



Bellevue Speed Safety Camera Program Operations Guide

VOLUME II

September 2026

*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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Volume II of the Speed Safety Camera Program Operations Guide includes a series of appendix memoranda that were prepared in support Bellevue's expanded speed safety camera (SSC) program. Specifically, the SSC program was modified to enforce regulatory speed limits, as allowed by changes to RCW 46.63.210-260. The appendix memoranda cover the following topics:

- **Appendix A:** Summarizes the history and operations of Bellevue's automated traffic safety enforcement camera program prior to 2026. Bellevue's earlier program included red light cameras and SSCs enforcing school zone speeds.
- **Appendix B:** Provides an in-depth description of the legal authority, statutory requirements, limitations, and implementation guidelines for SSCs as outlined in RCW 46.63.210-260.
- **Appendix C:** Documentation on how candidate SSC locations were identified in Bellevue using historic crashes, speeding data, equity information, and experiences in other communities with SSC programs. This appendix also includes prioritization rankings of candidate SSC locations, a preliminary SSC implementation phasing plan, detailed evaluation of Livability, Accessibility, Economics, Education, and Environmental Health Assessment (as required by the RCW), and an engineering analysis or early phase SSC locations.
- **Appendix D:** Documents the community engagement performed by the city in support of the SSC expansion. This appendix also offers guidance on ongoing community engagement during SSC program operations based on the experiences of cities with active SSC programs.
- **Appendix E:** Detailed guidance for the implementation, operation, and oversight of the SSC program, focusing on day-to-day administration while ensuring long-term program sustainability, compliance with the RCW, and incorporation of national best practices.
- **Appendix F:** Describes current practices and recommendations for tracking Bellevue's SSC program performance and operations over time.



Appendix A

Date: June 13, 2025
To: City of Bellevue
From: Chris Breiland and Ariel Davis, Fehr & Peers
Subject: **Bellevue B-Safe Appendix A: Existing Bellevue Automated Traffic Safety Camera Program**

Bellevue B-Safe

Bellevue has leveraged automated traffic safety camera enforcement since 2009, following state authorization for limited implementation of the technology. That year, the city installed three red light cameras and two school speed zone cameras. Based on observed reductions in violations at the initial locations, the program was expanded in 2014 to a total of six red light cameras and three school speed zone cameras. Since then, no additional changes have been made to the program. This memorandum provides an overview of the automated traffic safety camera program, summarizing its background, implementation, and performance to date.

Background

In 2007, the Bellevue City Council held a study session to consider whether the Police Department should implement a traffic safety camera program, prompted by growing traffic volumes and public safety concerns. During the session, the Police Department shared observations with the Council, highlighting the frequency of red light violations citywide and speeding within school zones. With a limited police enforcement budget, automated traffic safety cameras were seen as a more efficient way to detect violations, with the long-term goal of reducing red light infractions, speeding in school zones, and the crashes associated with these behaviors. At the time, several other cities in the region— including Seattle, Lynnwood, Bremerton, and Monroe —had already launched similar programs.

In 2008, the City Council authorized the Police Department to initiate a one-year pilot program to implement photo enforcement technology. The program permitted installation of red light cameras at six intersection approaches and speed enforcement cameras at three school zone locations. The Police Department recommended the one-year trial period to evaluate the effectiveness of the technology in changing driver behavior and reducing crashes.

By September 2009, school speed zone cameras at Stevenson and Lake Hills Elementary Schools were operational. In January 2010, three red light cameras along 148th Avenue NE were activated. Between program launch and August 23, 2010, the five active cameras issued 19,170 citations. After the first full year of operation, all cameras saw a decrease in the number of citations issued, with an average decrease



of about 20 percent. This reduction in people speeding and running red lights gave the city the confidence to retain and ultimately expand the program.

In 2014, the City Council authorized staff to negotiate a new five-year vendor contract and install the remaining four cameras allowed under the original pilot program. These were installed in 2015, bringing the total to nine automated traffic safety cameras at seven locations.

Implementation & Administration

The current locations of automated traffic safety cameras are shown in **Figure 1**. Two of these locations (148th Avenue NE at Bel-Red Road and NE 8th Street at 112th Avenue NE) required separate cameras to monitor each direction of travel.

The Bellevue Police Department is responsible for reviewing and confirming all photo enforcement violations. Once a violation is confirmed, it is adjudicated by the King County District Court through an interlocal agreement with the City of Bellevue.

Authority for the program is established under [Bellevue City Code 11.49 Automated Traffic Safety Cameras](#), which permits the use of cameras to enforce red light violations and school speed zone violations. This section of Code outlines key program elements, including issuance of notices of infraction, procedures for requesting a hearing, the presumption of a committed infraction based on photographic evidence, and confirmation that such infractions are not reflected on a driver's official record. The current civil penalty for either a red light or school speed zone violation is \$124. This penalty has not changed in value since it was established in 2009.

The Bellevue Police Department oversees the current automated traffic safety camera contract with Verra Mobility. As part of its services, Verra Mobility provides a data dashboard that offers detailed insights into violations by location, time of day, recidivism, and other metrics. This dashboard was used to generate the data summaries of camera violations presented in the following section.

Figure 1. Map of Current Automated Traffic Safety Camera Locations



Source: Fehr & Peers, 2025.

Camera Violations Summary

The annual number of violations at each camera location is shown in **Figure 2**. Across all locations, violations temporarily declined in 2020 due to the COVID-19 pandemic and associated reductions in traffic volumes.

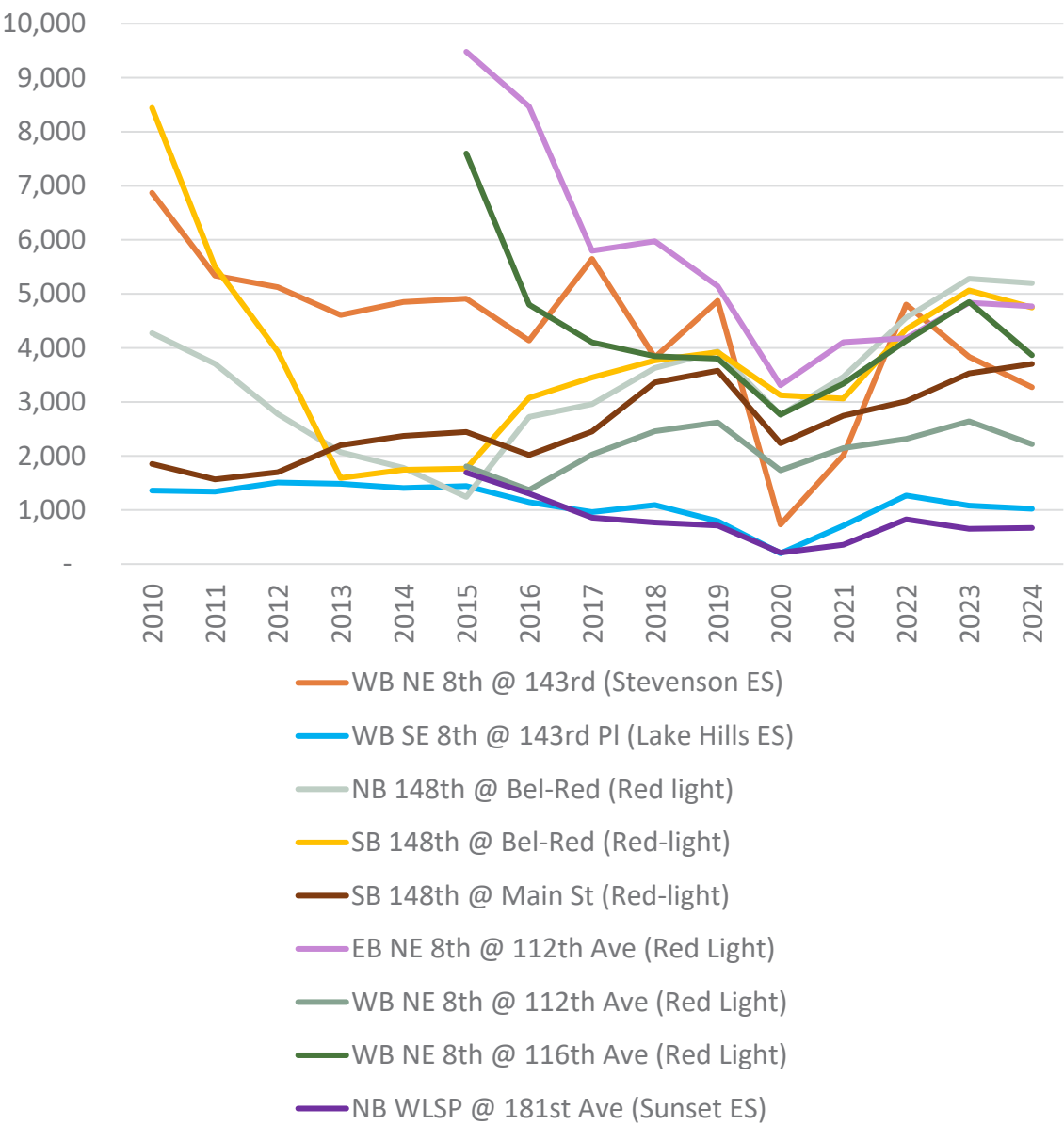
To facilitate clearer comparisons by camera type, **Figure 3** presents data specific to school speed zone cameras while **Figure 4** focuses on red light camera locations.

As shown in **Figure 3**, the highest number of school speed zone violations occurs on NE 8th Street near Stevenson Elementary School and Odle Middle School. This is the city's busiest school zone with camera enforcement, with more than 18,000 vehicles traveling through daily. Since the initial installation, violations at this location have trended downward. The other two school zones—SE 8th Street near Lake Hills Elementary and West Lake Sammamish Parkway near Sunset Elementary—also show declines in violations, though their trends are flatter.

For red light enforcement (**Figure 4**), there are four intersections with automated traffic safety cameras. However, two intersections—148th Avenue NE at Bel-Red Road and NE 8th Street at 112th Avenue NE—require separate cameras for each travel direction, resulting in six data lines in the figure. Most locations experienced a sharp drop in violations shortly after cameras were installed, followed by a stabilization in annual violation counts. In recent years, however, a slight upward trend in red light violations has been observed at most locations after approximately six years of operation.

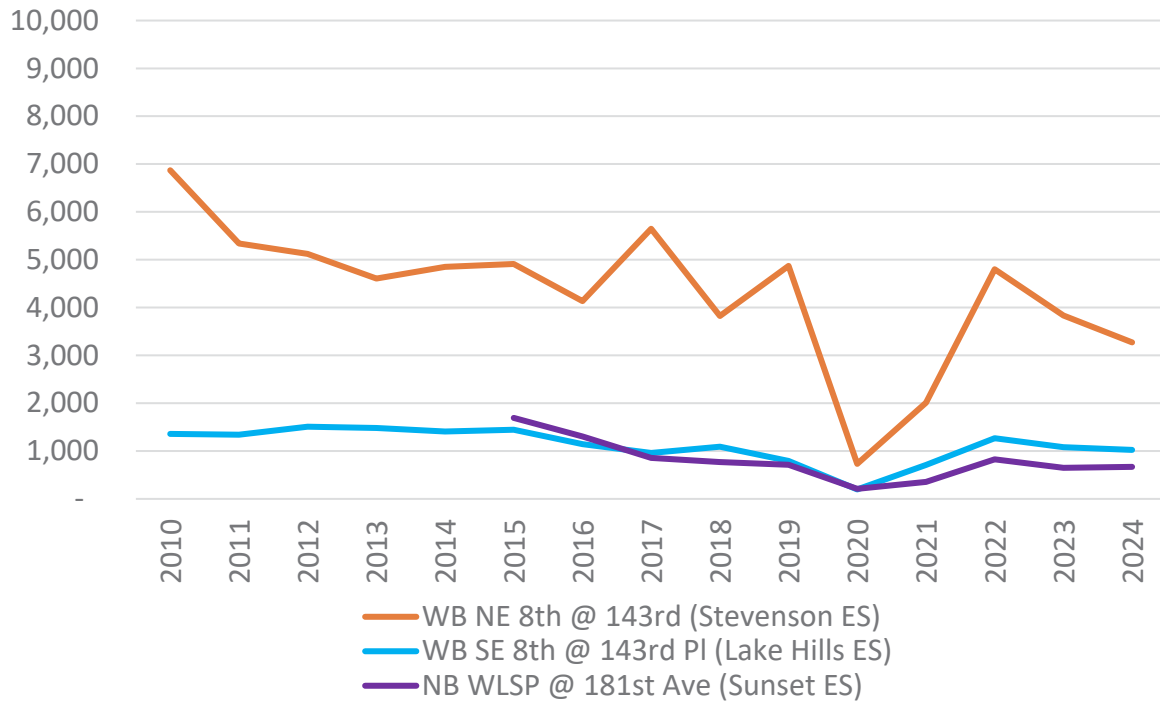


Figure 2. Annual Camera Violations by Location



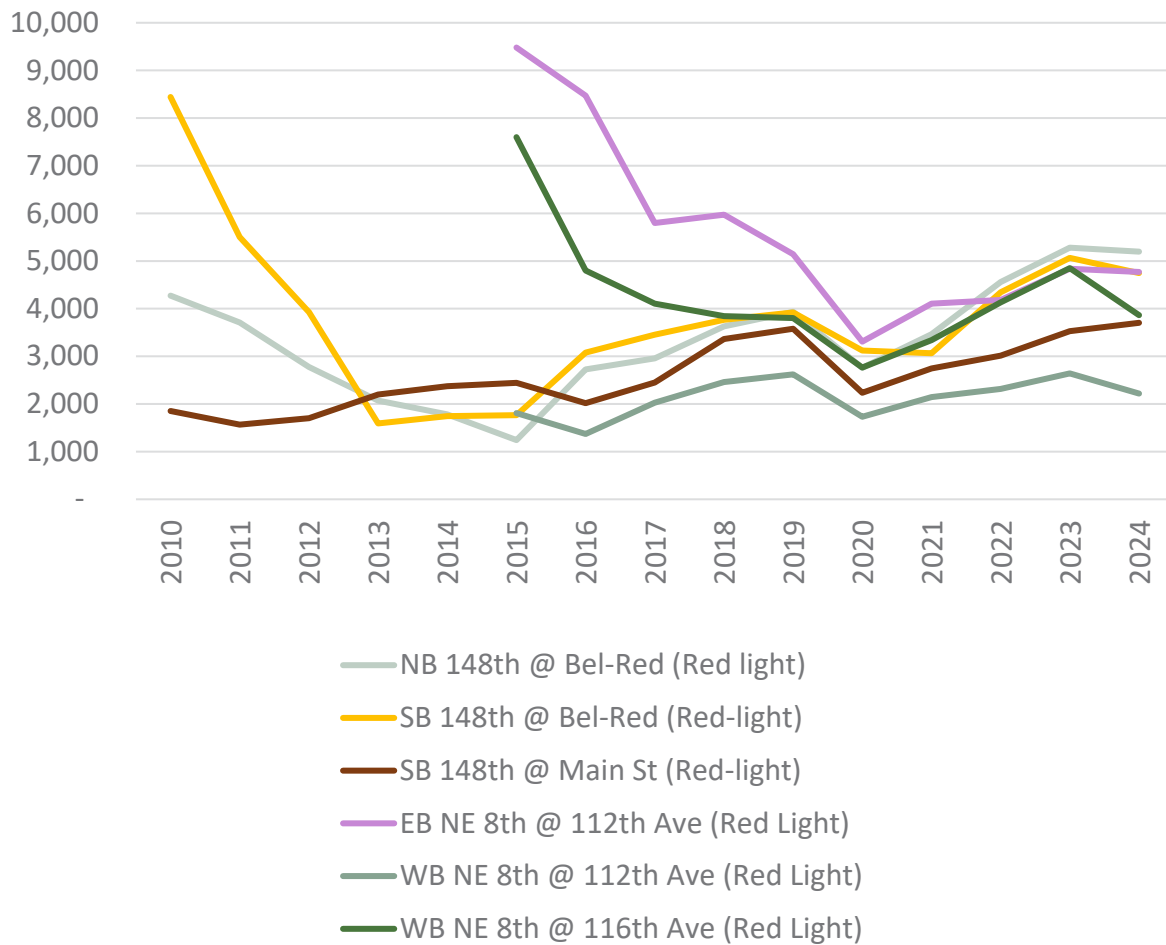
Source: Verra Mobility, 2025.

Figure 3. Annual Camera Violations at School Speed Zone Locations



Source: Verra Mobility, 2025.

