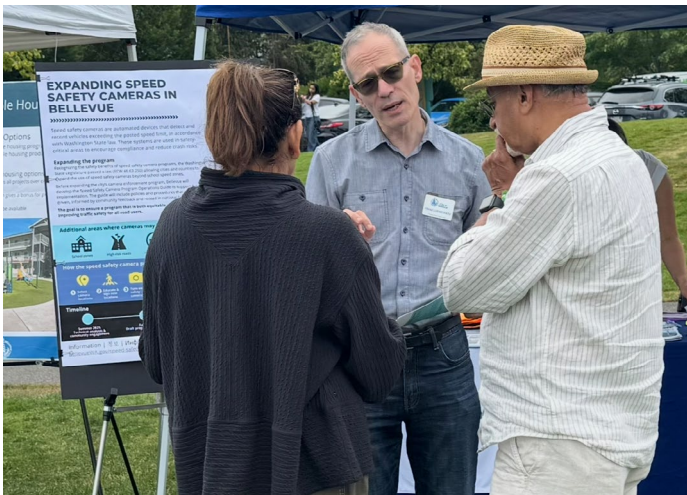


Figure 7: Staff tabling at Bellevue International Festival, 2025

Ongoing Engagement During Program Operations

Community engagement will continue after SSC deployment to promote transparency, accountability, and continuous program improvement. Bellevue will maintain public-facing communication channels to provide program updates, receive questions, and gather community feedback.

Ongoing engagement activities may include:

- Publishing program updates through the city website;
- Reporting on safety outcomes, citation trends, and program performance;

- Soliciting community input regarding future SSC locations;
- Notifying the community of any new, relocated, or removed SSCs;
- Communicating how program revenues are invested in transportation safety improvements; and
- Providing opportunities for ongoing public feedback.

Bellevue staff will periodically review community input to identify emerging concerns, evaluate communication needs, and identify opportunities to improve program operations.

Equity Strategy and Community Accessibility

Bellevue's SSC program incorporates equity considerations throughout community engagement, site selection, implementation, and program evaluation. The city is committed to providing engagement opportunities that are accessible, inclusive, and representative of Bellevue's diverse community.

Equity strategies include:

- Providing accessible online and in-person engagement opportunities;
- Making information available in multiple languages and accessible formats;
- Conducting outreach to historically underserved communities;
- Considering demographic and equity indicators during site selection; and
- Monitoring program outcomes for potential disproportionate impacts related to enforcement and revenue reinvestment.

Additional information regarding Bellevue's equity analysis and site selection methodology is provided in [Chapters 4](#) and [8](#).

Future Evaluation of Public Awareness

The long-term success of the SSC program depends on maintaining public confidence through transparency, accountability, and demonstrated safety benefits. Public awareness and community acceptance should be evaluated throughout the life of the program, particularly as SSC deployment expands or operational practices evolve.

Bellevue will periodically evaluate the effectiveness of its public engagement and communication efforts and, as appropriate, adjust its outreach strategies to improve public understanding and participation. As the SSC Program expands, community engagement activities may include:

- Publishing transparent program performance reports;
- Implementing targeted communications and public education campaigns;
- Conducting outreach through community organizations and stakeholder groups;
- Holding public meetings and stakeholder discussions; and
- Administering surveys to evaluate public awareness, perceptions, and program effectiveness.

Detailed engagement strategies and evaluation approaches are provided in **Appendix D: Community Engagement Summary (2025)**.



Figure 8: Staff Describing the SSC Program at the Crossroads Farmers Market

Chapter 4

Site Selection and Analysis

This chapter describes Bellevue's data-informed methodology for identifying, prioritizing, and implementing SSC locations. The methodology integrates crash history, speeding data, the city's High Injury Network (HIN), engineering considerations, equity analyses, community input, and operational constraints to identify locations where SSCs are expected to provide the greatest safety benefit. The chapter also identifies the initial SSC locations approved by the Bellevue City Council in December 2025.

Statutory Eligibility

Washington State law and the Bellevue City Code authorize SSC deployment only at specific eligible locations. These include:

- School speed zones and school walk areas;
- Hospital speed zones;
- Public park speed zones;
- High-speed zones that include segments or corridors with documented speeding-related safety risk, as defined by state law; and
- Other locations expressly authorized under RCW 46.63 and corresponding BCC provisions.

Locations that do not meet these statutory eligibility requirements are not eligible for SSC deployment.

Based on Bellevue's geographic information system (GIS) analysis, approximately 99 percent of the city's arterial street network falls within one or more of the school speed, school walk,

hospital, or public park zones authorized under state law and summarized in [Table 1](#) and [Figure 9](#) below. Consequently, the city's initial SSC deployment does not rely on the statutory provisions governing high-speed zones, including the associated population-based limitations on the number of cameras.

Screening Criteria

Although most arterial streets satisfy statutory eligibility requirements, additional screening is necessary to identify locations where SSCs are expected to have the greatest safety benefit. Consistent with FHWA best practices and community input, Bellevue developed three primary screening criteria during program development:

- **High-Speeding Crash Network:** A variant of Bellevue's High Injury Network (HIN) identifying roadway segments with the highest concentration of speeding-related fatal and serious injury crashes.

- **Speeding Risk Network:** Corridors where speed data indicate a high prevalence of excessive speeding.
 - **Camera Spacing:** Target spacing of approximately 0.5 and 1.0 miles between SSC
- locations to maximize the safety “halo effect” while balancing deployment costs.

Application of screening criteria identified 93 preliminary candidate locations for further evaluation. These locations are shown in [Figure 10](#).

Zone	Washington State Definition
HOSPITAL SPEED ZONE	A marked area within hospital property and extending up to 300 feet beyond the hospital property boundary, where the area is consistent with hospital use and is signed as a hospital speed zone. "Hospital" has the same meaning as identified in RCW 70.41.020.
PUBLIC PARK SPEED ZONE	A marked area within public park property and extending up to 300 feet beyond the park property boundary, where the area is consistent with active park use and is signed as a public park speed zone.
SCHOOL SPEED ZONE	A designated speed zone that may extend up to 300 feet beyond the boundary of a school or playground property, limited to areas consistent with active school or playground use.
SCHOOL WALK ZONE	Roadways within a one-mile radius of a school that students use to travel to and from school by walking, bicycling, or other forms of active transportation.
HIGH-SPEED ZONES ¹	Roadway segments or corridors determined by the local legislative authority to have elevated crash risk associated with excessive vehicle speeds. State law limits deployment in category to one camera per 10,000 residents.

Source: RCW 46.63.210, RCW 46.63.250(3)

Note: ¹ Based on the city’s GIS analysis, none of Bellevue’s planned SSC locations rely solely on the statutory authority for high-speed zones. Accordingly, the state limitation of one high-speed zone camera per 10,000 residents does not apply to Bellevue’s SSC program.