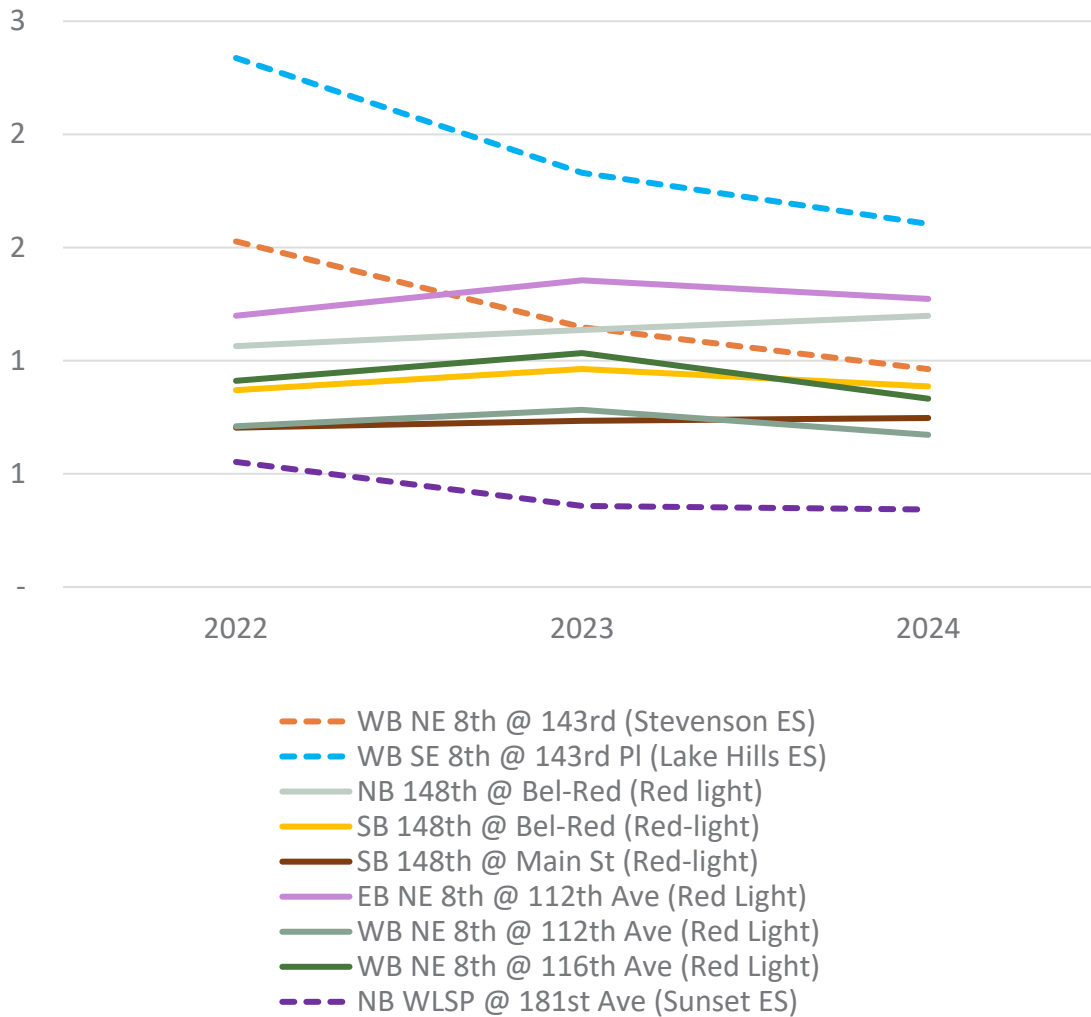
Figure 4. Annual Camera Violations at Red Light Locations



Source: Verra Mobility, 2025.

To contextualize the number of violations against changing traffic volumes, **Figure 5** presents annual violations normalized per 1,000 vehicles passing through each location yearly from 2022 to 2024. The dashed lines represent school speed zone locations, which show a clear downward trend in violations per 1,000 vehicles—indicating improved driver compliance over time. In contrast, the solid lines represent red light camera locations, where violations per 1,000 vehicles remain relatively flat, suggesting a consistent rate of red light running despite the long-term presence of automated traffic safety cameras.

Figure 5. Annual Camera Violations per 1,000 Vehicles by Location



Source: Verra Mobility, 2025.

The Verra Mobility dashboard also provides detailed information about the vehicles receiving notices of violation. **Table 1** summarizes violation data for 2024, during which approximately 30,000 violations were issued. The majority of these (84%) were for red light violations.

In terms of repeat offenses, about 6% of vehicles received more than one violation in 2024. When examined over a longer period (2020-2024), 9% of vehicles received more than one school zone speed violation, while 12% received more than one red light violation.

Key takeaways from Bellevue’s automated traffic safety camera program include a strong initial reduction in speeding behavior and red light running once cameras are installed. Over the long term, school zone speed cameras continue to demonstrate effectiveness, with year-over-year declines in violations indicating sustained driver behavior change. Geographic data suggests that Bellevue residents are familiar with the camera locations and adjust their driving accordingly—an encouraging sign that the program is promoting safer driving in targeted areas. Lastly, the relatively low rates of repeat violations —even over a five-year span—indicate that most drivers do not treat these citations as an acceptable cost of driving, further reinforcing the deterrent effect of the program.

Table 1. 2024 Violations Summary

	School Speed Zone Cameras	Red Light Cameras	Total
Violations Issued	4,964 (16%)	25,296 (84%)	30,260
Percent of Violations Issued to Vehicles Registered Outside of Bellevue	2,955 (60%)	18,261 (74%)	21,216 (70%)
Vehicles Receiving More than One Violation	253 (5%)	1,665 (7%)	1,918 (6%)

Source: City of Bellevue, 2025; Fehr & Peers, 2025.

Safety Outcomes

The primary goal of automated traffic safety camera enforcement is to improve safety outcomes by reducing crashes—particularly those that result in fatalities or serious injuries. To assess the impact of Bellevue’s automated traffic safety camera program, crash histories from 2010 to 2023 at each camera location are summarized in **Figure 6** through **Figure 12**. For each of the figures, the year in which each camera was installed is highlighted with a blue box. Crash data are also color-coded by the travel mode of those involved: vehicle-only (blue), pedestrian (orange), bicyclist (purple), and motorcyclist (green).

Key findings include:

- **School Zones (Figure 6 through Figure 8):** These locations have consistently experienced a low number of crashes, typically three or fewer per year—and in some years, none at all. While several crashes involved vulnerable road users (pedestrians or motorcyclists), none resulted in fatalities or serious injuries. It is difficult to draw a conclusion about whether the cameras reduced the number of crashes based on such low numbers.

- **148th Avenue NE– Bel-Red Road & Main Street:** Red light cameras were installed at both intersections in 2010. In the years following installation, crash counts initially increased, including one crash at each location involving a fatality or serious injury. However, crash numbers began to decline, reaching their lowest point in 2020. Since then, crashes have gradually increased again, but none have involved vulnerable road users or resulted in severe outcomes. The more recent increases in crashes may represent overall growth in traffic in the region rather than an increase in overall crash rate.
- **NE 8th Street – 112th Avenue NE & 116th Avenue NE:** Cameras at these intersections were installed in 2015. While crash numbers vary slightly from year to year, there has been an overall decline in total crashes since installation. This trend suggests improved safety, although part of the reduction may be attributed to lower traffic volumes during the COVID-19 pandemic. In recent years, crash counts have increased slightly, but as noted, so have overall traffic volumes.

Figure 6. Crash History: NE 8th Street/143rd Avenue NE (School Zone)

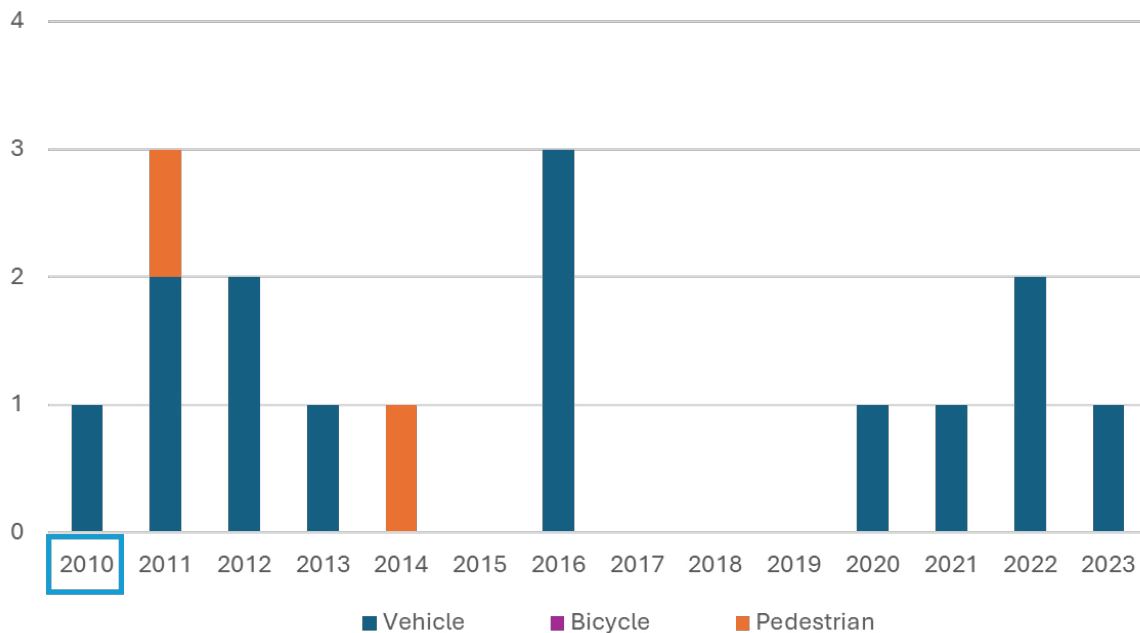


Figure 7. Crash History: SE 8th Street/143rd Place SE (School Zone)

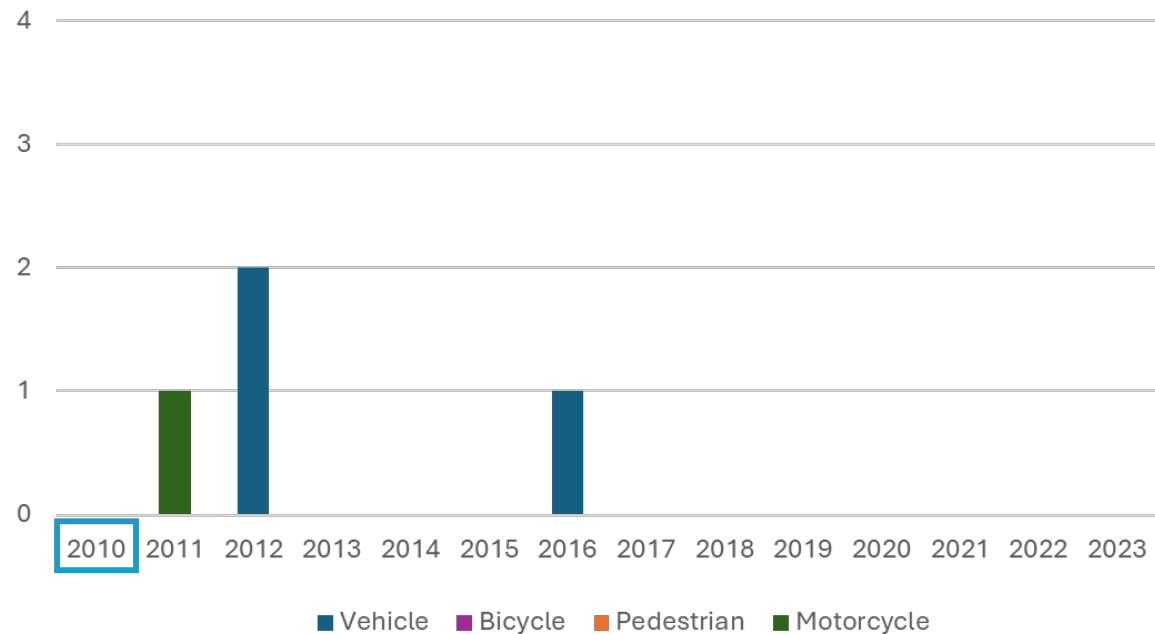


Figure 8. Crash History: West Lake Sammamish Parkway SE/181st Avenue SE (School Zone)

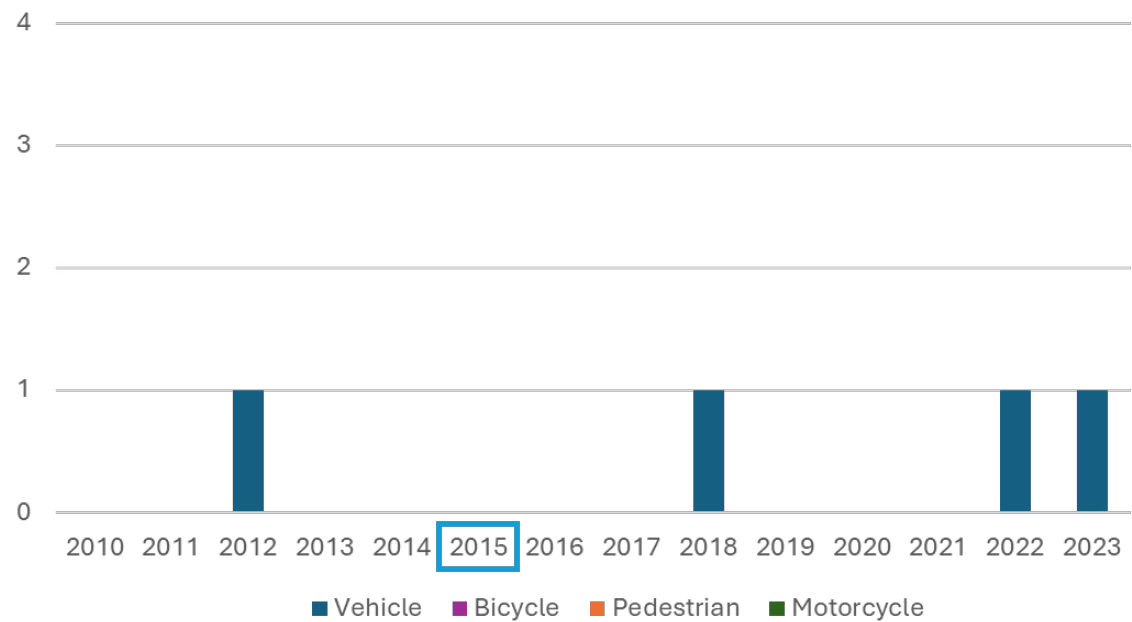


Figure 9. Crash History: NE 8th Street/112th Avenue NE (Red Light)

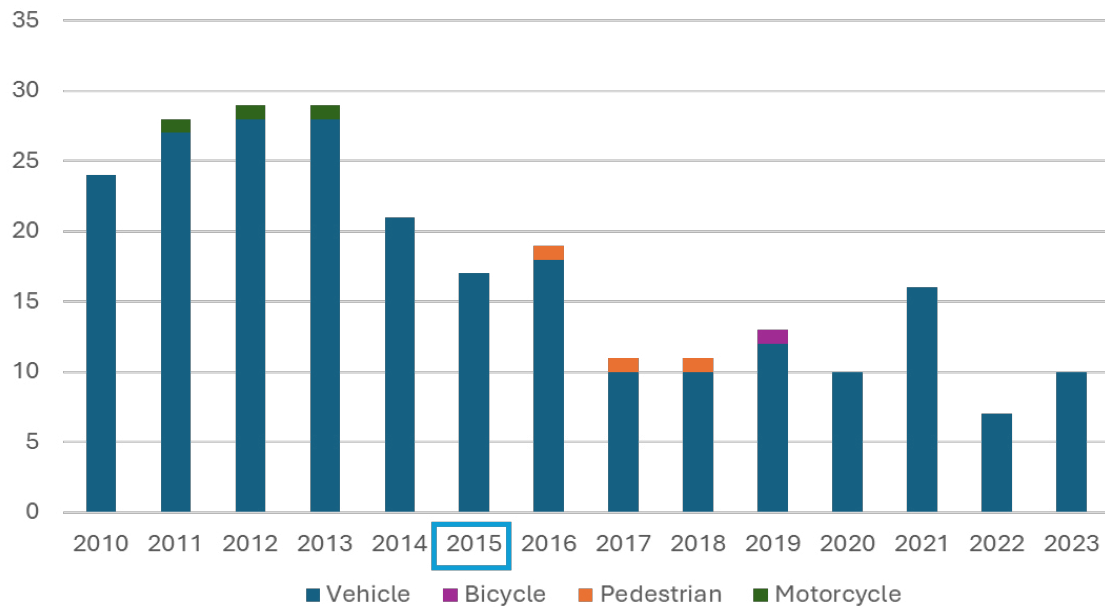


Figure 10. Crash History: NE 8th Street/116th Avenue NE (Red Light)

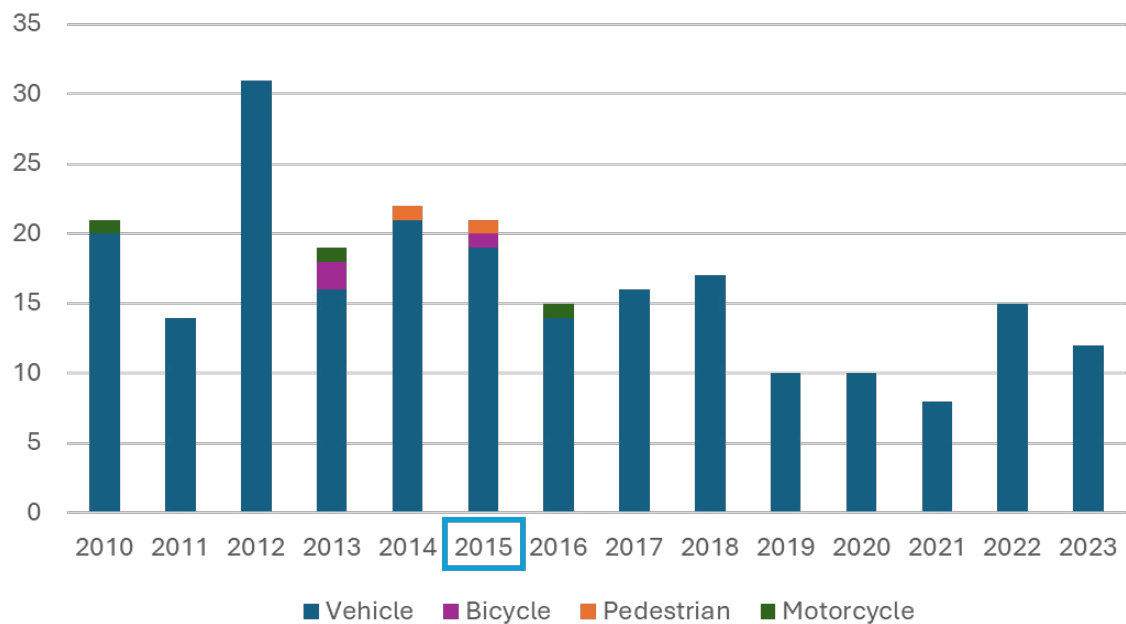


Figure 11. Crash History: 148th Avenue NE/Bel-Red Road (Red Light)

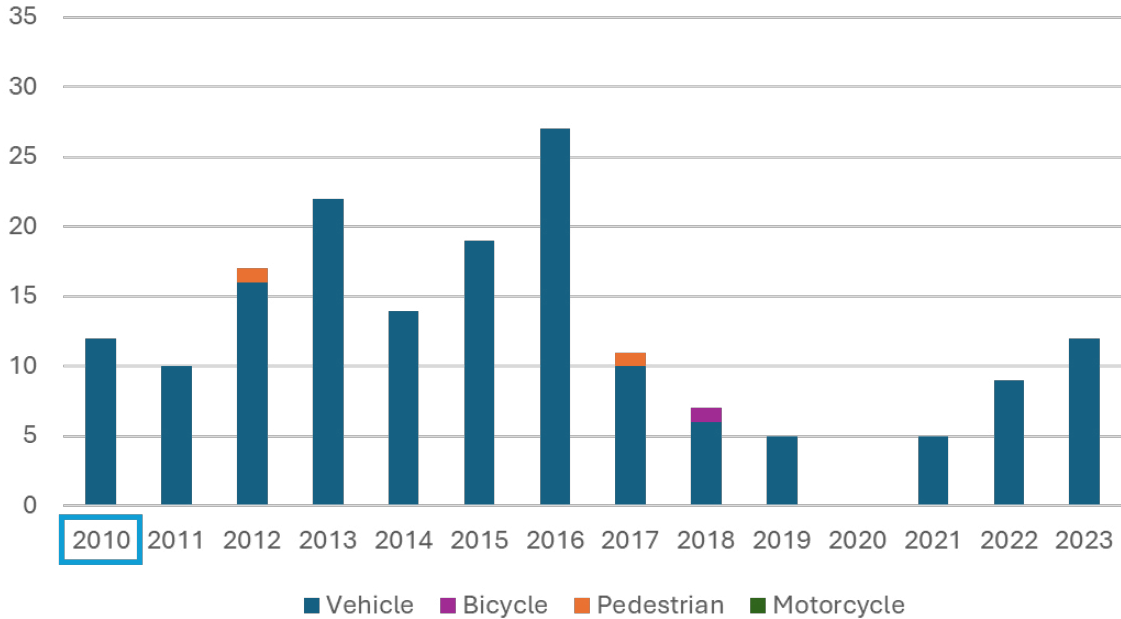
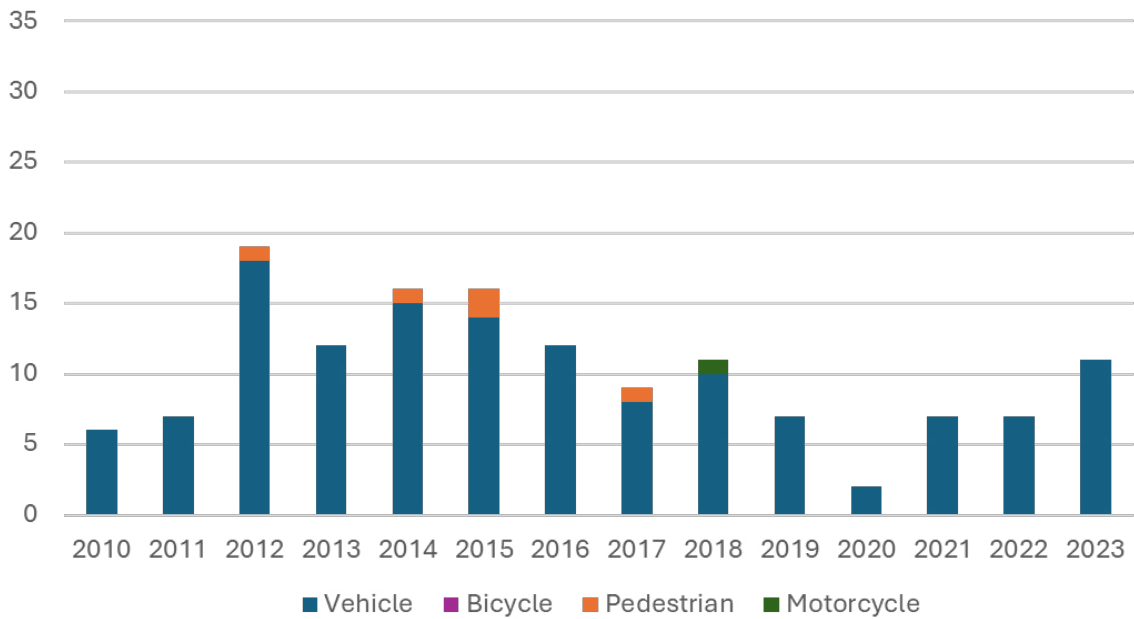


Figure 12. Crash History: 148th Avenue NE/Main Street (Red Light)



Synthesis and Policy Implications

The crash data and violation trends presented in this memorandum suggest that Bellevue's traffic safety camera program contributed to reductions in crashes, particularly in school zones and at high-risk intersections.

School speed zone cameras have successfully maintained low crash rates, with no fatal or serious injury crashes recorded since installation. The steady reduction in violations per 1,000 vehicles further demonstrates long-term behavioral change and the effectiveness of automated enforcement in protecting vulnerable road users in these areas.

At red light camera locations, the data show more complex patterns. Although there were initial increases in crashes following installation at some intersections, longer-term trends indicate eventual reductions in crash frequency and severity. Notably, recent increases in crash counts have not involved pedestrians, bicyclists, or motorcyclists, nor have they resulted in fatalities or serious injuries.

From a policy perspective, the following considerations emerge:

- **Speed Camera Effectiveness:** The sustained safety benefits in school zones support potential expansion of the speed safety camera program. This finding is in alignment with both FHWA crash data related to speed safety cameras and international experience with speed safety cameras in terms of reducing the severity of speeding-related crashes.
- **Data-Driven Review:** The more mixed crash trends at red light locations point to the value of regularly re-evaluating each location for signal timing, visibility, and complementary engineering treatments to maximize safety gains. The fact that the city's red light cameras are on major regional routes may also indicate that there is a baseline level of violations that can be expected, particularly related to people who are not familiar with camera locations or the fact that Bellevue may take a more proactive stance with respect to enforcing traffic laws.
- **Program Transparency and Equity:** As Bellevue considers potential program expansion or modernization, ongoing transparency about program performance and proactive equity assessments to ensure enforcement impacts are evenly distributed will be essential.

Overall, the automated traffic safety camera program is meeting its intended goals by improving compliance, reducing dangerous driving behaviors, and contributing to a safer transportation system. Future decisions should build on this foundation while remaining responsive to new data, community input, and evolving traffic safety best practices.



Appendix B

Date: June 13, 2026

To: City of Bellevue

From: Chris Breiland and Ariel Davis, Fehr & Peers

Subject: **Bellevue B-Safe Appendix B: Legal Framework for Speed Safety Cameras**

Bellevue B-Safe

This appendix document summarizes the legal authority, statutory requirements, limitations, and implementation guidelines for speed safety cameras—a specific type of automated traffic safety camera used in Washington State—as outlined in Revised Code of Washington (RCW) Chapter 46.63.

[RCW 46.63.210\(1\)](#) defines an "automated traffic safety camera" as a device that uses a vehicle sensor installed to work in conjunction with an intersection traffic control system, a railroad grade crossing control system, or a speed measuring device, and a camera synchronized to automatically record one or more sequenced photographs, microphotographs, or electronic images of the front or rear of a motor vehicle at the time the vehicle fails to stop when facing a steady red traffic control signal or an activated railroad grade crossing control signal, or exceeds a speed limit as detected by a speed measuring device. "Automated traffic safety camera" also includes a device used to detect stopping at intersection or crosswalk violations; stopping when traffic obstructed violations; public transportation only lane violations; stopping or traveling in restricted lane violations; and public transportation bus stop zone violations and public transportation only lane violations detected by a public transportation vehicle-mounted system.

While state law defines automated traffic safety cameras broadly, the City of Bellevue's Speed Safety Camera Program Operations Guide focuses specifically on cameras that use speed measuring devices to enforce speed limits. For the purposes of this memorandum, these devices are referred to as speed safety cameras.

Authorized Locations

The use of automated traffic safety cameras in Washington State is authorized under [RCW 46.63](#), which permits municipalities to deploy cameras to detect stoplight violations, railroad crossing violations, and speed violations. [Engrossed Substitute House Bill 2384](#), effective June 6, 2024, expands the flexibility regarding camera placement, the number of allowable cameras, and the administration of infractions.

Speed safety cameras may be used to detect speed violations in hospital speed zones, public park speed zones, school speed zones, and school walk zones. Legal definitions for each of these zone types are provided in Table 1. There is no statutory limit on the number of cameras that may be deployed within these authorized zones.

Table 1. Authorized Zones for Speed Safety Cameras

Zone	Washington State Definition
Hospital speed zone	Marked area within hospital property and extending 300 feet from the border of the hospital property (a) consistent with hospital use; and (b) where signs are posted to indicate the location is within a hospital speed zone, where "hospital" has the same meaning as in RCW 70.41.020 .
Public park speed zone	Marked area within public park property and extending 300 feet from the border of the public park property (a) consistent with active park use; and (b) where signs are posted to indicate the location is within a public park speed zone.
School speed zone	May extend 300 feet from the border of the school or playground property; however, the speed zone may only include area 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 school by foot, bicycle, or other means of active transportation

Source: [RCW 46.63.210](#)

In addition to the cameras permitted in designated special zones, cities may deploy speed safety cameras in priority locations where excessive vehicle speeds are a concern. Under Washington State law, jurisdictions are allowed to operate one speed safety camera per 10,000 residents—equating to 16 cameras based on Bellevue’s current population.

To place cameras in these locations, the following criteria must be met:

- **Adopt a local ordinance** that incorporates the relevant state law restrictions and includes provisions for public notice and signage.
- **Conduct a location analysis** prior to installing or relocating any speed safety camera. This analysis must include an assessment of equity considerations—such as livability, accessibility, economic conditions, education, and environmental health—and demonstrate a need based on a variety of factors.
- **Publish speed safety camera rules and requirements** on the city’s website.
- **Provide advance notice** by clearly marking new camera locations at least 30 days before activation.

The law does not prohibit periodic relocation of cameras. As such, cities may authorize multiple camera locations but choose to activate only a subset of cameras at any given time.

Infraction Administration

Recent updates to state law now allow civilian employees—rather than law enforcement officers—to issue notices of infraction for automated traffic safety camera violations. This expansion applies to programs operated by both cities and school districts.

To be eligible to issue notices of infraction, the employee must:

- Be employed by a local police, public works, or transportation department;
- Operate under the supervision of a qualified police officer or traffic engineer; and
- Be sufficiently trained and certified by qualified peace officers or by traffic engineers employed in the jurisdiction's public works or transportation department.

While the law leaves the specifics of training and certification to local jurisdictions, the Washington Traffic Safety Commission has advised that initial training might best be provided by the law enforcement personnel who currently review automated traffic safety camera violations.

Under RCW 46.63.220(16), the maximum fine for an automated traffic safety camera infraction outside a school speed zone is \$145. Fines may be doubled for violations occurring within school speed zones. The law also includes a provision allowing the maximum fine to be increased in the future based on changes in the consumer price index. The City of Bellevue has maintained a \$124 fine for speed safety camera infractions since the program's inception in 2009.

Revenue Use

State law places specific limitations on how revenue from speed safety cameras may be used. Permissible uses include:

1. **Traffic safety activities** related to construction, preservation, maintenance, and operations; and
2. **Program costs** associated with administering, installing, operating, and maintaining traffic safety cameras, including processing of infractions.

In addition, revenue allocated to traffic safety activities must be distributed proportionally to benefit two key populations:

- Residents of census tracts with household incomes in the lowest income quartile, and
- Residents of areas that experience above-average rates of injury crashes.

The law grants cities flexibility in determining how to calculate and implement this proportional allocation. For example, a city may evaluate the percentage of violations issued to vehicles registered in low-income census tracts and allocate a similar proportion of funding to safety improvements in those areas. Alternatively, a city could directly allocate 25% of the available safety revenue to the areas of the city that have lowest income quartile of the population. A similar approach can be taken to address areas with high crash rates.



For Bellevue, one approach could be to analyze the proportion of the population residing in census tracts that contain or are immediately adjacent to segments of the city's High Injury Network, using that as a basis for proportional investment. The specific methodology for Bellevue's revenue allocation is articulated in Chapter 7 of the Speed Safety Camera Program Operations Guide.

Beginning four years after a speed safety camera authorized under RCW 46.63 is installed and placed and into operation, 25 percent of the revenue it generates (excluding costs associated with administering, installing, operating, and maintaining the camera) must be deposited into the Cooper Jones Active Transportation Safety Account, provided the camera was placed into use on or after June 6, 2024. The four-year period is specific to each camera location; if a camera is relocated, the clock resets for the new location. This provision is intended to encourage jurisdictions to invest in permanent infrastructure that reduces vehicle speeds, rather than relying solely on speed safety cameras over the long term. The transfer of funding to the Cooper Jones Active Transportation Safety Account applies to both fixed and transportable cameras that are at the same location for more than four years.

Revenue from traffic safety cameras in existing programs is exempt from this revenue-sharing requirement under RCW 46.63 in the following circumstances:

- If the program expands by no more than 10 percent in terms of total transportation safety cameras in place as of January 1, 2024;
- If a program with fewer than 10 camera locations as of the bill's effective date adds up to one additional traffic safety camera if the jurisdiction had an ordinance in place on January 1, 2024, governing how traffic camera revenue may be used.

The City of Bellevue qualifies under the second exemption, as it had nine cameras in operation as of January 1, 2024. Therefore, up to ten total cameras (assuming one is added in the future) would be exempt from the 25 percent revenue allocation to the Cooper Jones Active Transportation Safety Account.

Vendor Contracting and Vendor Obligations

Under RCW 46.63.220(12), compensation paid to vendors for automated traffic safety camera services must be based solely on the value of the equipment and services provided. Contracts may not tie compensation to the number of citations issued, the amount of fines imposed, or the revenue generated.

If a vendor contract does not include specific performance or quality control standards for camera image review, the city is required to conduct a performance audit of the vendor every three years to ensure service quality.

Reporting Requirements

The Washington Traffic Safety Commission (WTSC) will begin collecting standardized data from all jurisdictions operating automated traffic safety programs, documented in Appendix F.

Best Practices

To inform the development of Bellevue’s Speed Safety Camera Program Operations Guide, the project team reviewed the automated traffic safety camera programs from over a dozen jurisdictions across the nation. The review focused on best practices related to public involvement, equity in camera placement, violation review procedures, and fine structures. In addition, the team consulted national guidance documents, including the Insurance Institute for Highway Safety (IIHS) Automated Enforcement Program Checklist and National Highway Traffic Safety Administration (NHTSA) Speed Safety Camera Program Planning and Operations Guide.