Table 1: Authorized Zones for Automated Traffic Safety Cameras

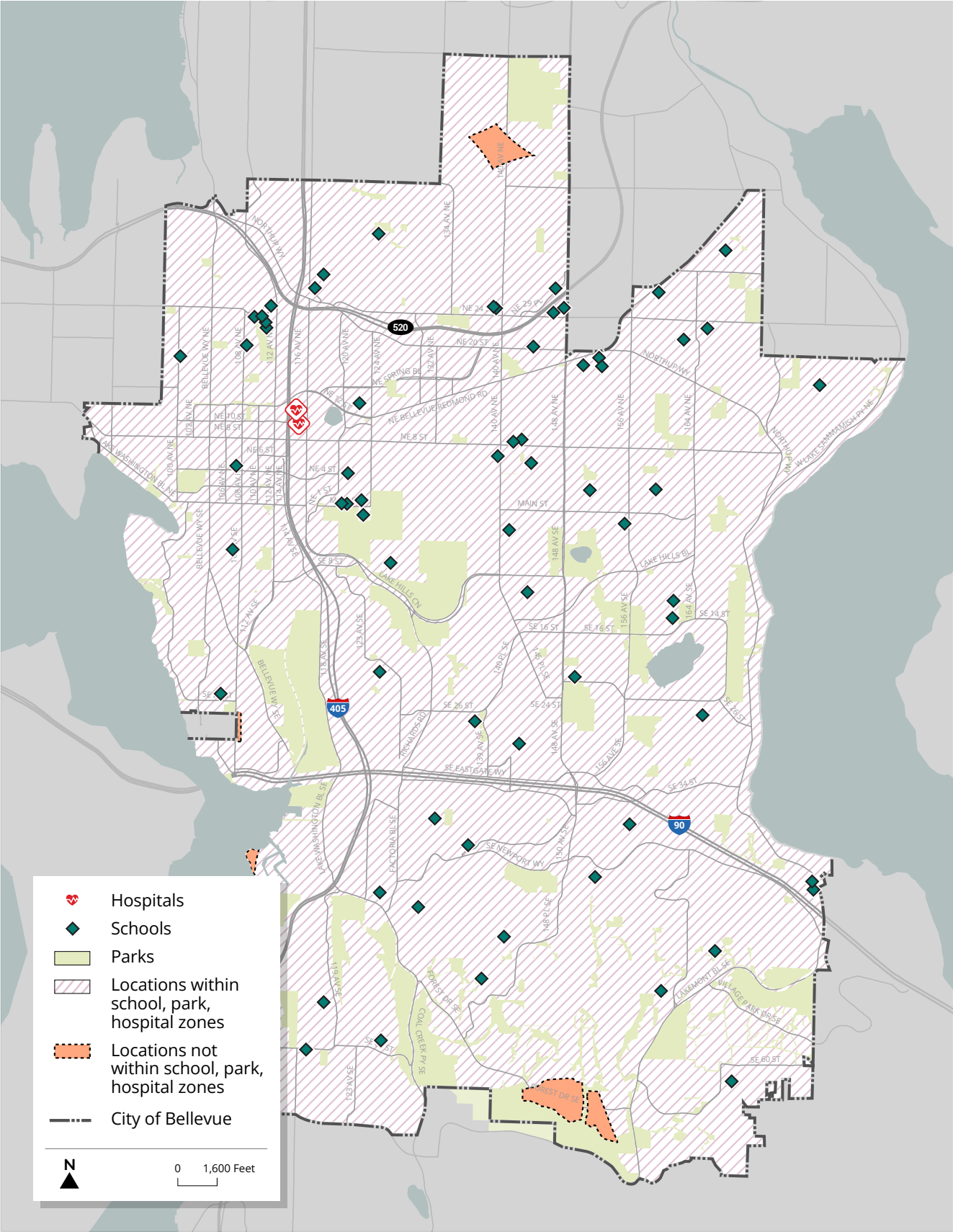


Figure 9: RCW Eligible SSC Locations

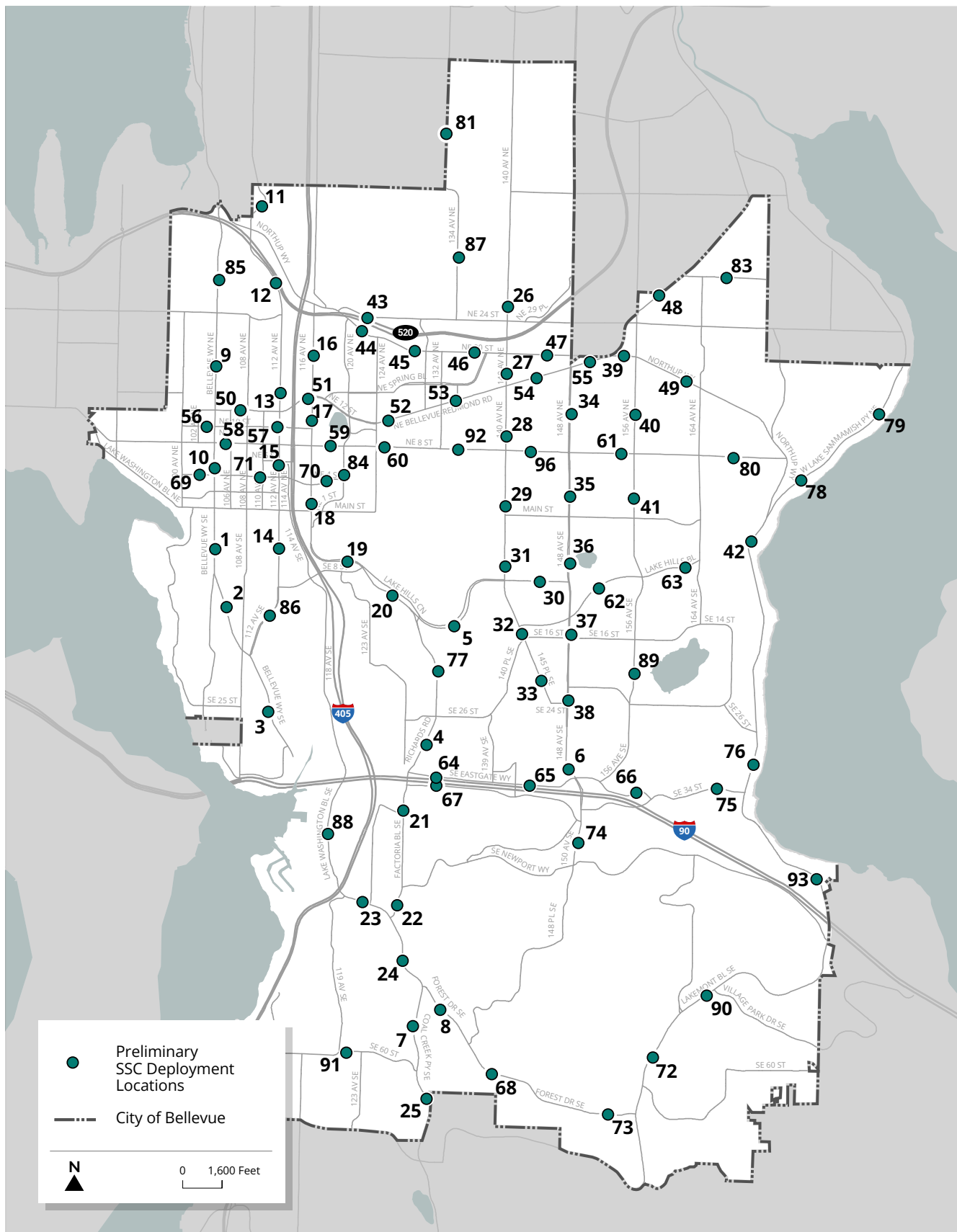
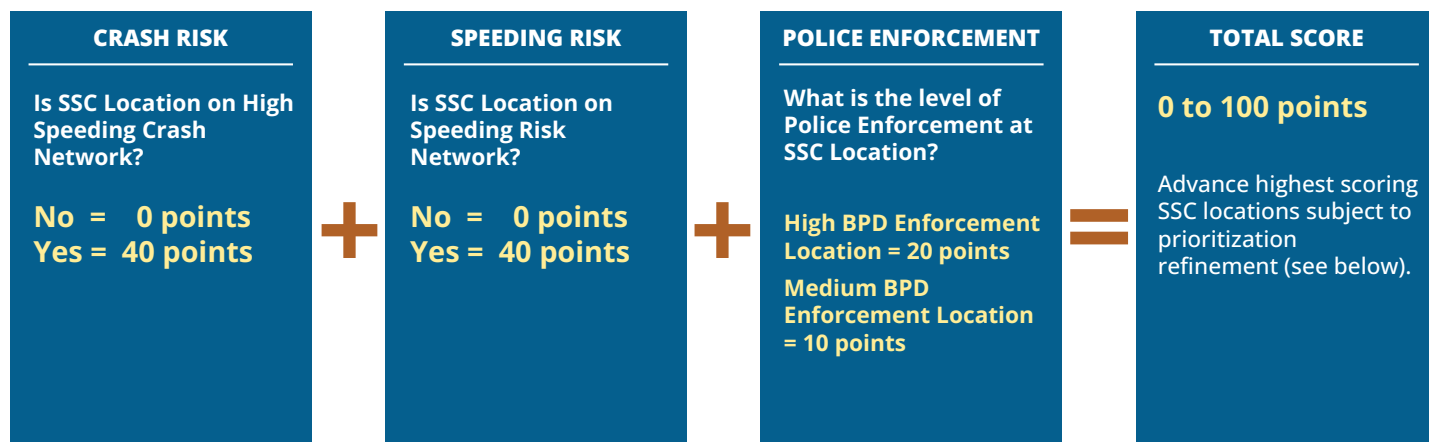


Figure 10: Preliminary SSC Deployment Locations

PRIORITIZATION SCORING



REFINE PRIORITIZATION RESULTS

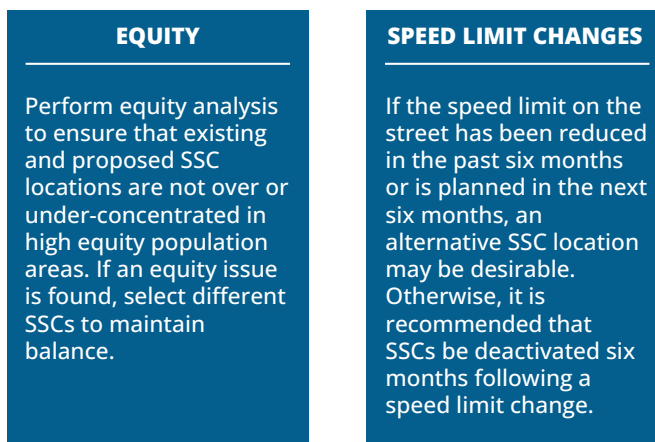


Figure 11: SSC Prioritization Framework Flow Chart

Refined Prioritization

While the initial screening identified 93 candidate SSC locations, implementing all locations simultaneously is not feasible given staffing resources, court capacity, and other operational considerations. Accordingly, Bellevue developed a second-stage prioritization process to support phased implementation. In addition to the High-Speeding Crash Network and Speeding Risk Network described above, the refined prioritization considered the following criteria:

- Police Officer Citations:** Streets with a high concentration of police-issued speeding citations over the previous eight years were considered during prioritization. Police enforcement data help identify locations with persistent speeding concerns and complement the city's crash and speed data analyses.
- Speed Limit Changes:** Streets with recently implemented speed limit changes are generally not prioritized for SSC deployment until drivers have had sufficient time to adjust to the new posted speed limit. Similarly, if the

posted speed limit changes at an existing SSC location, SSC enforcement may be temporarily suspended to allow drivers time to adjust to the new speed limit before enforcement resumes.

- **Equity Analysis:** The RCW and BCC require an equity analysis as part of the SSC site selection process. Although state and city law do not prescribe a specific methodology, Bellevue evaluates the geographic distribution of candidate locations to help ensure that SSCs are not disproportionately concentrated in or excluded from areas with higher equity needs.

Note: Bellevue used the Mobility Implementation Plan Equity Composite Index to support the equity analysis. Based on the 2025 evaluation conducted during program development, the proposed SSC locations were found to be geographically balanced relative to the distribution of equity indicators across the city.

Figure 11 summarizes the refined site prioritization methodology.