Public Involvement

IIHS Automated Enforcement Program Checklist

According to the IIHS checklist, a successful automated traffic safety camera program should include three core components—one of which is transparency supported by strong public outreach. To build public trust and awareness, IIHS recommends forming a stakeholder advisory committee during the early stages of program development. This committee should include representatives from the following groups:

- Law enforcement
- Transportation department
- Victim advocates
- Equity and civil rights advocates
- School officials
- Residents
- First responders
- Health officials
- Courts

IIHS notes the importance of clearly defining the committee’s role and ensuring that meetings are open to the public to foster transparency and build trust.

Additional public involvement steps recommended prior to implementation include meeting with media representatives, including newspaper editorial boards, publicizing the scope of the problem and the need for innovative safety solutions, publicizing the procedures for contesting a violation, and launching a dedicated program website and social media plan to share information and respond to public questions.

NHTSA Speed Safety Camera Program Planning and Operations Guide

Similar to IIHS, the NHTSA Speed Safety Camera Program Planning and Operations Guide recommends forming a stakeholder advisory committee, with a broader suggested membership. In addition to community and departmental representatives, NHTSA suggests including: City or Transportation Department attorneys, Department of Licensing representatives, communications professional, elected



officials, and academic or research partners. NHTSA also advises against including vendors with a financial interest in the program to avoid potential conflicts of interest. NHTSA also recommends the following key strategies for effective public engagement:

- Establish a clear communication framework among partnering agencies, community stakeholders, and the public.
- Develop core messaging that highlights the safety benefits of the program. Solicit public input on the need for and design of the program to ensure community concerns are considered.
- Use a diverse set of outreach strategies, such as surveys, in-person events, websites, and open houses to engage a broad cross-section of the community.

Throughout all engagement efforts, it is essential to acknowledge and respond to community concerns in a timely manner. Doing so helps to build public trust, shift perceptions, and strengthen support for the program.

Local Jurisdictions

Each jurisdiction can tailor its public involvement strategy to meet its unique community needs, values, and program objectives. The approaches described below represent a range of engagement options, organized using the International Association for Public Participation (IAP2) Spectrum of Public Participation, as illustrated in **Figure 1**. This framework helps categorize levels of public involvement from informing the public to actively empowering community members in decision-making.

Figure 1. IAP2 Spectrum of Public Participation

IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Inform: City of Oakland

In October 2023, the State of California passed Assembly Bill (AB) 645, authorizing six jurisdictions to implement speed safety camera pilot projects. The law includes specific public involvement requirements, stating that jurisdictions must “consult and work collaboratively with relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups.”

As one of the pilot cities, the City of Oakland adopted an approach aligned with the “inform” level of the IAP2 Spectrum. The City conducted targeted stakeholder outreach to meet the engagement expectations outlined in AB 645. This included sharing information and answering questions with groups such as the City Council, and bicycle and pedestrian advocates. While Oakland did not host open houses or public meetings, the public had the opportunity to submit comments when an informational memo was presented to the City Council.

The City of Oakland published a [webmap](#) showing proposed speed safety camera locations to inform the community about where cameras may be installed once the program is implemented. While the webmap does not solicit public input, it clearly presents the data and methodology used to select the locations (see **Figure 2**), helping to increase transparency and public understanding.

According to an interview with the Oakland Department of Transportation staff leading the program, public response has generally been positive. Initial objections often diminish once community members learn more about the program—particularly details such as the fine structure and warning period protocol.

Figure 2. City of Oakland webmap methodology

Following AB 645 requirements, OakDOT identified 18 locations utilizing the City's recently updated [2024 High-Injury Network \(HIN\)](#)—the 8% of Oakland's streets that account for 60% of severe and fatal collisions in Oakland. OakDOT collected data on vehicle speeds at over 40 locations before narrowing down to 18 candidate locations—prioritizing locations with the most documented speeding, as well as proximity to sensitive land uses such as schools, senior centers, and commercial districts.

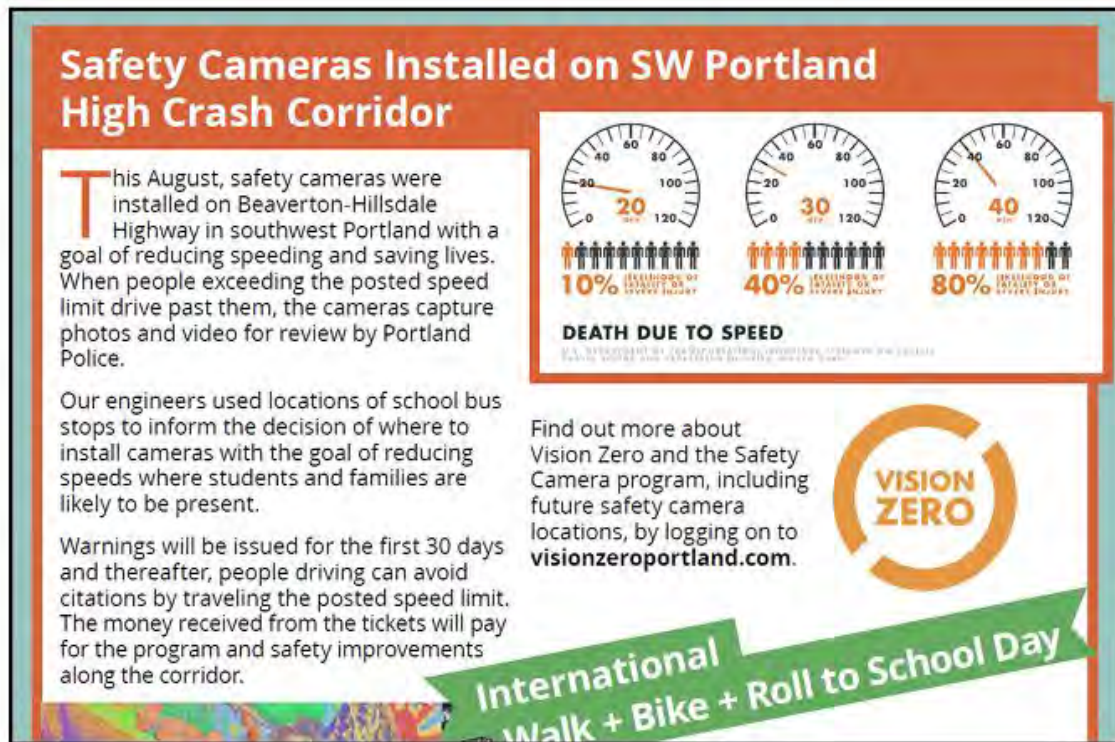
Consult: City of Portland

The Portland Bureau of Transportation (PBOT) launched its speed safety camera program in 2016, building on the success and public familiarity with its earlier Red Light Camera and Mobile Speed Van programs. To gauge public support, PBOT included a relevant question in its Vision Zero Action Plan survey, asking: “Do you support using automated cameras to ticket people who speed while driving?”—with 71% of respondents answering yes. In addition, PBOT hosted a Transportation Town Hall, an open house, and participated in neighborhood meetings and discussions with key stakeholder groups such as the Portland Freight Committee.

PBOT's public engagement campaign was broad and proactive. It included:

- Newsletter advertisements (see Figure 3)
- Regular updates and outreach via Facebook and Twitter
- Coverage through dozens of local media stories, further amplifying public awareness and understanding

Figure 3. City of Portland Newsletter Advertisement

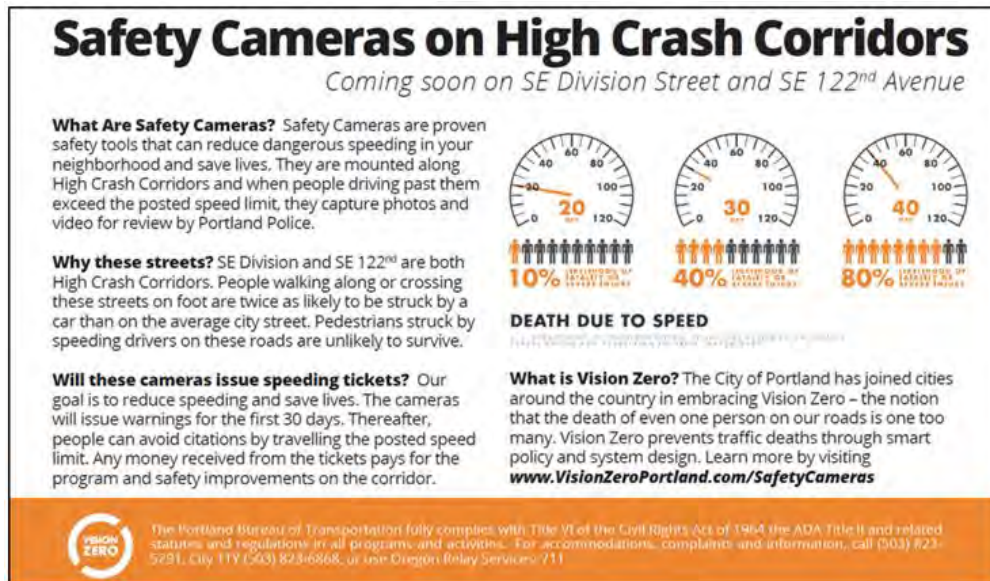


To ensure localized engagement, PBOT mailed a postcard (seen in **Figure 4**) to properties within 10 blocks of each speed safety camera location. Staff also hand-delivered postcards to nearby businesses and community organizations. The postcard was available in English and ten additional languages, reinforcing accessibility and equity.

Additionally, PBOT staff conducted face-to-face outreach to businesses near each camera location before activation and during the initial 30-day warning period. These conversations focused not only on the speed safety cameras themselves but on PBOT's broader commitment to traffic safety and Vision Zero goals.

This approach reflects the "Consult" level of the IAP2 Spectrum of Public Participation, where agencies actively seek public input and foster dialogue, while retaining decision-making authority.

Figure 4. City of Portland Postcard



Involve: City of San Francisco

Although governed by the same California legislation as Oakland, San Francisco adopted a more expansive public involvement approach for its speed safety camera program. The San Francisco Municipal Transportation Agency (SFMTA) engaged stakeholders from November 2023 through January 2024, conducting meetings with a range of community groups to inform and gather feedback.

In March 2024, SFMTA published an interactive [webmap](#) displaying proposed camera locations, allowing the public to explore site-specific information. The SFMTA Board of Directors formally approved 33 camera locations in Spring 2024, and the program officially launched in March 2025.

SFMTA conducted targeted outreach to approximately 40 organizations representing interests in racial equity, privacy protection, economic justice, and/or transportation safety. These organizations were provided with program information and offered the opportunity to meet with SFMTA staff.

As a result, SFMTA held meetings with more than a dozen organizations to answer questions, explain the implementation plan, and gather input on key aspects of the program. Discussions focused on policy design, rollout concerns, and strategies to ensure the program is implemented equitably and effectively in the communities these organizations serve. Key themes that emerged from these conversations included: law enforcement and data sharing, camera location selection criteria, program accessibility, financial justice and affordability, opportunities for community service as an alternative to fines, and anticipated program impacts.

This approach reflects the “Involve” level of the IAP2 Spectrum of Public Participation, where agencies actively seek input from the public throughout the process, ensure that concerns and aspirations are

consistently understood and considered, and foster ongoing dialogue to shape program decisions in collaboration with community stakeholders.

Figure 5. City of San Francisco Bus and Billboard Ad



Figure 6. City of San Francisco FAQ

Speed Safety Cameras— Making Our Neighborhoods Safer

Speed is THE leading cause of death and serious injury on San Francisco's streets.

Speed safety cameras work by capturing the license plate numbers of vehicles going over the posted speed limit. SFMTA will issue a citation (ticket) to the vehicle owner for speeding, which will be delivered by mail.

Why now?

In 2023, the California State Legislature authorized a speed safety camera pilot program for six designated cities, including San Francisco, Oakland and San José. We're excited to bring this new technology to SF in early 2025.

Where will speed safety cameras be installed?

Speed safety cameras will be dispersed across San Francisco in an equitable fashion—reflecting the diverse socio-economic makeup of the city. The program is intended to benefit all communities and not single out any particular neighborhood.

State law also mandates that ASE cameras may only be installed on City-owned streets like the ones described on back. After reviewing about 80 possible locations, the City identified 33 sites for the speed safety camera pilot project.

To stay up to date with the program, visit sfmta.com/speedcameras or email speedcameras@sfmta.com for more information about the program.

What Does This Mean for Me?

- At what speed will I get a ticket and who sets the limit?**
The speed thresholds and penalties are established by the state law. Drivers going at least 11mph over the posted speed limit will receive a citation. The penalties are proportional to the speed the driver is going.
- How much is the ticket if I get caught?**
Drivers caught driving 11mph to 15mph over the posted speed limit will receive a \$50 citation. Citations can reach up to \$500 if caught driving over 100mph.
- What data is collected and who is it shared with?**
Only the rear license plate of a speeding vehicle will be captured as part of the program. The data will be stored for SFMTA use only and will not be shared with any other agency, unless court ordered to do so. The data will be stored on SFMTA servers for up to 120 days.
- Will the automated speed system be on all the time?**
Once the program begins, the automated speed systems will be enforcing the speed limit at 33 locations 24 hours a day, seven days a week.
- What are some alternatives to paying the citation?**
Drivers who receive a citation have the option to participate in community service options in lieu of paying for the citation. There are also options for payment plans and discounts for low-income households.
- Someone stole my car and I received a ticket. What happens now?**
People who receive a citation because their car was stolen are eligible to submit an affidavit of non liability.

Speed Safety Camera Placement

Cameras can make our streets safer by slowing driver speeds. Here are some examples of where SFMTA may place cameras:

PROTECTING NEIGHBORHOODS

In dense neighborhoods, high-intensity car traffic led to a history of crashes. Drivers may speed up to make it through a light or make a turn. A lot of car traffic, combined with people walking, biking and rolling, has led to a history of crashes.

- COMMERCIAL DISTRICT
- HIGH TRAFFIC AREA
- NEAR A SCHOOL OR SENIOR CENTER
- HISTORY OF SPEED-RELATED CRASHES
- PEOPLE WALKING, BIKING, ROLLING

SLOWING MAJOR STREETS

Cameras can help make sidewalks and crossings safer for people walking, rolling, and biking to the shops, businesses, tourist destinations and homes, especially when people cross without a stop light.

- LONGER STRETCH OF ROAD WITH NO LIGHTS OR STOP SIGNS
- RECORDS OF HIGHER SPEEDS
- NEAR A PARK OR COMMUNITY CENTER
- HISTORY OF SPEED-RELATED CRASHES

VISION ZERO SF.ORG

Collaborate: City of Philadelphia

Following a recent change in Pennsylvania law that made Philadelphia’s camera pilot location permanent and expanded the allowable number of cameras, the City adopted a collaborative approach to identifying new camera locations. Key stakeholders—including PennDOT and Philadelphia Parking Authority—were convened to develop a shortlist of proposed locations. The City then opened the process to the public by inviting comments and feedback. Additionally, a Microsoft [form](#) was made available for residents to suggest potential camera locations, allowing the community to play an active role in shaping program decisions.

This approach reflects the “Collaborate” level of the IAP2 Spectrum, where agencies work directly with the public throughout the process to ensure that community concerns and priorities are reflected in final decisions.

Collaborate: City of Glendale

In California, the City of Glendale also exemplifies a collaborative model. The City shared 16 candidate camera locations on a [Social Pinpoint](#) webpage, where the community could review and provide input to help refine the list to a final selection of nine sites. The webpage also included a community survey with broader questions designed to gauge public sentiment around the program. To further engage residents, Glendale hosted both virtual and in-person meetings to share information and invite dialogue about the upcoming speed safety camera program.

This model exemplifies the “Collaborate” level of the IAP2 Spectrum, with the City actively partnering with community members to co-develop program elements, ensuring that public feedback meaningfully shapes program design and implementation.

Equity in Camera Placement

The IIHS Automated Enforcement Program Checklist identifies three key elements of a successful program, one of which is accounting for racial and economic equity in both camera placement and fine administration.

Best practices from other cities demonstrate a thoughtful, data-informed approach to equitable placement. Key factors typically include safety risk (i.e., identifying locations with high rates of speeding or collisions), geographic distribution (i.e., ensuring cameras are placed across all areas of a city), and socioeconomic distribution (i.e., avoiding disproportionate concentration in lower-income or historically marginalized communities).

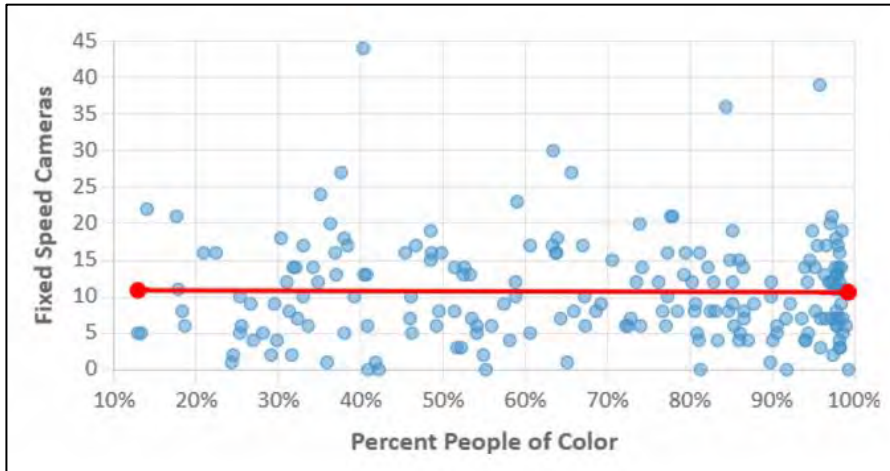
- **Safety risk:** The primary criterion for placing speed safety cameras is the potential to reduce unsafe driving behavior and improve safety outcomes. The best practice is a data-driven process that prioritizes high-risk areas, such as segments of a city’s high injury network (HIN)—locations where serious crashes are most concentrated.
- **Geographic distribution:** To avoid the perception of over-enforcement in particular neighborhoods, some cities incorporate geographic balance into their placement strategies. For



example, Washington D.C. ensures cameras are deployed across all city wards and San Francisco distributes its cameras across all Supervisory Districts.

- **Socioeconomic distribution:** Cities also analyze the socioeconomic characteristics of neighborhoods with camera installations to assess potential disparate impacts. While methods vary, the objective is consistent: to quantitatively evaluate whether low-income or historically underserved communities are disproportionately affected by enforcement. **Figure 7** highlights how three major cities—New York, San Francisco, and Philadelphia—have approached this evaluation using different metrics and equity mapping tools.

Figure 7. Equity Comparisons – New York, San Francisco & Philadelphia

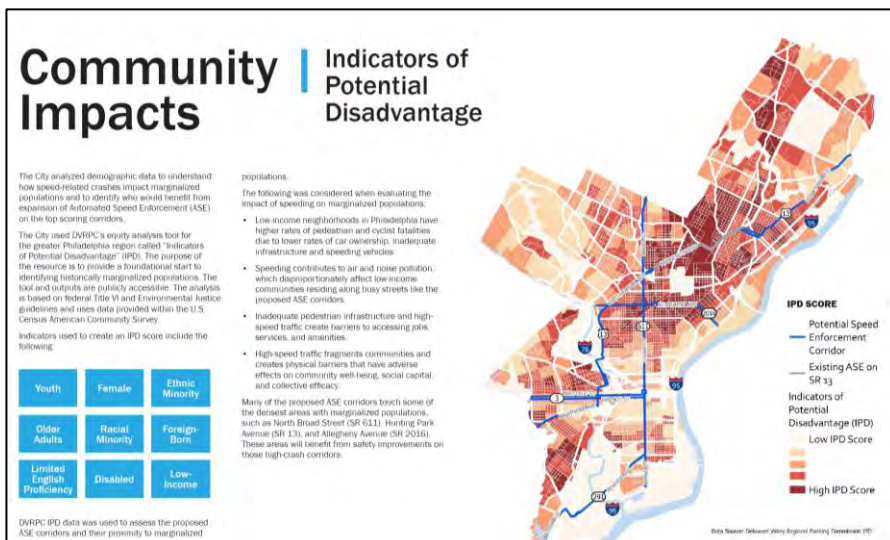


Socioeconomic characteristics of the City of San Francisco are as follows:

- No-Car Households: 31.2%
- Minority Households: 50.7%
- Households in Poverty: 10.8%
- Unemployed Households: 5.4%
- Households with Higher Education: 65.1%

Data collected for the 33 proposed ASE locations are as follows:

- No-Car Households: Average 28.5%, Range 7% to 68%
- Minority Households: Average 56.8%, Range 23% to 91%
- Households in Poverty: Average 12.5%, Range 4% to 40%
- Unemployed Households: Average 5.7%, Range 2% to 11%
- Households with Higher Education: Average 62.3%, Range 22% to 89%



In 2022, Bellevue adopted the Mobility Implementation Plan, which includes an equity evaluation framework that serves as the foundation for assessing equity considerations in the speed safety camera program. This approach would be conceptually similar to Philadelphia’s mapped Indicators of Potential Disadvantage in **Figure 7**. As described in Chapter 3 of the Speed Safety Camera Program Operations Guide,

Violation Review

A review of peer city practices shows that violation review is typically conducted either by law enforcement personnel or by transportation/public works staff, depending on local policy and legal authority. Cities such as Alexandria, VA and Portland, OR continue to require that law enforcement officers review each violation. In contrast, jurisdictions like Washington, D.C., New York City, and San Francisco have shifted responsibility to transportation department staff. For example, Washington, D.C. transitioned this function from law enforcement to the District Department of Transportation (DDOT) in 2022.

Some cities have adopted a hybrid approach by creating dedicated civilian roles. In Minneapolis, “traffic control agents” within the Regulatory Services Department verify potential violations. In Denver, “photo enforcement agents” within the Police Department’s Photo Enforcement Unit review violations after completing the same radar training required of certified officers—though they themselves are not commissioned officers.

Fine Structure

Under RCW 46.63.220(16), the maximum fine for automated traffic safety camera infraction outside a school speed zones. Fines may be doubled within a school speed zone is set at \$145. The law also allows for future adjustments to these amounts based on the consumer price index.

The City of Bellevue currently issues a \$124 fine for both red light or school zone speed camera violations—a rate that has remained unchanged since the program’s inception in 2009.

Table 2 presents a summary of fine structures used by peer cities. While some jurisdictions—such as New York City and Alexandria—use a flat-rate fine, many cities apply a tiered system, where the amount of the fine is based on how far the driver was exceeding the speed limit. Most cities also apply an enforcement threshold, typically issuing citations when a vehicle is detected traveling 10 mph or more over the posted speed limit.

Table 2. Fine Structures used by Peer Cities

City	Fine Structure
Washington D.C.	\$100 for 11-15mph over speed limit \$150 for 16-20mph over speed limit \$200 for 21-25mph over speed limit \$400-500 for >25mph over speed limit
New York City	\$50 for >10mph over speed limit

City	Fine Structure
Minneapolis	\$40 for 10mph or more over speed limit \$80 for 20mph or more over speed limit
Alexandria	\$100 for 10mph or more over speed limit
Portland	\$170 - \$440; impacts driving record
San Francisco	Sliding scale (low-income fee & public assistance fee) \$50 for 11-15mph over speed limit \$100 for 16-25mph over speed limit \$200 for >26mph over speed limit \$500 for traveling at 100mph or more

Some cities offer alternate pathways for drivers to address citations without paying the full fine amount. For example:

- In Minneapolis, first-time offenders have the option to attend a free safety class instead of paying the fine.
- Portland offers a similar diversion program, though the class includes a reduced fee (slightly less than the citation amount). Eligibility is limited to drivers with no prior citations in the past three years and who have not previously taken the class.
- In San Francisco, fine amounts are set by state law, which also requires cities to provide fine reductions for low-income drivers or allow community service as an alternative to payment.

City of Bellevue Ordinance

Chapter 11.49 of the Bellevue Municipal Code (BMC) is the currently adopted ordinance authorizing the use of automated traffic safety cameras in the city. **Table 3** outlines potential revisions to BMC Chapter 11.49 to ensure alignment with recent updates to Washington State law, and best practices from peer jurisdictions related to implementation, equity, and enforcement.

Table 3. Potential Revisions to BMC Chapter 11.49

Code	Potential Revision
11.49.010 Authorized use of automated traffic safety cameras.	A. Revise to reflect authorization for civilian employees to administer infractions. Update to authorize use of cameras for safety violations anywhere in the city (rather than only within school speed zones as currently drafted). B. Revise restrictions to allow use of traffic safety cameras throughout city (rather than only at arterial intersections and school speed zones). C. Revise to note camera locations must be signed at least 30 days in advance of activation. Revise to note these locations will also be published on the city website.

Code	Potential Revision
11.49.020 Notice of infraction.	B. Revise “the law enforcement agency” to “the issuing agency”
11.49.030 Request for hearing.	No revisions needed.
11.49.040 Presumption of committed infraction – Presumption overcome.	Revise RCW citations. See RCW 46.63.075
11.49.050 Infractions processed.	Revise RCW citations. See RCW 46.63.220(16).
11.49.060 Issuing infractions.	No revisions needed.
11.49.070 Definition of automated traffic safety camera.	Revise to remove restriction related to school zone. See RCW 46.63.210(1).
11.49.080 Penalties.	Revise to reflect reduced penalty amounts for recipients of public assistance. See RCW 46.63.220(15). Code revisions would be required if the city chooses to update the fine for speed violations.
11.49.100 Authorization for use of electronic signatures.	Revise to allow civilian employees to apply electronic signatures.

Source: BMC 11.49.

Camera System Procurement Practices

Based on discussions with Verra Mobility, the city’s current vendor, all speed and red light cameras are owned and maintained by Verra. The monthly fee charged to the city covers all necessary services, including routine maintenance and ongoing calibration.

This procurement model is recommended because it eliminates the need for city staff to maintain or service the equipment, thereby reducing internal resource demands and ensuring the camera system remains properly calibrated and operational.



Appendix C

Date: August 20, 2026
To: City of Bellevue
From: Chris Breiland and Taylor Whitaker, Fehr & Peers
Subject: Bellevue B-Safe Appendix C: Speed Safety Camera Location Evaluation

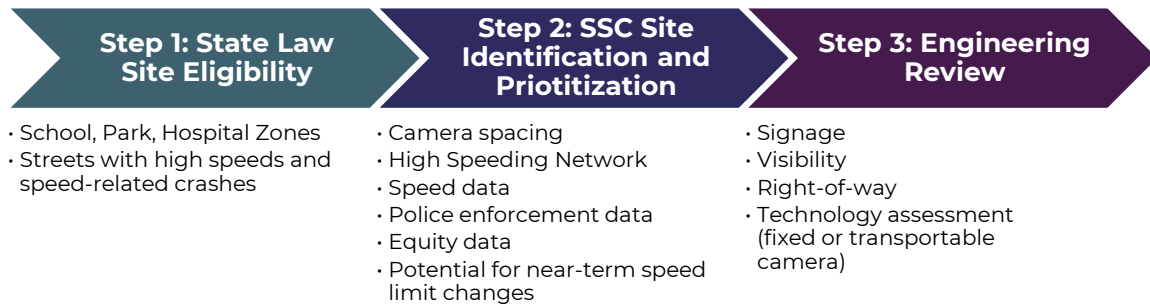
Bellevue B-Safe SP-4

This appendix document outlines the current practices and considerations involved in selecting locations for speed safety cameras (SSCs) in Bellevue. These locations are based around the framework of RCW 46.63.210-46.63.250 to prioritize areas using data related to safety, traffic, police enforcement, and engineering details. Specifically, Bellevue examined city-wide arterial roadway network data to determine where SSCs:

- Are allowed by state law based on the location of adjacent land uses
- Align with known arterial segments with a high proportion of people exceeding the speed limit
- Align with portions of the arterial network with a high prevalence of speed-related crashes (as identified in police reports)
- Can be accommodated using a fixed or transportable camera technology when considering signage requirements, right-of-way availability, and visibility

The analysis process to identify potential SSC locations can be summarized in three primary steps, shown in Figure 1. This memo describes steps 1 and 2 to determine where SSCs can legally be placed and the highest priority locations for deployment. Step 3 is necessary to determine the exact location of the SSC. The engineering review step is described as part of **Appendix E Enforcement and Operations Plan**.

Figure 1 – SSC Location Evaluation Process



Source: Fehr & Peers, 2025

Step 1: Where State Law Allows Speed Safety Cameras

RCW 46.63.210-46.63.250 specifically outlines conditions for where cities can place SSCs. This section describes the requirements and documents the analysis showing where Bellevue can locate SSCs on arterials across the city.

School, Park, Hospital Zones

RCW 46.63.210-46.63.250 states that SSCs may be used to detect speed violations in hospital speed zones, public park speed zones, school speed zones, and school walk zones. There is no limit on the number of cameras that may be placed within these authorized zones. Legal definitions for each of these zones are provided in **Table 1**. Using GIS data from the city, the B-Safe team evaluated the locations of school, park, and hospital zones. These zones are shown in **Figure 1**. Within Bellevue, 0.07% of the street network¹ is covered by a hospital zone, 33% by park, 99% by the two school zones.

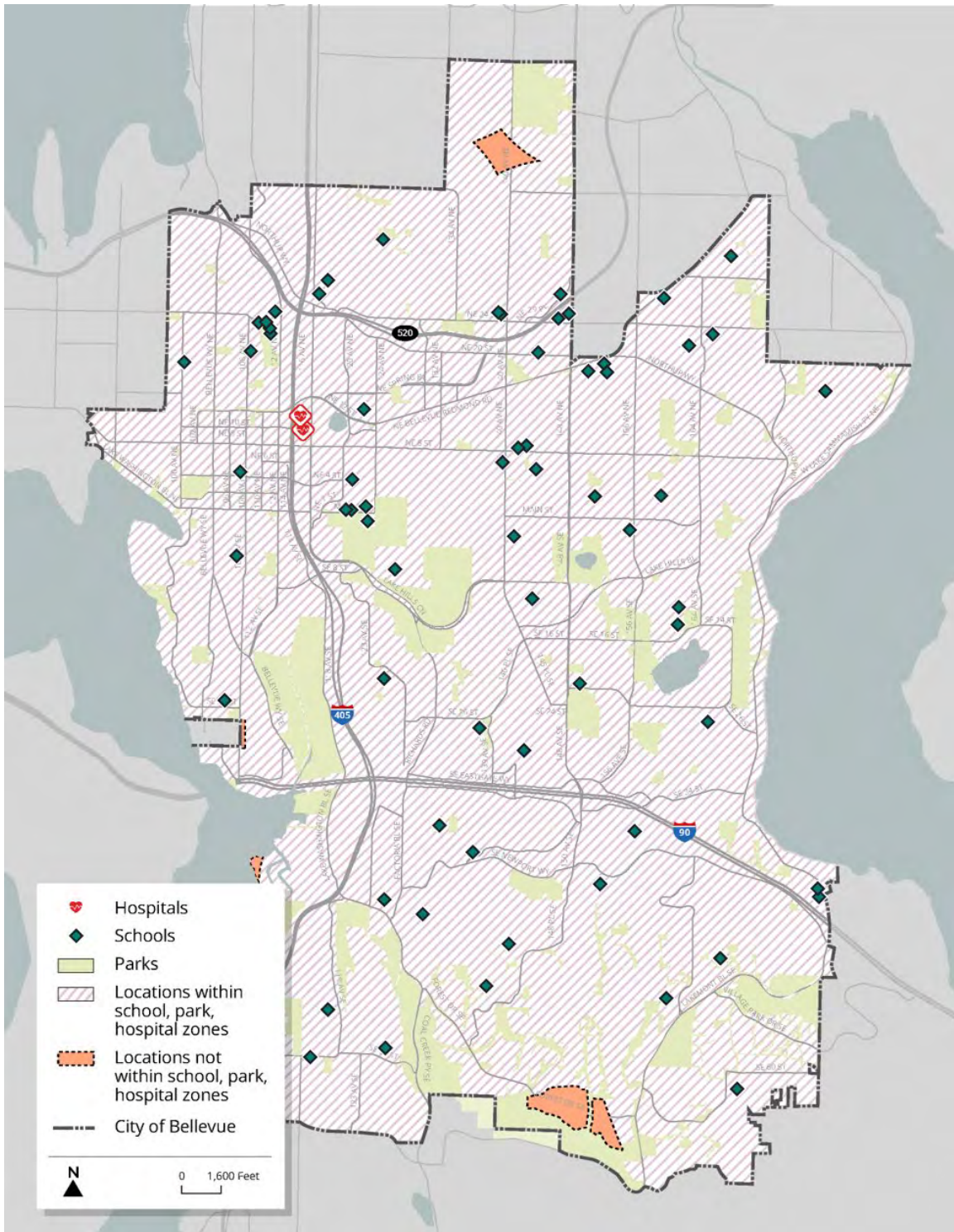
¹ Not including interstates, ramps, or state routes.