Initial Deployment

In December 2025, the Bellevue City Council adopted Resolution No. 10564, authorizing the initial deployment of 14 cameras at seven SSC locations. The selected locations:

- Ranked highly through the prioritization process;
- Were geographically distributed throughout Bellevue;
- Satisfied statutory eligibility requirements;
- Met equity objectives; and
- Passed a detailed engineering review to verify that each location could accommodate camera equipment, required signage, ADA accessibility, and appropriate sight lines for accurate speed enforcement.

Because the initial deployment was designed for rapid implementation, the majority of Phase 1 installations utilize transportable camera systems. Table 2 and Figure 12 identify the approved Phase 1 locations.

Location ID	Location Details
3	Bellevue Way SE: Near South Bellevue Station
7	Coal Creek Pkwy SE: Between Forest Drive SE and SE 60th Street
8	Forest Drive SE: Between SE 54th Place and Coal Creek Pkwy
16	116th Ave NE: Between NE 21st Street and the 1800 block of 116th Ave NE
34	148th Ave NE: Between NE 13th Place and NE 10th Place
68	Forest Drive SE: Between 138th Ave SE and SE 60th Street
80	NE 8th Street: Between 167th Ave NE and 168th Place NE

Table 2: Initial SSC Deployment Location Details

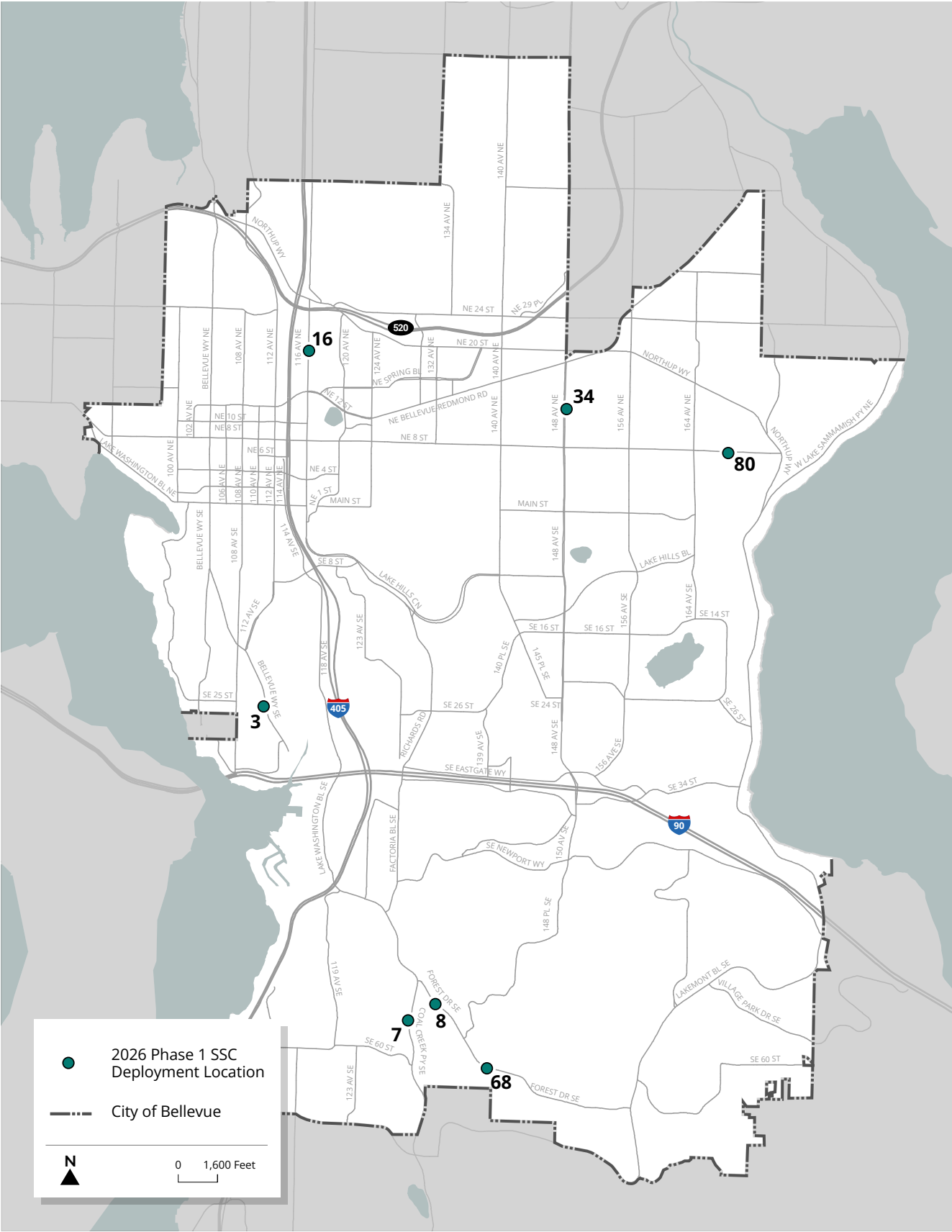


Figure 12: 2026 Phase 1 SSC Deployment Locations

Future Deployments – Technical Considerations

Bellevue intends to expand the SSC program through a phased implementation approach. Future SSC deployments do not require any City Council action or amendments to the ordinance that authorized SSCs in Bellevue. Per City Council direction, future deployments will follow the site selection methodology described in this chapter while incorporating updated crash and speed data, engineering analyses, equity evaluations, operational experience, and community input. City staff will periodically review these data sources and apply the prioritization framework shown in [Figure 12](#) to identify candidate locations for future camera deployments and relocations.

As of 2026, four additional deployment phases have been identified as part of Bellevue's long-term implementation strategy. The timing of each phase is expected to be driven primarily by available staff capacity, with each phase anticipated to require approximately one additional full-time equivalent (FTE) city staff member to support violation review and program administration. The timing and extent of future expansion will also consider KCDC staffing, as negotiated through the city-county agreement related to ASE adjudication. Future phases have undergone preliminary engineering, equity, and prioritization review. [Figure 13](#) illustrates the planned phased deployment strategy.

The timing and sequencing of future deployment phases will depend on several factors, including:

- **Staffing Capacity:** Bellevue's ability to hire and train staff to support violation review, program administration, and maintenance, as well as KCDC's ability to accommodate additional adjudication and processing.
- **Site Readiness:** Engineering, permitting, utility coordination, or other site-specific implementation considerations.
- **Geographic Distribution:** Deployment phases shown in [Figure 12](#) may be modified over time to reflect changes in demographics, land use, transportation patterns, or other geographic considerations.
- **Emerging Safety Needs:** Changes in crash patterns, speeding behavior, roadway conditions, or other transportation safety priorities.

As described in [Chapter 8](#), Bellevue will continuously monitor program performance and safety outcomes to evaluate the effectiveness of deployed SSCs and inform future deployment decisions. Candidate locations and implementation priorities may be adjusted over time based on updated data, operational experience, and observed changes in driver behavior. As required by state law, future SSC locations will also consider factors such as livability, roadway noise, accessibility, potential traffic diversion, economic conditions, proximity to equity populations, environmental health, and pedestrian and bicycle level of traffic stress (PLTS and BLTS). These considerations will be reassessed periodically to reflect changing conditions and community needs.

Additional information regarding the site selection methodology and evaluation results is provided in [Appendix C: Speed Safety Camera Location Evaluation](#).