Table 1. Authorized Zones for Automated Traffic Safety Cameras

Zone	Washington State Definition
Hospital speed zone	Marked area within hospital property and extending 300 feet from the border of the hospital property (a) consistent with hospital use; and (b) where signs are posted to indicate the location is within a hospital speed zone, where "hospital" has the same meaning as in RCW 70.41.020.
Public park speed zone	Marked area within public park property and extending 300 feet from the border of the public park property (a) consistent with active park use; and (b) where signs are posted to indicate the location is within a public park speed zone.
School speed zone	May extend 300 feet from the border of the school or playground property; however, the speed zone may only include area 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 school by foot, bicycle, or other means of active transportation

Source: RCW 46.63.210

Figure 1: School, Park, Hospital Zones



High Speeding Crash Network

In addition to the speed zones mentioned above, RCW 46.63.250(3) identifies that cities can install SSCs in “locations deemed by the local legislative authority to experience higher crash risks due to excessive vehicle speeds.” If SSCs are implemented on this part of the roadway network, cities are limited to one camera per 10,000 residents. As shown in **Figure 1**, 99% of Bellevue falls within the four speed zones described above, with only 1% of the arterial network falling outside of these zones. Therefore, there is effectively no limit to the number of SSCs that Bellevue can place on its arterial network.

While only a small portion of Bellevue’s arterial network falls outside of the four speed zones defined by the RCW, understanding the portions of the arterial network that “experience higher crash risks due to excessive vehicle speeds” is important in SSC location and prioritization. To identify these streets, the team analyzed the past 10 years of crash data in Bellevue and focused on injury (including fatality) crashes that listed speeding as a contributing factor in the police report.² **Figure 2** shows a map of speeding-related injury crashes in Bellevue. As can be seen, crash density is greatest along the busiest streets in the city, including 148th Avenue, NE 8th Street, Bellevue Way, and Coal Creek Parkway.

While speeding-related crash density gives an indication of where there are clusters of crashes that result in injuries or fatalities, additional analysis is needed to weight crash severity. Using the same weights as are used to develop Bellevue’s High Injury Network (which considers all crashes), the project team developed a “High Speeding Crash Network” to identify the subset of city streets that have the greatest prevalence of speeding-related crashes as weighted by crash severity. The analysis found that the High Speeding Crash Network accounts for 10% of the city’s total street mileage but accounted for 88% of all fatal and serious injury (FSI) crashes where speeding was identified as a contributing factor from 2015-2024. The methodology to develop the “High Speeding Crash Network” is documented in Attachment A. **Figure 3** shows the “High Speeding Crash Network.”

² The reporting officer lists contributing factors related to the crash. If speed was noted as a factor, the crash was included in the analysis.

The map illustrates the High Speeding Crash Network in Bellevue, Washington. The network is highlighted in yellow, showing a dense concentration of crashes along major corridors and at intersections. The city's boundary is shown as a dashed line. Key features include:

- High Speeding Crash Network:** Represented by a thick yellow line.
- City of Bellevue:** Represented by a dashed black line.
- Major Roads:** I-405 (Shilshole Ave) and I-90 (East-West Expressway) are shown as thick grey lines.
- Local Streets:** Numerous local streets are labeled, including NE 24th St, NE 26th St, NE 28th St, NE 30th St, NE 32nd St, NE 34th St, NE 36th St, NE 38th St, NE 40th St, NE 42nd St, NE 44th St, NE 46th St, NE 48th St, NE 50th St, NE 52nd St, NE 54th St, NE 56th St, NE 58th St, NE 60th St, NE 62nd St, NE 64th St, NE 66th St, NE 68th St, NE 70th St, NE 72nd St, NE 74th St, NE 76th St, NE 78th St, NE 80th St, NE 82nd St, NE 84th St, NE 86th St, NE 88th St, NE 90th St, NE 92nd St, NE 94th St, NE 96th St, NE 98th St, NE 100th St, NE 102nd St, NE 104th St, NE 106th St, NE 108th St, NE 110th St, NE 112th St, NE 114th St, NE 116th St, NE 118th St, NE 120th St, NE 122nd St, NE 124th St, NE 126th St, NE 128th St, NE 130th St, NE 132nd St, NE 134th St, NE 136th St, NE 138th St, NE 140th St, NE 142nd St, NE 144th St, NE 146th St, NE 148th St, NE 150th St, NE 152nd St, NE 154th St, NE 156th St, NE 158th St, NE 160th St, NE 162nd St, NE 164th St, NE 166th St, NE 168th St, NE 170th St, NE 172nd 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Step 2a: Speed Safety Camera Site Identification

Based on the review of the RCW, nearly every arterial in Bellevue is eligible for a SSC. However, just because a street is in proximity to a school, park, etc., does not mean that a camera is justified. Further analysis is needed to identify areas where SSCs can meaningfully reduce speed-related crashes. This section describes additional data used to develop a full network of SSC corridors and initial locations where SSCs could be located.

Speed Data

The High Speeding Crash Network identifies where there is a preponderance of speeding-related crashes. However, crashes do not necessarily correspond to where speeding could be common or where future speeding-related crashes could occur. Speeding is considered as a “systemic” safety hazard because of both reduced reaction time of drivers as they travel faster than the target speed, and the greater risk of death and injury resulting from the higher kinetic energy of a speeding vehicle.

Figure 4 shows how the risk of death for a pedestrian increases exponentially as speeds are higher. Bicyclists and motorcyclists face a similar risk and collectively any person on the street involved in a crash who is outside of a vehicle is described as a “vulnerable road user.” People inside of vehicles are at a much lower risk of injury or death, but higher speeds, which translate into higher rates of energy are also riskier for vehicle drivers and passengers.

Figure 4: Risk of Fatality Crash and Speed





For this analysis, speed data was conducted using January-March 2024 data from Iteris ClearGuide, which Bellevue has access to, but any other similar “big data” or widespread speed data source could also be used. Specifically, ClearGuide was used to estimate the prevalence of vehicles traveling 6 or more miles per hour on Bellevue’s street network and to document 85th percentile speeds.

The 2024 ClearGuide analysis identified the arterials where speed exceeded 6 mph. The results are shown on **Figure 5**. Of note on Figure 5 are several streets where more than 35% of all vehicles were estimated to be traveling 6 or more mph above the speed limit during the course of a typical day:

1. Bellevue Way SE
2. Forest Dr SE
3. Lake Hills Connector
4. Lakemont Blvd SE
5. NE 8th St

Speeding Risk Network

Based on the analysis of the 2024 Iteris ClearGuide data, a Speeding Risk Network was developed that identifies streets where it is estimated that at least 15 percent of vehicles are exceeding the speed limit by 6 or more mph over the course of the day.

Figure 6 shows the Speeding Risk Network.

Figure 7 combines the High Speeding Crash Network and Speeding Risk Network to show the totality of Bellevue Streets that have a documented or systemic risk of speeding related crashes. This “SSC Implementation Network” represents the streets where there is a data-driven reason to implement SSCs and this entire network is consistent with the provisions set forth by the RCW.

Figure 5: Percentage of Vehicles Exceeding Speed Limit

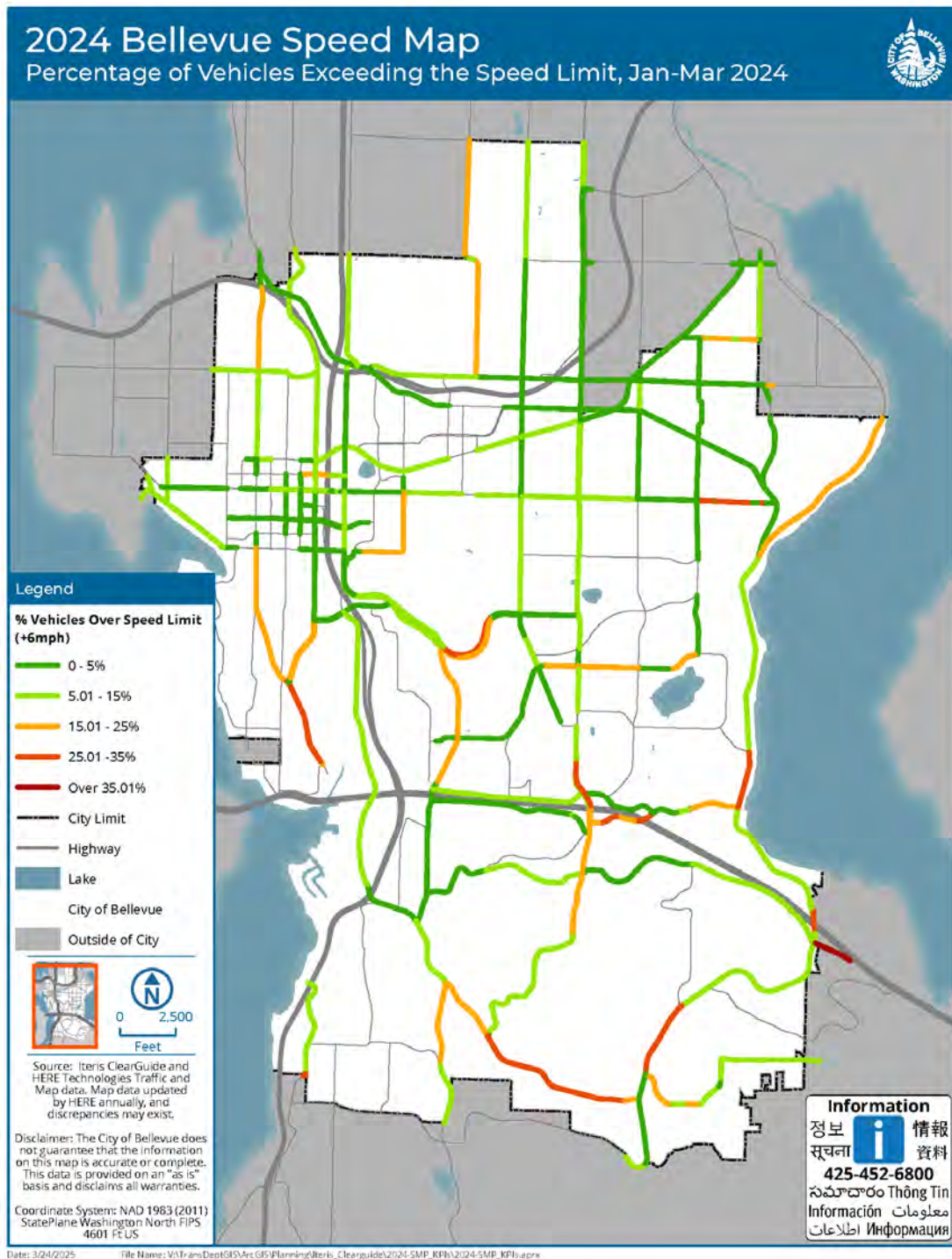
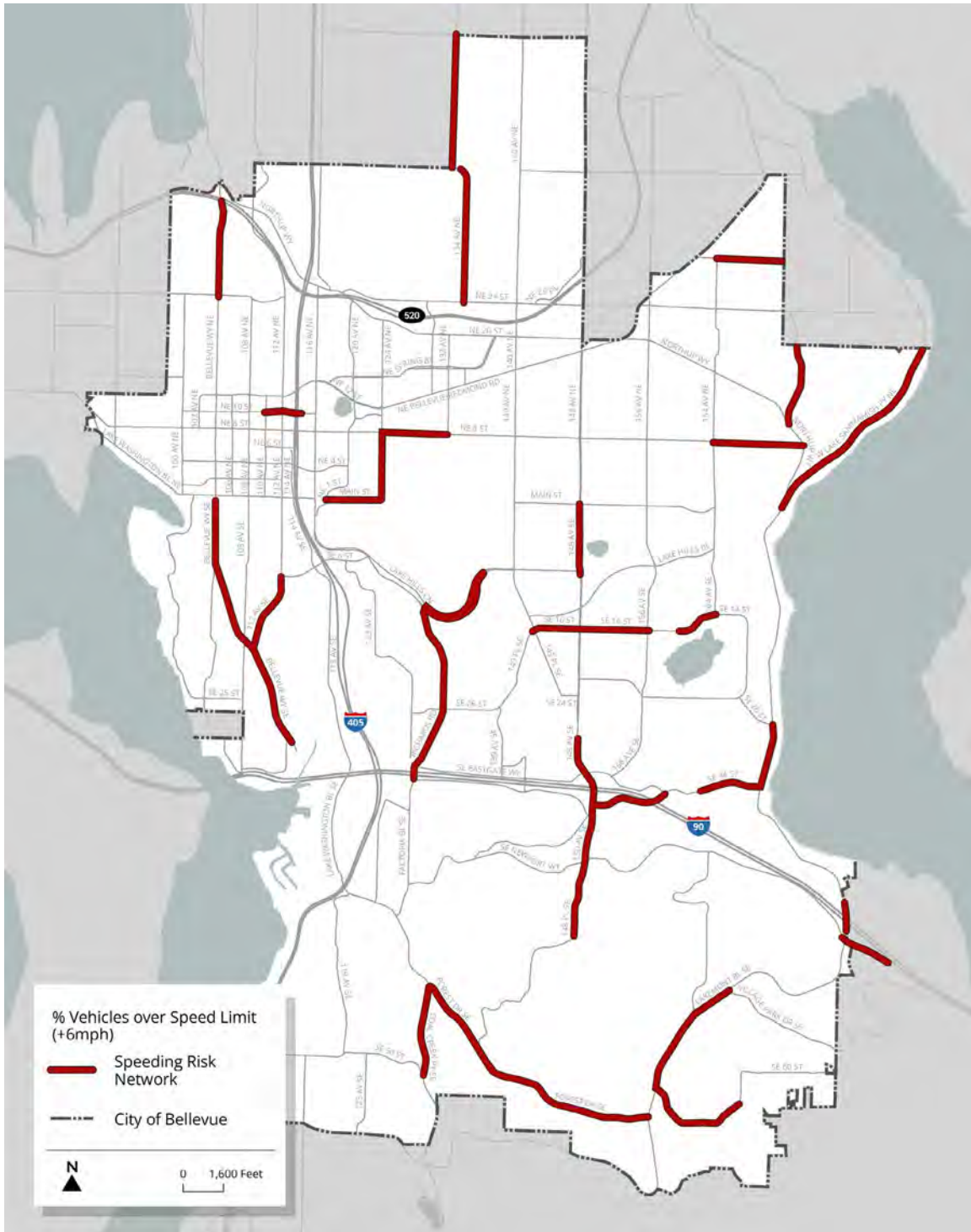


Figure 6: Speeding Risk Network



High Speeding Crash Network

Speeding Risk Network

City of Bellevue

0 1,600 Feet

Camera Spacing

The previous sections identified where the RCW allows SSCs and where data suggest SSC enforcement could reduce speeding related crashes. However, the B-Safe team needed to understand the total number of potential SSC enforcement locations that would be reasonable for this program. To determine the number of SSC enforcement locations, several studies and reports on SSC programs were reviewed.^{3,4,5} The main points from these documents are summarized below:

- SSCs have a “halo effect” where the area of speeding reduction extends for some distance beyond the camera as drivers are more alert to the speed limit. The SSCs have the strongest effect within about 0.3 miles of the camera.
- SSCs that are arranged along corridors are more effective at reducing speeding than one-off cameras.
- Transportable cameras tend to be more effective at reducing speeding along corridors or in enforcement areas compared to fixed cameras. This requires the transportable cameras to be periodically relocated to maximize the benefits.
- Camera density must be balanced with the cost to operate and administer the program.

Based on this research and a successful deployment of SSCs on a major arterial corridor in Philadelphia that featured camera spacing every 1.0-1.5 miles, the spacing target for Bellevue arterials is set between 0.5-1.0 miles.⁶ **Figure 8** shows the initial 93 identified SSC enforcement locations. Note that for each location there are generally two cameras, one facing in each direction of travel for a total of up to 182 cameras. As described later in this report, the specific location for where the SSC is located requires further engineering analysis.

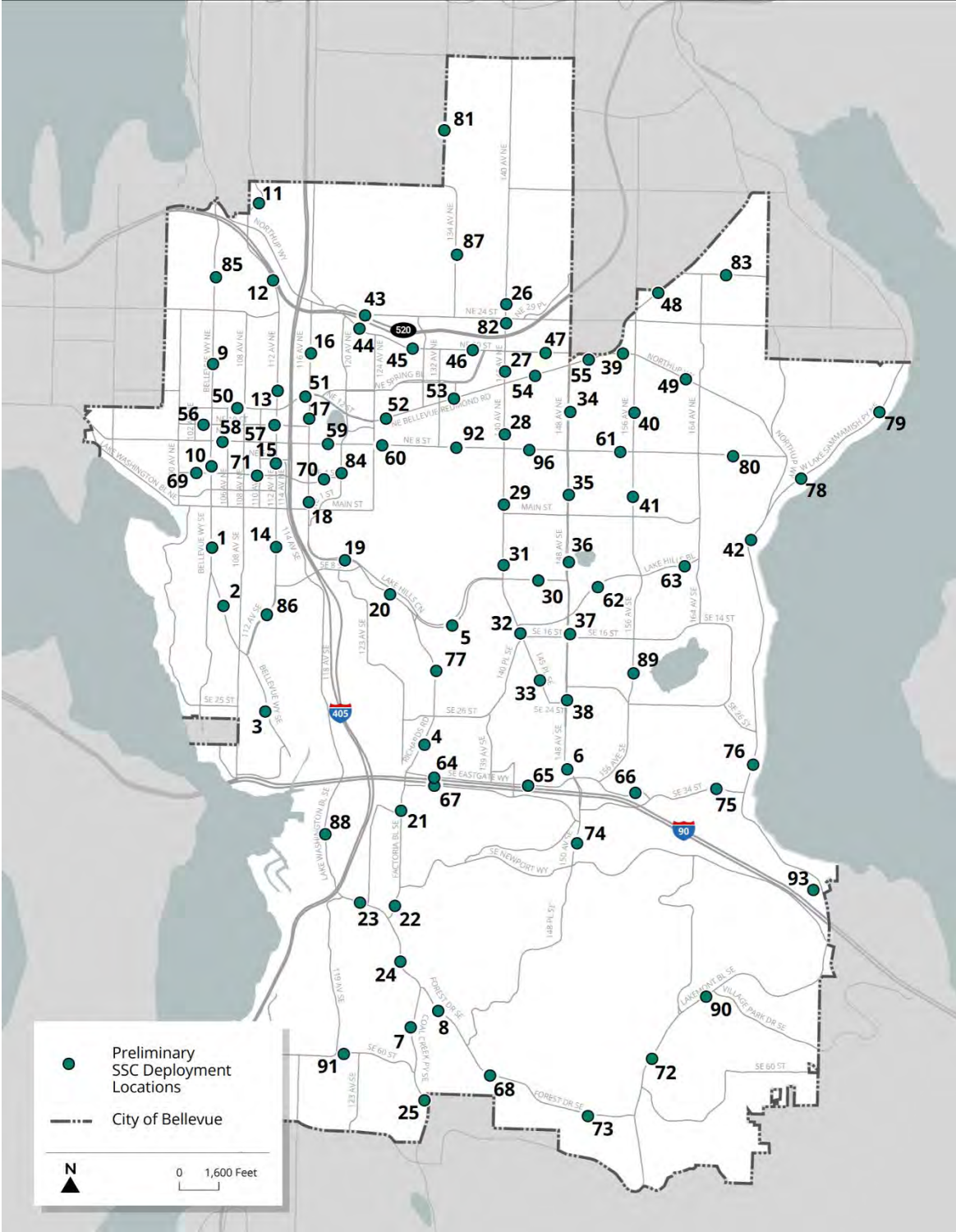
³ Moore-Ritchie, et. al. *Speed Safety Cameras (SSC) Transportation Research Synthesis*. Minnesota Department of Transportation, 2023.

⁴ Guerra, E. *Evaluating the Effectiveness of Urban Speed Cameras on Traffic Safety in a Period of Dramatic Change*. Carnegie Mellon University, 2024.

⁵ Champness, et. al. *Time and Distance Halo Effects of an Overtly Deployed Mobile Speed Camera*, Queensland University of Technology, 2005.

⁶ Guerra, E. et. al. *Evaluating the Effectiveness of Speed Cameras on Philadelphia's Roosevelt Boulevard*. Transportation Research Record, 2024.

Figure 8: Preliminary SSC Program Enforcement Locations



Step 2b: Speed Safety Camera Site Prioritization

The prior section presented a data-driven approach to identify where SSCs could be implemented in Bellevue to help address speeding-related crashes and the systemic risk associated with speeding. As noted, 93 locations were initially identified, representing 186 potential cameras.

Given this scale, it is not reasonable for Bellevue to implement the full SSC program in a matter of months. SSC programs require extensive community outreach, involve detailed engineering studies, require staffing to ensure the program is only issuing violations to vehicles exceeding the speed limit, and partnerships between departments and agencies to ensure that violations can be adjudicated and resolved. In other words, there must be a prioritization framework to inform how to deploy cameras over time. This section describes how the B-Safe team went from the initial list of 93 locations/186 cameras to a prioritized list for initial deployment. This prioritization framework will guide future SSC expansions and revisions as new data becomes available.

Factors Influencing Prioritization

In reviewing best practices across the country, several factors consistently emerged with respect to SSC prioritization:

- Addressing known speeding-related crash hot spots – this is the High Speed Crash Network
- Addressing areas where there is a history of speeding that can represent a general risk to safety
- Police Department Citations - Responding to public input and known police enforcement hot spots
- Ensuring a balanced deployment of SSCs that do not unfairly burden key equity populations in the city with over-enforcement or unaddressed speeding problems

The prior section documented how the SSC team identified speed-related crash hot spots and areas where there is a history of speeding. This section describes other prioritization data and documents the method by which each of the 93 locations were prioritized for initial deployment.

Police Department Citations

Bellevue Police enforces speeds with a mix of targeting areas where officers know there is a risk of speeding related safety issues and where the [community has requested](#) speed enforcement. Therefore, since Bellevue has not specifically developed a community request program for SSCs, police enforcement data are used



as a proxy for locations where the community is interested in more extensive speeding enforcement.

Police officer enforcement hotspots (2018-2025) with an incident recording high speeding over 5mph were collected from the Bellevue Police Department's [Incident Dashboard](#). This data was categorized into high, medium, and low enforcement locations and helped refine initial SSC prioritization. The enforcement categorization is defined as follows:

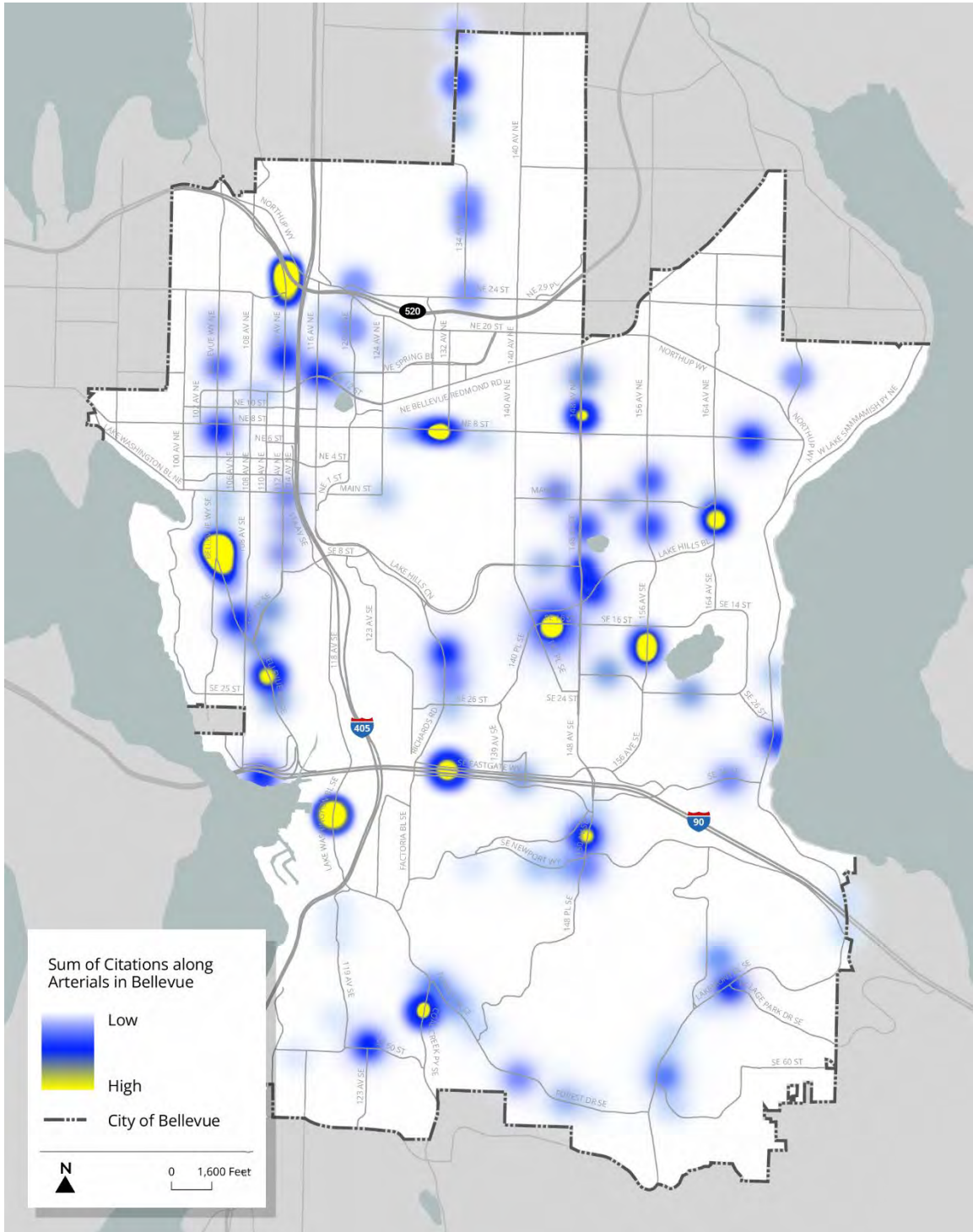
- High: more than 200 citations per mile along corridor
- Medium: 100 citations per mile along corridor
- Low: fewer than 100 citations per mile per year along corridor

Figure 9 shows a “hotspot” visualization of the 2018-2025 police citation data. Several locations stand out in the figure, notably locations along:

- Bellevue Way south of downtown
- 112th Avenue NE north of NE 24th Street
- 118th Avenue SE/Lake Washington Blvd south of I-90
- NE 8th Street near 132nd Avenue NE
- Several locations along 148th Avenue
- Coal Creek Pkwy south of Forest Drive SE
- SE Eastgate Way east of Richards Road
- SE 16th Street east of 145th Place SE
- 156th Avenue SE south of SE 16th Street
- 164th Avenue SE south of Main Street

Attachment B documents how the police citation data were processed to facilitate SSC prioritization.

Figure 9: Police Department Speeding-Related Citations





Equity Analysis

RCW 46.63.220(3) requires that all potential SSC locations undergo an equity analysis. To address this requirement, the project team analyzed demographic data to understand how SSC deployment might affect historically marginalized or underrepresented populations. Based on our review of SSC best practices, the primary purpose of the equity analysis is to ensure that Bellevue doesn't have too many or too few cameras in areas with high equity populations. Based on the results of the equity analysis, if there is a misalignment of SSCs relative to equity populations, the set of cameras that are implemented can be adjusted to ensure that SSC deployment is evenly spread across Bellevue.

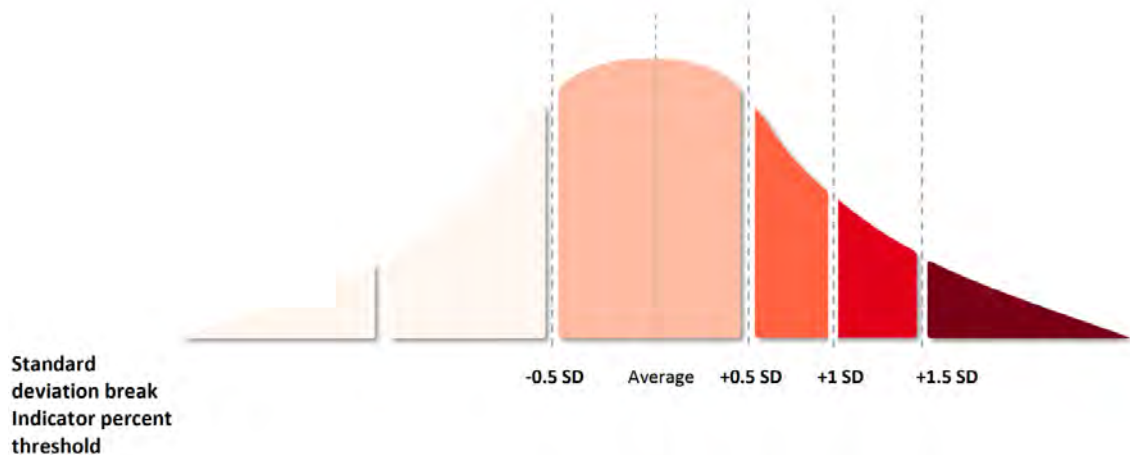
For the equity analysis, the Equity Composite Index⁷ from the Bellevue Mobility Implementation Plan (MIP) is used. The Equity Composite Index is a compilation of demographic and economic characteristics that are used in best-practice equity analysis from across the country. The Equity Composite Index includes 10 individual metrics, including those that capture characteristics such as poverty, disability, age, language spoken at home, and race. The full list of metrics is included in the MIP's appendix.

The MIP also provides guidance on what constitutes a “high concentration” of equity populations. Specifically, the MIP identifies several categories of equity population based on the degree to which equity populations within an area are more or less concentrated compared to the citywide average. **Figure 10** is a chart from the MIP showing how the categories of equity populations are defined. For prioritization within the MIP, the highest equity scoring is given to areas in the city that have equity population concentrations that are more than one standard deviation above the citywide average. These areas of high equity concentration represent roughly 15% of the overall city population.

⁷

https://bellevuewa.gov/sites/default/files/media/pdf_document/2022/Bellevue_MIP_Vol1%262_8.1.22.pdf

Figure 10: Equity Concentration Categories from MIP

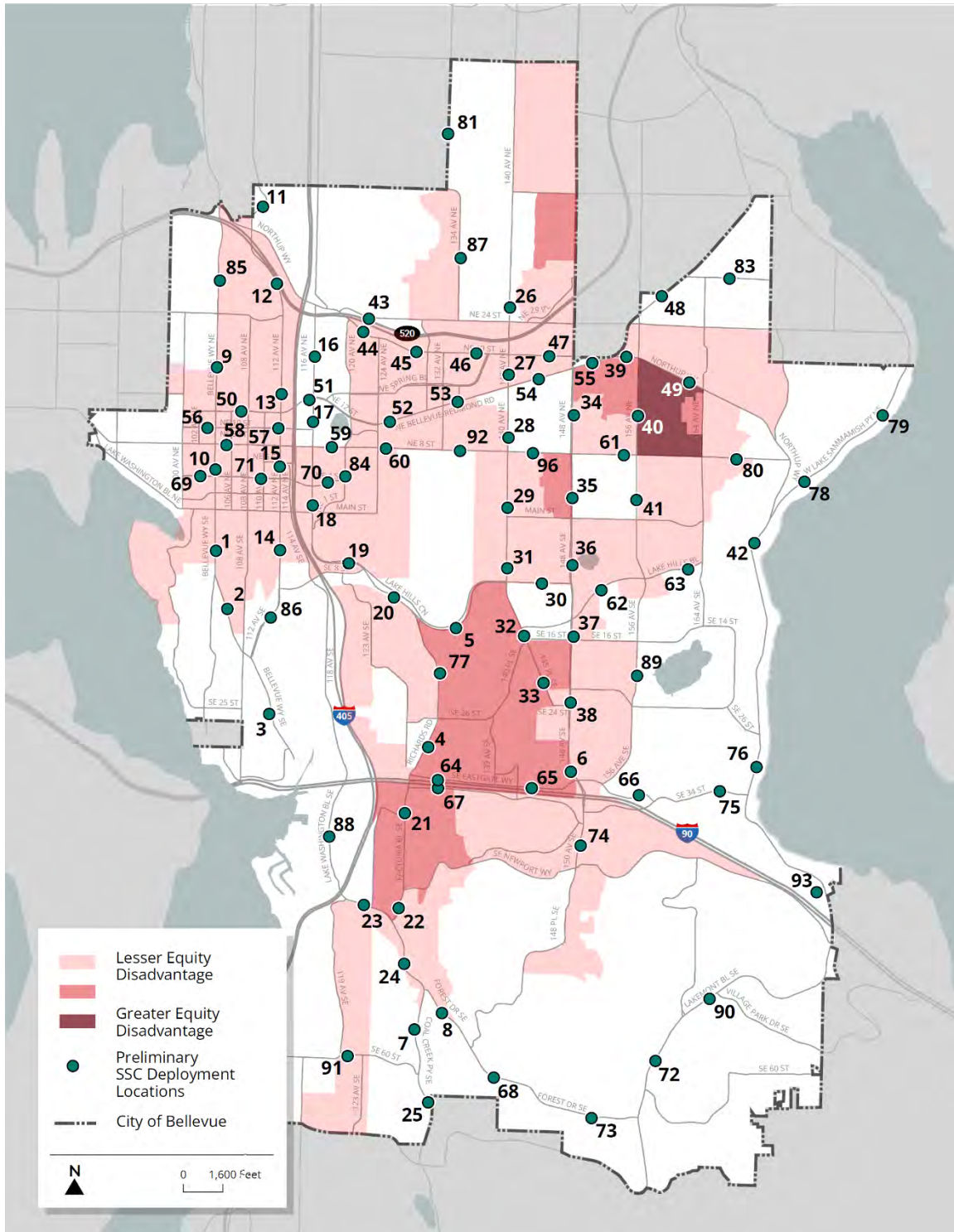


Using the Equity Composite Index, the entire set of 93 candidate SSC locations were analyzed to confirm that SSCs were not over or under-concentrated in Bellevue. The analysis found that 15 SSC candidate locations (up to 30 cameras or 16% of all SSC candidate locations) identified in **Figure 2** were within or adjacent to areas of Bellevue with high equity populations⁸. The areas of the city that have high equity concentrations represent 13% of total city area and 15% of total city population. From this analysis, the B-Safe team concludes that SSCs are not over or under-concentrated within areas of the city with high equity populations. The equity data is overlaid with the candidate SSC locations in **Figure 11**.