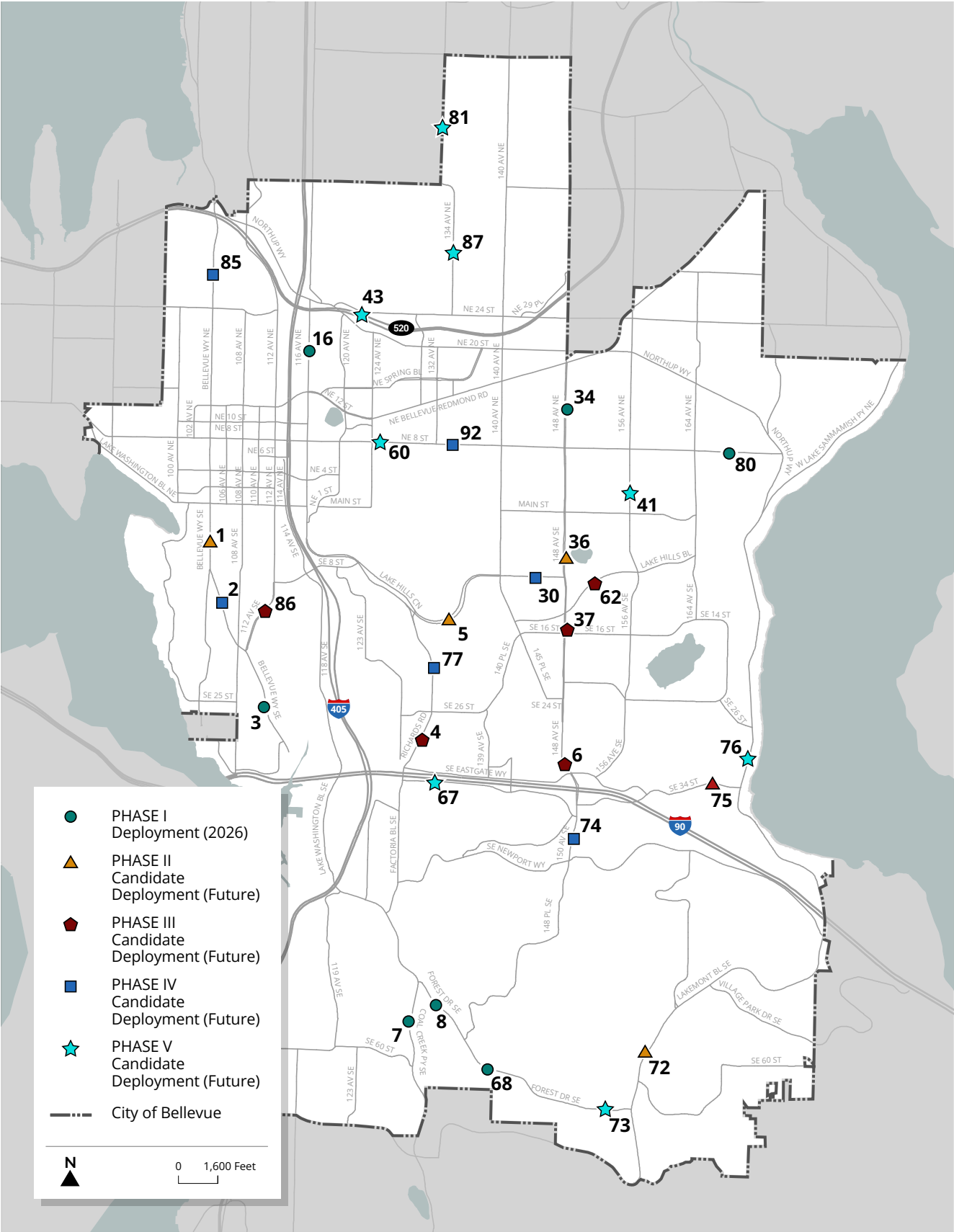


Figure 13: SSC Phased Implementation Plan

Chapter 5

Enforcement and Infractions

This chapter describes Bellevue's procedures for administering SSC enforcement and processing Notices of Infraction (NOIs). It outlines the city's enforcement policies, including violation review, infraction issuance, warning periods, signage, fine structures, and data management. The chapter also summarizes the responsibilities of the Bellevue Police Department (BPD), the Transportation Department, and the city's SSC vendor in administering the program in accordance with Washington State law.

Enforcement Parameters

The BPD is responsible for reviewing and certifying all potential SSC violations prior to issuance of a NOI. The Transportation Department's Vision Zero staff are responsible for overseeing overall program administration and ensuring that enforcement practices comply with applicable state and city requirements.

Table 3 summarizes the primary enforcement procedures that govern Bellevue's SSC program.

Data Retention and Vendor Responsibilities

The city's SSC vendor is responsible for the secure capture, transmission, handling, and temporary storage of data associated with SSC operations and violation processing. The vendor will also

maintain a documented chain of custody for all enforcement data from the time of capture through final adjudication or resolution. Upon request, the vendor will provide audit logs and documentation demonstrating compliance with contractual, legal, and operational requirements.

Images and data collected through SSC systems may be used only for administering speed safety camera enforcement and related speed limit infractions, consistent with RCW 46.63.220(11). Such data may not be used for unrelated surveillance, law enforcement, or other purposes by BPD or any other agency or law enforcement entity.

Additional information regarding vendor responsibilities, data management, enforcement procedures, signage requirements, and equipment installation is provided in **Appendix E: Enforcement and Operations Plan**.

Protocol	Description	Required By State Law?
VIOLATION REVIEW	Potential violations captured by SSCs will be promptly reviewed by BPD to verify that the evidence satisfies all legal and procedural requirements before a NOI is issued. State law (RCW 46.63.220(9)) requires that the NOI be mailed to the registered vehicle owner within 14 days of the violation.	YES
SIGNAGE	Required advance warning signs will be installed and maintained at all fixed and transportable SSC locations before NOIs are issued.	YES
STANDARD FINE AMOUNTS	Upon program launch, fines will be \$124 for violations at non-school locations and \$248 for violations in school speed zones. Fine amounts may be adjusted over time, consistent with state law.	YES – the city fines do not exceed the maximum allowed by state law
REDUCED PENALTIES FOR LOW-INCOME INDIVIDUALS	Fine amounts will be reduced by one-half for individuals who qualify for the low-income reduction under RCW 46.63.220(15). The reduction applies to the initial infraction and any subsequent infraction issued within 21 days of the initial infraction.	YES
ENFORCEMENT THRESHOLD	SSC enforcement will apply to vehicles traveling eight (8) miles per hour (mph) or more above the posted speed limit.	NO
WARNING PERIOD	A thirty (30) day warning period will precede NOI issuance when new SSC locations are activated.	NO

Table 3: Key Enforcement Procedures for Bellevue SSC Program

Chapter 6

SSC Program Operations Plan

This chapter establishes Bellevue's framework for administering the SSC program, and defines the organizational structure, staff responsibilities, vendor oversight, and operational processes necessary to support a safe, effective, and transparent automated speed enforcement program. The chapter describes how city departments and external partners coordinate to implement, operate, monitor, evaluate, and continually improve the SSC program in support of Bellevue's Vision Zero Action Plan.

Staff Roles

The Bellevue SSC program is a multidisciplinary transportation safety program that requires ongoing coordination among multiple city departments, external agencies, and the city's contracted SSC vendor. Program administration extends beyond installation and maintenance of roadside camera infrastructure and includes policy implementation, vendor oversight, financial management, interdepartmental coordination, public communication, performance evaluation, reporting, and long-range planning.

Consistent with the Federal Highway Administration's (FHWA) [Speed Safety Camera Program Planning and Operations Guide](#), Bellevue organizes responsibilities around three complementary functions:

- Program Management, led by the Transportation Department's Mobility Planning and Solutions workgroup, which is responsible for overall program administration, policy implementation, vendor oversight, interdepartmental coordination, performance management, reporting, community engagement, KCDC coordination, revenue tracking and reinvestment planning, and long-range program planning.
- Technical Implementation, led by the Transportation Department's Traffic Engineering workgroup, which is responsible for engineering feasibility reviews, camera siting, infrastructure design, utility coordination, permitting, construction oversight, installation support, equipment relocation, and ongoing maintenance of roadside SSC infrastructure.
- Violation Review, led by the Bellevue Police Department, which reviews violations identified by the city's vendor and identifies those that qualify for a NOI to be issued by the vendor.

Separating these responsibilities allows engineering resources to focus on delivering and maintaining field infrastructure, focuses Police Department efforts on violation review, while ensuring the SSC program continues to operate as a comprehensive transportation safety program with continuous coordination among city departments and external partners.

Table 4 summarizes the roles and responsibilities of the departments and workgroups involved in the SSC program. Additional detail regarding staff responsibilities and operational procedures is provided in **Appendix E: Enforcement and Operations Plan**.

Department or Workgroup	Primary Responsibilities
MOBILITY PLANNING & SOLUTIONS	Overall program administration; vendor management; contract administration; interdepartmental coordination; program policies and procedures; annual work planning; Washington Traffic Safety Commission reporting; City Council support; performance monitoring; data analysis; public reporting; community engagement; revenue tracking and reinvestment planning; program evaluation; long-range planning.
TRAFFIC ENGINEERING	Engineering feasibility review; site selection support; infrastructure design; utility coordination; permitting; signing; field implementation; camera installation support; relocation planning; infrastructure maintenance coordination.
OPERATIONS & MAINTENANCE	Construction oversight and long-term maintenance of infrastructure, including concrete pads, signing, electrical work, and management of on-call contractors.
BELLEVUE POLICE DEPARTMENT	Review and certification of potential violations; enforcement policy coordination; operational coordination related to citation processing.
FINANCE & ASSET MANAGEMENT	Revenue accounting; budget coordination; financial reporting; contract payment administration.
INFORMATION TECHNOLOGY DEPARTMENT	Cybersecurity review; technology integration; information security; network coordination; technical review of vendor systems.
CITY ATTORNEY'S OFFICE	Legal review; contract support; public disclosure guidance; statutory compliance; legal interpretation.
KING COUNTY DISTRICT COURT	Citation adjudication; mitigation and contested hearings; collections; disposition reporting.
SSC VENDOR	Equipment installation; software hosting; maintenance; calibration; reporting; technical support; violation processing support; training; cybersecurity compliance; system documentation.

Table 4: Bellevue SSC Program Roles and Responsibilities by City Department and Workgroup

Program Management Components

The Mobility Planning and Solutions workgroup serves as the Transportation Department's lead for overall SSC program administration. Administration extends beyond day-to-day operations to include strategic planning, vendor oversight, contract administration, legislative compliance, financial management, reporting, public communication, performance monitoring, community engagement, and coordination among city departments and external partners.

Successful program administration requires ongoing collaboration with the Bellevue Police Department (BPD), Traffic Engineering, Operations & Maintenance, Finance and Asset Management (FAM), Information Technology Department (ITD), the City Attorney's Office (CAO), King County District Court (KCDC), and the city's SSC vendor. Responsibility for individual program functions is assigned to the department with the appropriate technical expertise while maintaining centralized program oversight through Mobility Planning and Solutions.

The following sections provide a summary of each program management component. Additional information regarding operational procedures, staff responsibilities, and interdepartmental coordination is provided in **Appendix E: Enforcement and Operations Plan**.

Training on SSC System Technology

Staff from multiple city departments will receive training on SSC program management, oversight, and troubleshooting. The vendor will lead training related to the camera systems, violation review platform, and data management systems. BPD and Transportation will ensure that program staff participate in training before becoming actively involved in SSC program management

or infraction review. Refresher training may be conducted periodically as systems, policies, or operational procedures evolve.

Equipment Installation

Before installation, candidate SSC locations will undergo engineering review by the Transportation Department's Traffic Engineering workgroup and, where applicable, environmental review to confirm site feasibility and compliance with applicable requirements. Once a location is approved for deployment, the Traffic Engineering workgroup will oversee the design of the supporting infrastructure, including site preparation, sign installation, and utility and power coordination for fixed SSC locations.

The Traffic Engineering workgroup will also oversee permitting for SSC infrastructure. Following design approval, the Transportation Department's Operations & Maintenance workgroup will manage infrastructure construction potentially through an on-call contractor. Infrastructure improvements will typically include sign installation and concrete pad construction and may also include electrical work and environmental mitigation, as needed.

Following installation, the Traffic Engineering workgroup will coordinate with the SSC vendor to install the camera equipment, conduct system testing and calibration, verify proper operation, and provide field support before the SSC system is placed into service.

Vendor Oversight

The city's selected SSC vendor will perform numerous functions necessary to support the operation, maintenance, and administration of Bellevue's SSC program. Vendor responsibilities include, but are not limited to:

- Installing, configuring, and commissioning SSC camera systems on city-owned infrastructure.

- Providing training and knowledge transfer to city staff responsible for program administration, system oversight, and violation review.
- Hosting, maintaining, and supporting software platforms, violation review dashboards, data summaries, and reporting tools used by city staff.
- Performing routine maintenance, troubleshooting, repairs, software updates, and technical support.
- Ensuring SSC systems are properly calibrated, tested, and operating in accordance with manufacturer specifications, contractual requirements, and applicable laws.
- Maintaining secure data transmission, storage, retention, and chain-of-custody procedures consistent with state law, city policies, and contractual requirements.
- Supporting violation processing workflows and required reporting functions.
- Assisting with the deployment, relocation, expansion, or removal of SSC systems, as directed by the city.
- Providing documentation, audit records, system logs, and other technical information requested by the city to support compliance monitoring and program evaluation.

The Mobility Planning and Solutions workgroup serves as the city's contract administrator and is responsible for monitoring vendor performance throughout the life of the agreement. This includes coordinating with the other city departments and KCDC, as appropriate, to ensure vendor compliance with contractual requirements and successful program delivery.

Vendor oversight activities will include monitoring system reliability, maintenance response times, data quality, reporting accuracy, and compliance with contractual, operational, legal, and

reporting requirements. Performance metrics will be reviewed on a regular basis to identify opportunities for operational improvements and ensure the SSC program continues to achieve its transportation safety objectives.

Performance metrics may include, but are not limited to:

- Number of potential violations detected by reporting period.
- Average vehicle speeds and traffic volumes to identify changes in speeding behavior or potential equipment performance issues.
- Number of verified violations and NOIs issued.
- Camera operational status, system uptime, and communication reliability.
- Maintenance activities, response times, and unresolved technical issues.
- Compliance with data privacy, retention, and cybersecurity requirements.

The city may periodically request documentation, audit records, system logs, or other information necessary to verify vendor performance and compliance with contractual obligations.

The vendor will promptly notify the Mobility Planning and Solutions workgroup of significant equipment failures, system outages, software issues that impact violation identification, data integrity concerns, cybersecurity incidents, or other operational issues that could affect system performance or enforcement activities. When necessary, the city may temporarily suspend enforcement at affected locations until system functionality and compliance with applicable requirements have been verified.

Through ongoing coordination, performance monitoring, and collaboration with the vendor, Bellevue will help ensure that SSC systems remain accurate, reliable, transparent, and aligned with the city's Vision Zero goal.

Expanding or Changing SSC Locations

As traffic patterns, safety needs, program objectives, and state laws evolve, Bellevue may expand, modify, relocate, or remove SSC systems. Decisions regarding these program changes are led by the Mobility Planning and Solutions workgroup and are informed by safety performance, engineering recommendations, Police Department enforcement data and recommendations, operational experience, available staffing resources, community input, legislative changes, and City Council direction.

Once future locations are identified, the Traffic Engineering workgroup will lead engineering feasibility reviews, infrastructure design, and permitting. The Operations & Maintenance workgroup will lead construction, demolition, and field implementation activities, potentially using on-call contractors for support. Mobility Planning and Solutions will continue to oversee vendor coordination, public communication, performance monitoring, and overall program administration throughout implementation.

Consistent with the site selection methodology described in [Chapter 4](#), the following factors will be considered when evaluating changes to the SSC program:

- **Overall Program Scale:** The Transportation Department's Mobility Planning and Solutions workgroup staff and BPD will periodically evaluate whether the number of deployed SSC systems should be expanded, reduced, or maintained. This evaluation will consider quantitative safety data, staffing capacity, operational performance, and community input. If program expansion is warranted, candidate locations will be identified using the data-informed methodology described in [Chapter 4](#).
- **Transportable SSC System Relocation:** The Mobility Planning and Solutions workgroup

will periodically evaluate transportable SSC locations to determine whether relocation would improve program effectiveness. Relocation decisions will follow the procedures described in Appendix E and will be based on safety data, operational considerations, and engineering feasibility.

- **Fixed SSC Modification or Removal:** Fixed SSC locations will also be periodically evaluated by the Mobility Planning and Solutions workgroup to determine whether relocation or removal is warranted. Because fixed systems require permanent infrastructure, modifications generally require additional engineering analysis, design, permitting, construction, and coordination compared to transportable systems.

Bellevue may consider removing or relocating a SSC if monitoring indicates that it is no longer serving its intended safety purpose. For example, a location may be evaluated for removal if it has not been identified on the High-Speeding Crash Network for three or more consecutive years. Other considerations for modifying or removing a SSC may include, but are not limited to:

- Installation of roadway improvement or other infrastructure expected to reduce speeding.
- Data indicating that excessive speeding is no longer a significant safety concern at the location.
- Data indicating that relocating the SSC to another location would provide a greater safety benefit.
- Updated equity analysis indicating that the SSC should be relocated to better distribute resources across the city.

Another consideration for future SSC program changes is public input. Appendix E describes a potential process for receiving and evaluating requests for new or changed SSC locations from

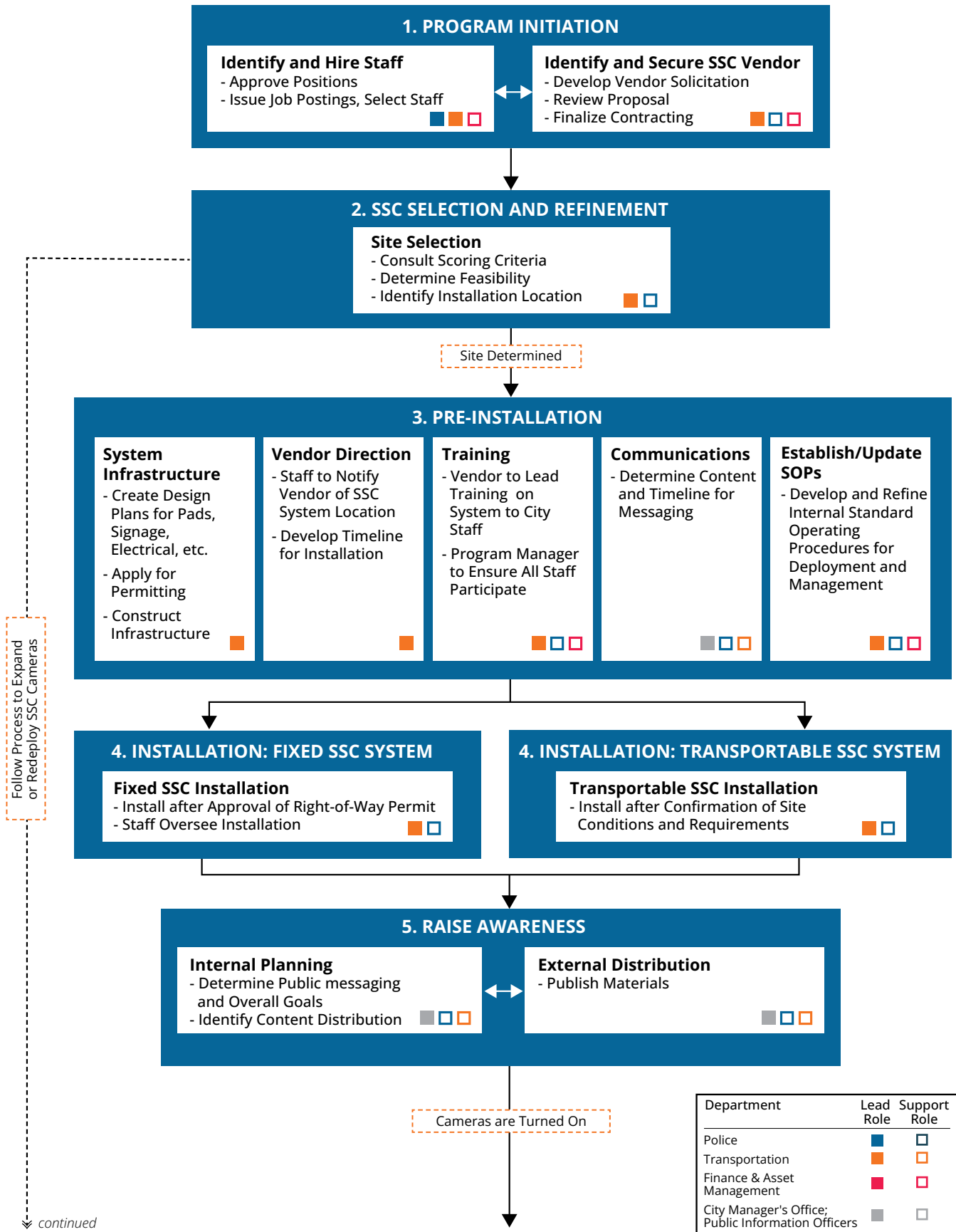
residents, elected officials, and other community members. Research on SSC program best practice indicates that a community input process strengthens public trust and political support in the program. However, it is important to note that the proposed public input process, which would be managed by Mobility Planning and Solutions workgroup, would complement and fully integrate with the city's data-driven SSC location analysis outlined in [Chapter 4](#). This approach ensures that the community can suggest potential SSC locations for future consideration while ensuring that these locations do not supersede city-identified locations where data indicate that SSCs can provide the greatest safety benefit. The community input process will be further refined as the SSC program moves past initial deployment.

Program Operations Workflow

[Figure 14](#) summarizes the primary tasks required to plan, implement, operate, maintain, and evaluate the SSC program. Each task identifies the

city department(s) serving in a lead or support role. Detailed task descriptions, workflows, and responsibilities are provided in **Appendix E: Enforcement and Operations Plan**.

Bellevue's organizational framework reflects national best practices for automated enforcement programs by distinguishing strategic program management from engineering implementation. This approach recognizes that the long-term success of the SSC Program depends not only on reliable infrastructure but also on effective policy implementation, vendor management, interdepartmental coordination, performance evaluation, community engagement, financial stewardship, and continuous program improvement. The Transportation Department's Mobility Planning and Solutions workgroup serves as the focal point for these program management responsibilities, the Police Department leads violation review, while Traffic Engineering provides the technical expertise necessary to implement and maintain the city's roadside SSC infrastructure.



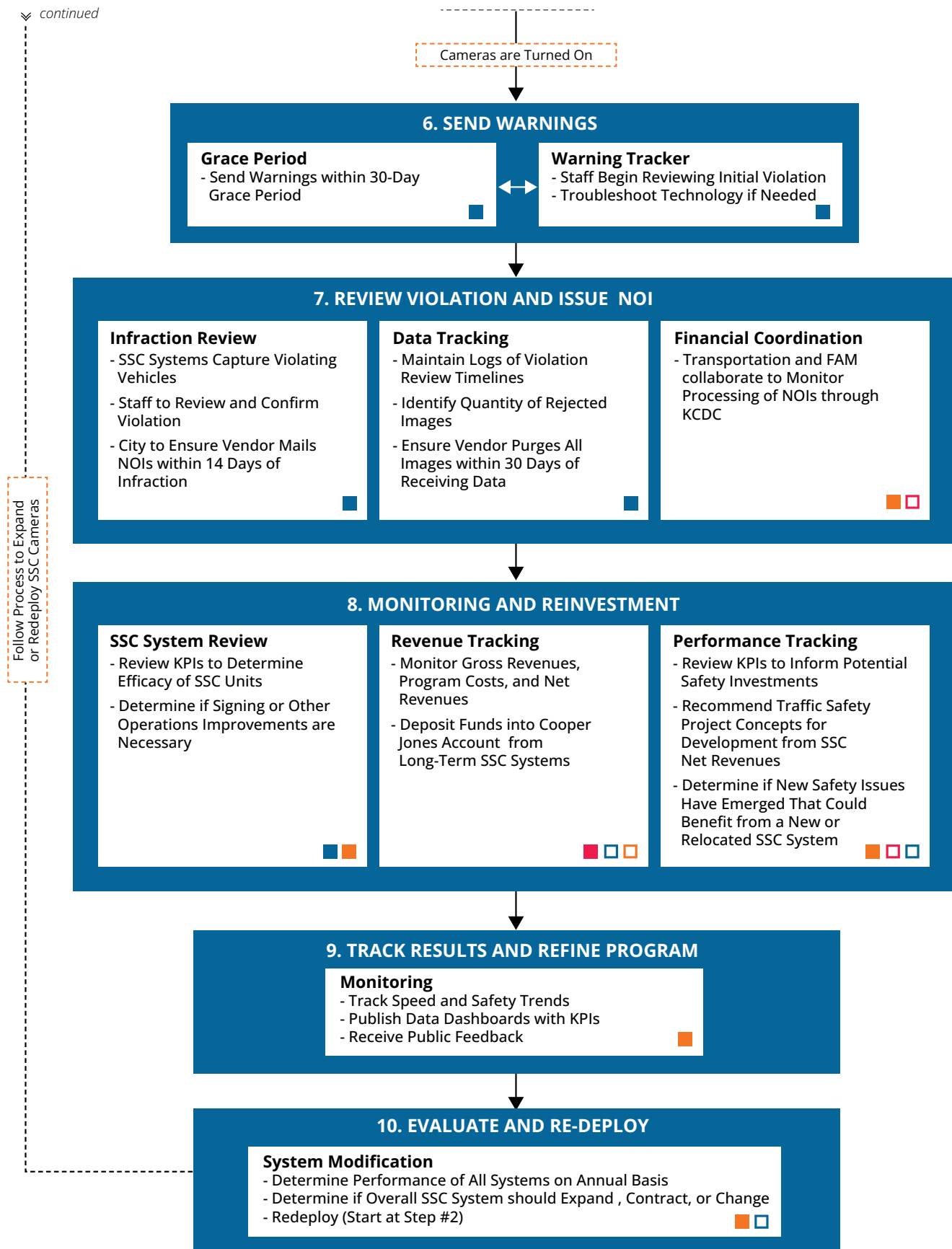


Figure 14: SSC Program Operations Workflow

Chapter 7

Revenue and Required Reporting

This chapter summarizes the policy and legal framework governing the collection, distribution, and reporting of revenues generated by Bellevue's SSC program. It describes how SSC revenues are used, outlines applicable state reporting requirements, and identifies measures to promote transparency and accountability as the program evolves.

Revenue Use

Gross revenues collected from SSC-issued NOIs are first used to pay for the costs of administering the program. These costs include city staffing, KCDC adjudication and processing, SSC infrastructure, vendor services, and other eligible program expenses. Net revenues remaining after program costs are deducted are retained by the city, subject to the requirements described below.

Contributions to the State

Consistent with RCW 46.63.220, beginning four years after an automated traffic safety camera is first placed into operation, 25 percent of the net revenue (excluding interest earnings) generated by that camera must be deposited into Washington State's Cooper Jones Active Transportation Safety Account. Net revenue is defined as the amount remaining after deducting the costs to administer, install, operate, and maintain the camera system, including the costs of processing infractions. Revenues generated by transportable SSC systems, as well as fixed SSC systems, that have been installed or relocated within the previous four years, are exempt from

this requirement. The city's ASE cameras in place prior to 2026 are also exempt from the revenue sharing requirement.

Revenue Reinvestment

RCW 46.63.220(13) requires that net SSC revenues be invested in complete streets, traffic safety, or other roadway safety improvements. Accordingly, Bellevue will track program revenues and expenses in coordination with KCDC to accurately determine the net revenues available for reinvestment. It is the goal of Bellevue to prioritize the use of SSC revenues to implement long-term solutions to reduce speeding-related severe injury and fatality crashes and to create self-enforcing streets.

State law further requires that a proportionate share of net SSC program revenues (relative to population) be invested in the portion of the city with household incomes in the lowest quartile and along Bellevue's High Injury Network. Procedures for documenting compliance with these requirements are provided in **Appendix E: Enforcement and Operations Plan**.

Figure 15 illustrates the flow of SSC program revenues.

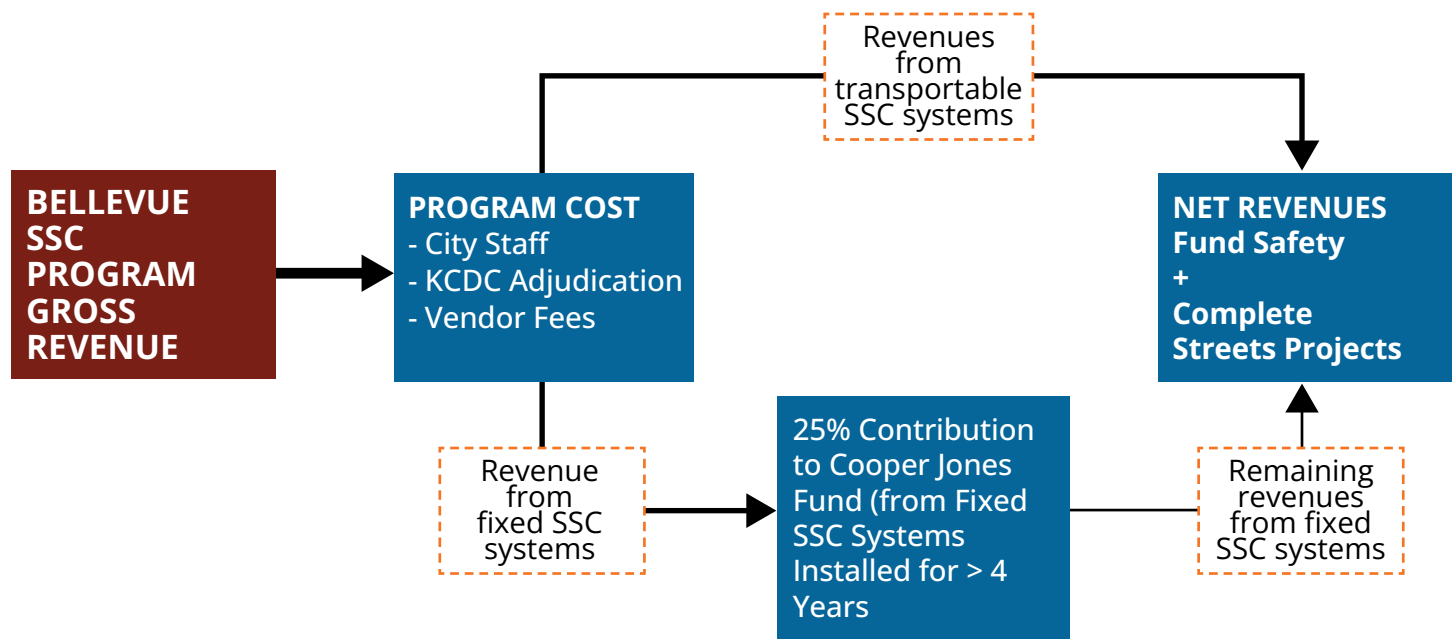


Figure 15: SSC Program Revenue Flow

Required Data Reporting

RCW 46.63.220(6)(b)(ii) requires jurisdictions operating SSC programs to submit annual data to the Washington Traffic Safety Commission (WTSC). The WTSC uses these data to prepare statewide reports for the Washington State Legislature evaluating the implementation and effectiveness of automated speed enforcement programs.

The Transportation Department's Mobility Planning and Solutions workgroup will coordinate the collection, verification, and submission of all required data to the WTSC. Successful reporting will require coordination with Finance and Asset Management (FAM), the Bellevue Police Department (BPD), KCDC, and the city's SSC vendor to ensure reporting is complete and accurate. [Table 5](#) summarizes the reporting metrics required by the WTSC. These requirements are subject to change as state reporting guidance and applicable laws are updated.

Data Point/Metric	Description
REPORTING JURISDICTION	Where the report is for (e.g. Bellevue)
REPORTING PERIOD YEAR	Time covered by this report (e.g. 2025)
REPORT SIGN-OFF DEPARTMENT	Which department signs off on reporting (e.g. Department of Transportation, Police, etc.)
CAMERA SETUP COSTS	One-time costs to the incurred by the jurisdiction to initiate camera deployment, such as signage, beacon lights, and others. This does not include costs incurred by the vendor.
PROGRAM OPERATION COSTS	Recurring costs to the jurisdiction incurred during this reporting period to (e.g. contractor costs for camera operation, staff time for administration and violation review, operation and maintenance of signing and supporting roadside devices.)
COURT COSTS	Costs incurred by the court system this reporting period regarding this program.
OTHER PROGRAM COSTS	Any other costs incurred this reporting period for this program.
REVENUES COLLECTED	Gross revenue to the jurisdiction for this deployment for this period.
CAMERA ID	Defines the camera – the camera name in Bellevue’s SSC system.
DEPLOYMENT ID	Defined by camera + enforcement rules. If rules change during the day (e.g. when speed limit changes based on whether school is in session) WTSC requires 1 Camera ID and 2 Deployment IDs to represent that one camera with two sets of rules.
LOCATION DETAILS	Human-readable format for where camera is (e.g. NB SR 522 at 125th NE) When applicable, location details must include the direction of travel captured by the camera.
LOCATION LATITUDE	Computer-readable format defining location in latitude/longitude format
LOCATION LONGITUDE	Computer-readable format defining location in latitude/longitude format
DEPLOYMENT START DATE	Calendar date (month, day, year) camera was first activated in this location
DEPLOYMENT END DATE	Calendar date (month, day, year) when this camera was last activated in this location. Or, “ongoing” if the camera is still active.

(continued)

(continued)

Data Point/Metric	Description
INFRACTION TYPE	What the camera is watching for (e.g. red light, speed)
LOCATION TYPE	What the camera is enforcing (e.g. school zone, work zone, regular posted speed limits)
SPEED LIMIT	For speed cameras only, speed limit the camera is enforcing.
CITATION THRESHOLD	For speed cameras only, how much above the posted limit before a citation is issued – please note that the WTSC will not publish ticketing thresholds for individual cameras. If a jurisdiction has a single threshold, please leave the remaining threshold and fee fields blank.
FINE FOR THRESHOLD	Fine for a violation for this deployment and threshold. If a jurisdiction has a single threshold, please leave the remaining threshold and fee fields blank.
ADDITIONAL CITATION THRESHOLDS	For speed cameras only, how much above the posted limit before a citation is issued for any speeds above the initial threshold. This only applies to jurisdictions that have a tiered ticketing/fine system (not applicable to Bellevue at this time)
FINE FOR ADDITIONAL THRESHOLDS	Fine for a violation for additional speed thresholds (not applicable to Bellevue at this time)
COLLISION PREVENTION ZONE	Per 46.63.220, each jurisdiction deploying automated enforcement cameras must report collisions occurring in the vicinity of each camera. This field reflects the area considered ‘covered’ by this camera deployment as initially defined by the jurisdiction. As of March 2026, Bellevue’s collision prevention zone extends 1/4 mile upstream and downstream of the camera.

Source: WTSC; 2025, 2026

Table 5: WTSC Required Reporting Metrics

Chapter 8

Evaluation Plan and Program Sustainability

This chapter describes Bellevue's approach to evaluating the performance of the SSC program and ensuring its long-term sustainability. It outlines how the city will monitor safety outcomes, assess program effectiveness, maintain public transparency, and make data-informed adjustments to improve the program over time.

Evaluation and Performance Tracking

Program evaluation is a core component of Bellevue's SSC program. The city will routinely monitor safety, operational, and administrative performance to determine whether the program is achieving its intended objectives and to identify opportunities for improvement.

Evaluation activities will support the city by:

- Measuring changes in vehicle speeds and speeding behavior.
- Monitoring trends in fatal and serious injury crashes.
- Evaluating the operational performance and reliability of SSC systems.
- Assessing program effectiveness in improving traffic safety.
- Supporting future decisions regarding SSC deployment, relocation, or expansion.
- Informing future investments in roadway safety improvements.
- Demonstrating program accountability and transparency to the public.

The data described in **Appendix C: Speed Safety Camera Location Evaluation** provide the foundation for evaluating the SSC program over time. In particular, regular updates to the High-Speeding Crash Network and Speeding Risk Network will help determine whether automated enforcement and associated safety investments are reducing excessive speeding and speeding-related crashes throughout Bellevue.

In addition to these network-level evaluations, Bellevue will monitor operational and safety performance measures consistent with national best practices. **Table 6** summarizes performance metrics that may be tracked over time. Additional information regarding evaluation methodologies is provided in **Appendix F: Program Evaluation Plan**.

Public Transparency and Communications

Maintaining public confidence requires ongoing transparency regarding SSC operations, program performance, and the use of program revenues. Bellevue will periodically communicate program results and provide opportunities for the public to understand how the SSC program supports the city's Vision Zero goal.

- Public transparency efforts may include:
- Publishing annual SSC program reports summarizing program performance and safety outcomes.
 - Providing summaries of program revenues, expenditures, and safety reinvestments.
 - Maintaining publicly available information regarding active SSC locations.
 - Reporting before-and-after evaluations of speeding, crashes, and other safety performance measures.
 - Providing updates regarding planned program expansions, relocations, or other significant modifications.
 - Presenting periodic updates to the City Council, Transportation Commission, and other advisory bodies, as appropriate.
 - Maintaining program information on the city's website and other public communication platforms.

The frequency, format, and content of public reporting may evolve as the program matures, evaluation practices improve, and state reporting requirements change.

Program Modifications

Bellevue will periodically review SSC deployment strategies, enforcement practices, operational procedures, and performance measures to ensure the program continues to achieve its intended safety objectives and complies with applicable state and local requirements.

- Program modifications may be informed by:
- Updated crash and speeding data;
 - Changes to the High-Speeding Crash Network or Speeding Risk Network;
 - Engineering analyses;
 - Operational experience;
 - Community input;
 - Staffing and resource availability; and
 - Changes in state law or city policy.

Data Point/Metric	Description
OVERALL CRASH EVENTS	Compare the frequency of crashes before and after SSC implementation. Monitor monthly and annual crash trends at SSC locations to evaluate overall safety performance.
FSI CRASH EVENTS	Compare the number and rate of FSI crashes before and after SSC implementation. Monitor long-term trends to evaluate the program's effectiveness in reducing the most severe crashes.
SPEEDING RATE	Measure the proportion of vehicles traveling 8 mph or more above the posted speed limit before and after SSC implementation. Track changes over time at SSC locations.

(continued)

(continued)

Data Point/Metric	Description
AVERAGE VEHICLE SPEED	Monitor average vehicle speeds at SSC locations before and after implementation. Update the citywide Speeding Risk Network periodically to identify changing speeding patterns.
GEOGRAPHIC DISTRIBUTION OF CITATIONS	Analyze the geographic distribution of registered vehicle owners receiving citations to identify potential geographic trends and inform future education, outreach, or program adjustments.
LOCATION OF CONTESTED CITATION	Track contested citations by camera location and direction of travel. A higher-than-expected contestation rate at a specific location may indicate opportunities to improve signage, engineering, or operational procedures.
UNPAID CITATIONS	Monitor the number and percentage of citations that remain unpaid and are referred to collections. This information supports revenue forecasting and program administration.
VEHICLES EXCEEDING THE ENFORCEMENT THRESHOLD	Measure the percentage of vehicles traveling at or above the enforcement threshold (currently 8 mph over the posted speed limit). Report results separately for school speed zone enforcement periods and standard regulatory speed enforcement periods, where applicable.
REJECTED VIOLATIONS	Monitor the number, percentage, location, and reason for potential violations rejected during law enforcement review (e.g., obscured license plates, glare, emergency vehicles, or insufficient evidence). This information can help identify opportunities to improve camera placement, calibration, or operational procedures.
SPEED AND TRAFFIC VOLUME TRENDS	Compare changes in vehicle speeds and traffic volumes on corridors with SSCs to comparable corridors without SSCs. This analysis can help identify changes in driver behavior, evaluate the effectiveness of SSC implementation, and assess potential traffic diversion to adjacent roadways. Accurate monitoring will require access to regional probe vehicle ("big data") datasets or an ongoing citywide speed and traffic volume data collection program.
VIOLATION REVIEW TIME	Track the average time required for law enforcement personnel to review and certify potential violations. This metric supports workload management, staffing, training, and operational efficiency.
LOW-INCOME FINE REDUCTIONS	Monitor the number and frequency of requests for low-income fine reductions to better understand program accessibility and assist with administrative planning.
POLICE SPEEDING ENFORCEMENT ACTIVITY	Track the number and location of officer-issued speeding citations. Locations with persistent speeding enforcement activity may warrant evaluation for future SSC deployment or relocation.

Table 6: Additional Reporting Metrics

Potential modifications may include expanding or reducing the number of SSC locations, relocating transportable systems, modifying fixed camera deployments, updating enforcement practices, revising operational procedures, or refining public communication strategies.

All significant program modifications will follow the evaluation and decision-making processes described throughout this Operations Guide and will be documented through established city procedures.

Program Continuity

Long-term success of Bellevue's SSC program depends on maintaining clear organizational responsibilities, documented operating procedures, effective knowledge transfer, and ongoing interdepartmental coordination.

This Operations Guide serves as the city's primary reference for administering the SSC Program. The Transportation Department's Mobility Planning and Solutions workgroup will lead the periodic review and update of this guide in coordination with other Transportation Department workgroups and partner departments. Updates will reflect changes in state law, city policy, organizational responsibilities, operational practices, evaluation methodologies, and vendor requirements.

Lessons learned through program implementation, performance monitoring, community engagement, and future program expansions will be incorporated into future revisions of this guide to support continuous improvement. Figure 16 shows a depiction of how Bellevue will continually review and refine the SSC program over time.

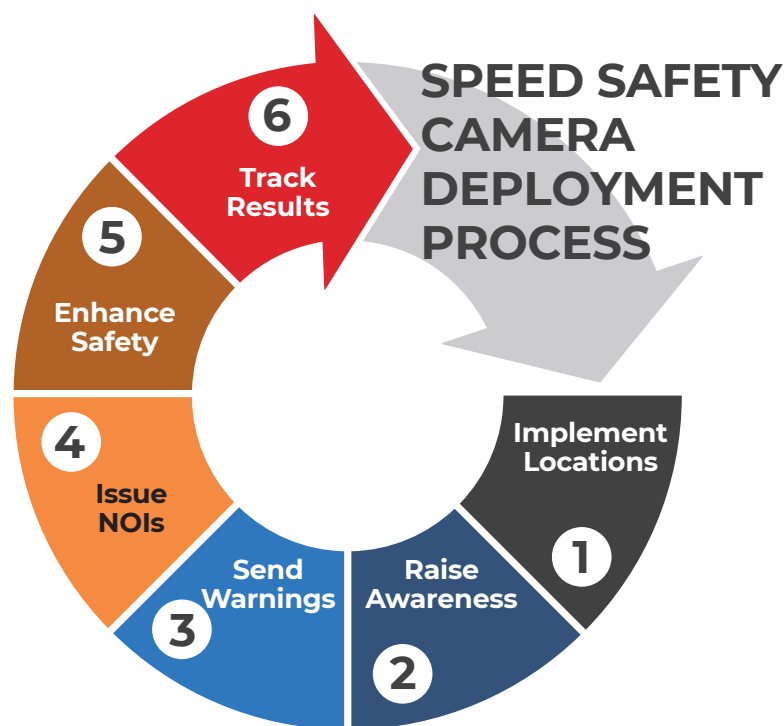


Figure 16: Process to deploy and continually refine Bellevue's SSC program.

Attachment A – SSC Program RCW Compliance

This attachment summarizes applicable Washington State legal requirements governing Bellevue’s Speed Safety Camera (SSC) Program and identifies how the City complies through

Bellevue City Code (BCC) and operational procedures documented in this Program Operations Guide. This crosswalk is intended to provide staff with a quick reference for statutory compliance obligations related to SSC deployment, enforcement, administration, and revenue use.

RCW Citation	RCW Requirement Summary	BCC Reference	Program Operations Guide Reference
46.63.075	Allows rebuttal of presumed owner responsibility through sworn statement.	BCC 11.49.040(C) establishes rebuttal procedures.	Chapter 2 outlines owner contestation rights.
46.63.250(2)	Limits SSC deployment to authorized speed safety camera locations.	BCC 11.49.010(A)(2)–(9) identifies authorized speed camera locations.	Chapter 4 indicates site eligibility and location selection procedures.
46.63.220(1)	Preserves authority for law enforcement officers to issue in-person infractions independent of automated enforcement.	BCC 11.49.005 preserves officer enforcement authority.	Chapter 5 indicates SSCs as a supplemental enforcement tool.
46.63.220(2)	Requires local ordinance authorizing automated traffic safety cameras.	BCC 11.49.001 establishes the automated traffic safety camera program; BCC 11.49.010(A) authorizes camera use.	Chapter 2 identifies legal authority framework.
46.63.220(3)	Requires safety and equity analysis before adding or relocating camera locations.	BCC 11.49.010(C) requires analysis prior to adding or relocating cameras, including equity considerations and demonstrated safety need.	Chapter 4 indicates Bellevue’s multifactor safety analysis framework.

RCW Citation	RCW Requirement Summary	BCC Reference	Program Operations Guide Reference
46.63.220(4)	Requires advance signage and public notice before camera activation.	BCC 11.49.015(A) requires signage at least 30 days prior to activation; BCC 11.49.015(D) establishes minimum public notice requirements.	Chapter 5 indicates warning periods and signage procedures.
46.63.220(5)	Requires notification to WSDOT when cameras are installed on state highways classified as city streets.	BCC 11.49.010(A) (8) authorizes use on qualifying state highways.	Chapter 4 indicates agency coordination during site authorization.
46.63.220(6)(a)	Requires jurisdictions to publish public-facing camera policies and annual reporting.	BCC 11.49.015(B) requires website posting of policies and annual reports.	Chapter 7 indicates reporting and transparency procedures.
46.63.220(6)(b)	Requires jurisdictions to post an annual report on crashes and issues infractions.	BCC 11.49.015(B) requires posting of traffic and infraction data.	Chapter 6
46.63.220(7)	Allows authorized civilian staff to review and issue camera-based infractions.	BCC 11.49.010(B) authorizes police staff and transportation staff under qualified supervision to issue notices.	Chapter 6 identifies staffing and operational review procedures.
46.63.220(8)	Requires submission of requested program data to the Washington Traffic Safety Commission.	BCC 11.49.015(C) requires state reporting compliance to WTSC.	Chapter 7 indicates state reporting workflows.
46.63.220(9)	Requires timely mailing of notices of infraction.	BCC 11.49.020(A) requires mailing within 14 days.	Chapter 5 indicates citation issuance procedures.

RCW Citation	RCW Requirement Summary	BCC Reference	Program Operations Guide Reference
46.63.220(10)	Establishes owner liability presumption for automated traffic safety camera infractions.	BCC 11.49.040(B) establishes owner responsibility.	Chapter 2 indicates owner responsibility framework.
46.63.220(11)	Limits image capture and restricts use of images/data to enforcement purposes only.	BCC 11.49.011(C) limits image capture; BCC 11.49.011(D) restricts data use and retention.	Chapter 6 identifies vendor privacy and data-handling requirements.
46.63.220(12)	Prohibits vendor compensation tied to citation volume or revenue generation.	BCC 11.49.090(A) prohibits revenue-based vendor compensation.	Chapter 6 identifies vendor oversight procedures.
46.63.220(12)	Requires vendor image quality performance measures or audits.	BCC 11.49.090(B) requires performance audits if vendor quality control provisions are absent.	Chapter 6 identifies vendor audit procedures.
46.63.220(13)(a)	Limits SSC revenue use to program costs and traffic safety investments.	BCC 11.49.095(B) restricts revenue use to operations and traffic safety activities.	Chapter 7 identifies revenue allocation procedures.
46.63.220(13)(b)	Requires jurisdictions to publish use of revenue in census tracts that have household incomes in the lowest quartile.	BCC 11.49.095(B) restricts revenue use to operations and traffic safety activities but does not place restrictions on the distribution of revenues.	Chapter 7 identifies the required revenue allocations to low income areas and to streets with above average injury rates.
46.63.220(13)(c)	Requires Cooper Jones Active Transportation Safety Account transfer after four years for qualifying cameras.	BCC 11.49.095(C) establishes Cooper Jones transfer compliance.	Chapter 7 identifies transfer process to Cooper Jones account.

RCW Citation	RCW Requirement Summary	BCC Reference	Program Operations Guide Reference
46.63.220(15)	Requires reduced penalties for qualifying low-income individuals.	BCC 11.49.080(F) establishes reduced fine eligibility and application process.	Chapter 5 identifies notice procedures including reduced fine information.
46.63.220(16)	Defines automated traffic safety camera infractions as civil infractions not part of driving records.	BCC 11.49.050 establishes non-driving-record treatment and parking-infraction processing.	Chapter 2 outlines treatment of SSC infractions.
46.63.220(17)	Allows rental vehicle businesses to transfer liability to renters.	BCC 11.49.020(B) establishes rental vehicle affidavit process. BCC 11.49.040(C) (2) recognizes renter liability transfer	Chapter 2 outlines rental vehicle procedures.