A similar equity evaluation should be performed on any subset of SSCs that are deployed as this program is built out (e.g., perform an equity analysis of the totality of implemented and phased-in SSCs at each phase of SSC expansion or modification).

⁸ High equity populations are those areas of the city where the concentration of equity populations is one standard deviation or greater than the citywide average.

Figure 11: Preliminary Camera Selection and Equity Composite Index Overlay



Consideration for Streets with Recent or Pending Speed Limit Changes

Based on discussions with the Technical Advisory Committee and the city's [Safe Speeds Bellevue](#) group, the team determined that SSCs should not be deployed on arterials where speed limits have been reduced in the past six months. This approach was selected to avoid the perception that Bellevue is changing speed limits as a way to generate more SSC violations. Throughout 2025, Bellevue reviewed speed limits on most arterials across the city. A map of all the arterials where there are proposed speed limit changes is shown on **Figure 12**. For an initial 2026 deployment of SSCs, none of the streets under consideration have had a speed limit reduction in the past six months and none are planned for the balance of 2026. Therefore, the initial deployment can take place without being too close in time to any speed limit changes.

DRAFT Speed Limits

Proposed Speed Limits for All Current 30mph+ Streets

Legend

- Existing Speed Limit
 - 25 MPH
- Proposed Speed Limit
 - 20 MPH
 - 25 MPH
 - 30 MPH
 - 35 MPH
- City Limit

Information
 정보 i 情報
 सूचना i 자料
 425-452-6800
 సమాచారం Thông Tin
 معلومات
 اطلاعات Информация

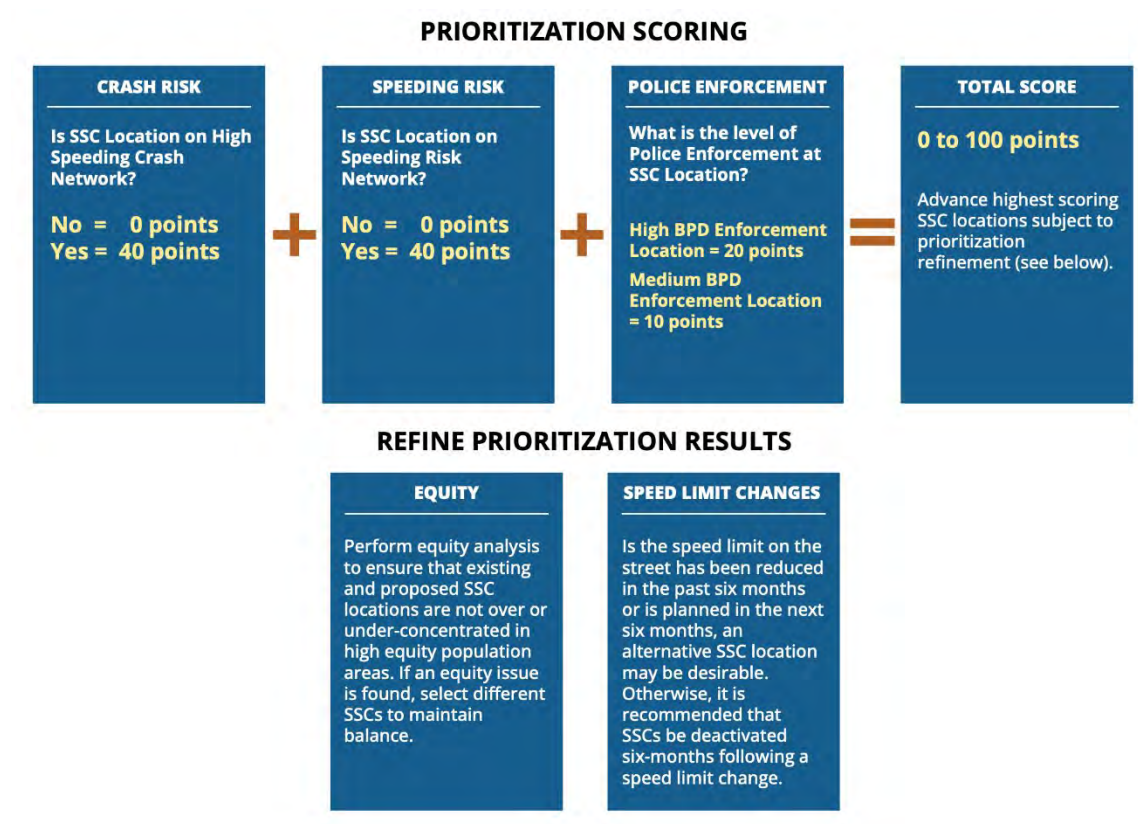
SSC Prioritization Framework

Using the data described in this memo, the prioritization framework depicted in **Figure 13** was applied to all 93 candidate SSC locations.

As shown in the figure, each candidate SSC location is first scored based on whether the location is on the High Speeding Crash Network, Speeding Risk Network, and whether the location either has an approved community request documented or is an area of frequent enforcement by Bellevue Police Department officers.

Prioritization is weighted more heavily to the High Speeding Crash Network (areas with a history of speeding-related crashes) and the Speeding Risk Network (areas known to have a higher proportion of vehicles exceeding the speed limit) as these are the two factors most correlated with actual and potential fatal and severe injury crashes. These two factors are equally weighted at 40%. Community interest in a SSC location (or locations with a history of frequent Police Department enforcement) is weighted at up to 20%. Most communities with SSCs in the United States follow a similar prioritization approach with crash history and speeding prevalence being most important and often equally weighted.

Figure 13: SSC Prioritization Framework



As shown in the prioritization framework, after candidate SSC locations are scored and a subset is identified for potential implementation, it is necessary to review the locations for equity and speed limit changes. If the new SSCs (in consideration with SSCs already implemented) would cause the distribution of cameras in the city to over or under-enforce streets within or adjacent to high equity population areas, Bellevue staff would consider other candidate SSC locations to ensure equitable distribution of cameras across the city. Similarly, all candidate SSC locations will be reviewed to ensure that speeds were not recently reduced or that there is not a plan or study to consider speed limit changes in the next six months. The full prioritization scoring of the 93 SSC locations is shown in Attachment C at the end of this appendix.

Other Considerations

In addition to ensuring there is not a disproportionate burden on equity populations, RCW 46.63.220(3) identifies the need to assess “the impact of the camera placement on livability, accessibility, economics, education, and environmental health when identifying where to locate” a speed safety camera. To facilitate this analysis, the team defined the following:

- Livability: To assess livability, the team identified two factors – the potential to reduce road noise caused by reducing speed and the potential that an SSC would cause traffic diversion to a street that is not well equipped to handle additional traffic.
 - Road noise: Faster vehicles result in more road noise. Therefore a positive benefit to livability is identified for any locations where the posted speed limit is greater than 35 mph. No negative impacts are identified from SSCs related to road noise. Speed limits were assessed using 2025 posted speed limits in Bellevue.
 - Diversion: A qualitative assessment was made about the potential for traffic diversion by looking at the adjacent local street network near an SSC. If there is a nearby parallel local street that some traffic may divert to or if local traffic may stay on local streets longer to avoid the SSC, this is identified as a negative impact. Any diversion potential is deemed to negative to livability, even if there are benefits related to road noise. A diversion potential was identified if there was an adjacent local street immediately parallel to the arterial with the SSC where people could bypass the SSC, even if it could take slightly more time to divert. Examples include: Bellevue Way SE near SE 11th Street where drivers could divert to 104th Ave SE; 145th Place SE near Lake Hills Blvd where drivers could divert 143rd Ave SE; or 156th Ave NE near NE 3rd Street where drivers could divert to 155th Ave NE or 158th Place NE.
- Accessibility: SSC proximity to schools, parks, and hospitals is used to assess accessibility.

- Proximity to schools, parks, and hospitals: Any SSC location within 300 feet of either a school, park, or hospital (measured using GIS around the parcel containing the property). Proximity of an SSC to any of these land uses that generate vulnerable road users is viewed as a positive impact. Locations that have multiple nearby uses are deemed to have a “very positive” impact. School, park, and hospital location data were based on information downloaded from Bellevue’s Open Data portal in December 2025.
- SSCs are not anticipated to have any negative impacts to accessibility since all locations will be screened as part of the engineering review as to not impact sight lines or impede sidewalk access for people in mobility devices. Drivers adhering to the speed limits do not negatively affect vehicle accessibility.
- Economics: Potential SSC impacts related to economics are based on income of area residents and whether the SSC is on the High Speeding Crash Network.
 - Low-Income Residents: GIS is used to determine if the candidate SSC is located within or adjacent to census block groups in Bellevue where 22% or more of the households earn less than 80% of area median income. This threshold is based on the MIP’s low-income definition. The 22% or more threshold represents the share of households that represent one standard deviation from the average concentration of low-income households in Bellevue. As with the Equity Composite Index, SSCs can be either positive or negative for low-income households. SSCs can have a negative impact as when a low-income household gets a fine (although the fine is mitigated for households that qualify for the 50% low-income fine reduction). However, SSCs are positive in that the cameras reduce speeds in areas where people are more likely to walk, bike, or walk/roll to access transit. The objective is that SSCs are not over or under-concentrated in low-income areas.
 - High Speeding Crash Network: Fatal and severe injury crashes represent major financial impacts to individuals, families, and society as a whole. SSCs located along the High Speeding Crash Network, which have the greatest history of speeding related killed and severe injury crashes are viewed as having a positive impact.
 - For final economic scoring, if a candidate SSC location is in an area of high concentration of low-income residents and is not on the High Speeding Crash Network, it is identified as a “potentially negative” impact because if there are an over-concentration of SSCs in low-income areas, this could have a negative impact from an economic perspective. If a candidate SSC location is in an area of high concentration of low-income residents and is on the High Speeding Crash Network, the impact is identified as “mixed” and the location may warrant further investigation. If the candidate SSC location is not in a lower-income area and is not on the High Speeding



Crash Network, the impact is “neutral.” If the candidate SSC location is not in a low-income area and is on the High Speeding Crash the impact is “positive.”

- Education: SSCs are evaluated with respect to whether they are within 300 feet of a school and where they are located with respect to the educational attainment of Bellevue households.
 - School proximity: SSCs located within 500 feet of a public school are viewed as having a positive impact since reduced speeds can offer safety benefits for students accessing schools and may also reduce noise and distraction for students attending school.
 - Households with High School or Lower Education: Like other equity metrics, SSCs can have both positive and negative impacts on households that have residents with less extensive formal education. On one hand, these households may have less ability to pay for a violation or fewer resources to contest a violation. On the other hand, these households tend to walk, bike, and access transit more, and benefit from SSCs more than groups that drive more. The objective is that SSCs are not over or under-concentrated around households with less educational attainment. US Census Bureau data was used to identify the educational attainment of the population within the census tracts where SSCs are proposed to be located.
 - For final education scoring, if a candidate SSC location is in an area of high concentration of residents with a high school or lower education level and is not on near a school, it is identified as a “potentially negative” impact because of the risk of over-concentrating SSCs in these areas. If a candidate SSC location is in an area of high concentration of residents with less formal education and is near a school, the impact is identified as “mixed” and the location may warrant further investigation. If the candidate SSC location is in an area where there is not a high concentration of residents with a less formal education and is not on near a school, the impact is “neutral.” If the candidate SSC location is in an area where there is not a high concentration of residents with a less formal education and is on the near a school the impact is “positive.”
- Environmental Health: The typical definition of environmental health relates to how the environment around people affects their health. To assess environmental health, metrics related to pedestrian level of traffic stress and the prevalence of speeding on streets are considered.
 - Pedestrian level of traffic stress (PLTS): An SSC on any road that has PLTS of 3 or 4 is viewed as a positive impact since lower speeds are shown to reduce the level of traffic stress, which can encourage more people to be



physically active. PLTS data are based on the results listed in Bellevue's Mobility Implementation Plan as of December 2025.

- High Speed Streets: SSCs along corridors with an 85th percentile speed of 40 mph or greater are viewed as having a positive impact since the risk of being killed or severely injured is substantially higher as vehicle speeds exceed 40 mph. Speeds are based on the speed survey data collected in 2025 for B Safe.
- If the PLTS is 3 or 4 and the 85th percentile speed is 40 mph or greater, the impact is identified as "very positive."
- SSCs are not identified as having the potential to have a negative impact on environmental health. In some public feedback on these types of programs, people get concerned about emergency vehicle response times. However, emergency vehicles are not subject to SSC fines and drivers adhering to the speed limits do not negatively affect emergency vehicle response times.

The results of the livability, accessibility, economics, education, and environmental health assessment for all 93 candidate SSC locations are shown in Attachment D at the end of this appendix. As noted in this document, this assessment is not explicitly used in SSC prioritization, but city staff will review this information to refine/review specific camera placement or elect to implement a different SSC location if the camera program is expanded or reorganized. The results may also suggest mitigation measures such as traffic calming on parallel neighborhood streets if there is the potential for traffic diversion. However, any traffic calming measures would be implemented in a manner consistent with the city's [Neighborhood Traffic Safety program](#).

Initial Prioritized Candidate SSC Locations

The SCC Prioritization framework was applied to identify locations that could be candidates for Bellevue's expansion of SSCs over the next several years. The 31 candidate locations along with the SSC prioritization scores are shown in **Table 1**. These locations all had a prioritization score of 60 or greater (out of 100 total points), which is higher than the average SSC location score of 49 when considering all potential SSC locations in Bellevue.

Table 1. Initial Prioritized Candidate SSC Locations

SSC Candidate Location	Crash Risk Score	Speeding Risk Score	Community Interest Score	Total
BELLEVUE WAY SE & SE 6TH ST	40	40	20	100
BELLEVUE WAY SE & SE 11TH ST	40	40	20	100
BELLEVUE WAY SE & S BELLEVUE STN	40	40	20	100
RICHARDS RD & SE 30TH ST	40	40	10	90
134TH AVE SE & LAKE HILLS CN	40	40	0	80
148TH AVE SE & I-90	40	40	0	80
COAL CREEK PKWY SE & FOREST DR SE (SOUTH OF)	40	40	20	100
FOREST DR SE & COAL CREEK PKWY SE	40	40	20	100
116TH AVE NE & NE 19TH ST	40	0	20	60
143RD PL SE & SE 8TH ST	40	0	20	60
148TH AVE NE & NE 13TH PL	40	0	20	60
148TH AVE SE & SE 8TH ST	40	0	20	60
148TH AVE SE & SE 16TH ST	40	0	20	60
156TH AVE NE & NE 3RD ST	40	0	20	60
NE 24TH ST & 120TH AVE NE	40	0	20	60
124TH AVE NE & NE 8TH ST	40	40	20	100

151ST AVE NE & LAKE HILLS BLVD	40	0	20	60
132ND AVE SE & SE 36TH ST	40	0	20	60
138TH AVE SE & FOREST DR SE	40	40	20	100
LAKEMONT BLVD SE & SE 62ND ST	0	40	20	60
152ND AVE SE & FOREST DR SE	0	40	20	60
150TH AVE SE & NEWPORT WAY	0	40	20	60
165TH AVE SE & SE 34TH ST	0	40	20	60
SE 31ST PL & W LAKE SAMMAMISH PKWY SE	0	40	20	60
RICHARDS RD & SE 21ST PL	40	40	20	100
168TH AVE NE & NE 8TH ST	0	40	20	60
132ND AVE NE & NE 47TH ST	0	40	20	60
BELLEVUE WAY NE & NE 28TH PL	0	40	20	60
112TH AVE SE & BELLEFIELD PARK LN	0	40	20	60
134TH AVE NE & NE 30TH ST	0	40	20	60
NE 8TH ST & 134TH AVE NE	40	0	20	60

Source: Fehr & Peers, 2025

Equity Evaluation

Per the prioritization framework, the team performed an equity analysis of the 31 locations (62 total SSCs) being considered for initial deployment. The results of the equity analysis show that six of the 31 SSC candidate locations are adjacent or within high equity population areas of the city. This translates to 19% of the priority candidate SSC locations being within or adjacent to high equity populations, which is similar to the share of overall city population in the top two categories for equity analysis.

Phasing

While the list of SSC locations identified in Table 1 narrows down the entire set of potential SSC locations into a more manageable set from the perspective of implementation, further refinement is needed. Specifically, as the SSC program was developed, discussions within the Police and Transportation Departments identified a rough estimate of staffing needs to support a larger SSC deployment. Staff are needed to review violations, work with the vendor on deployments, designing, permitting, and constructing infrastructure for cameras, and managing data and reporting to the public and state agencies.

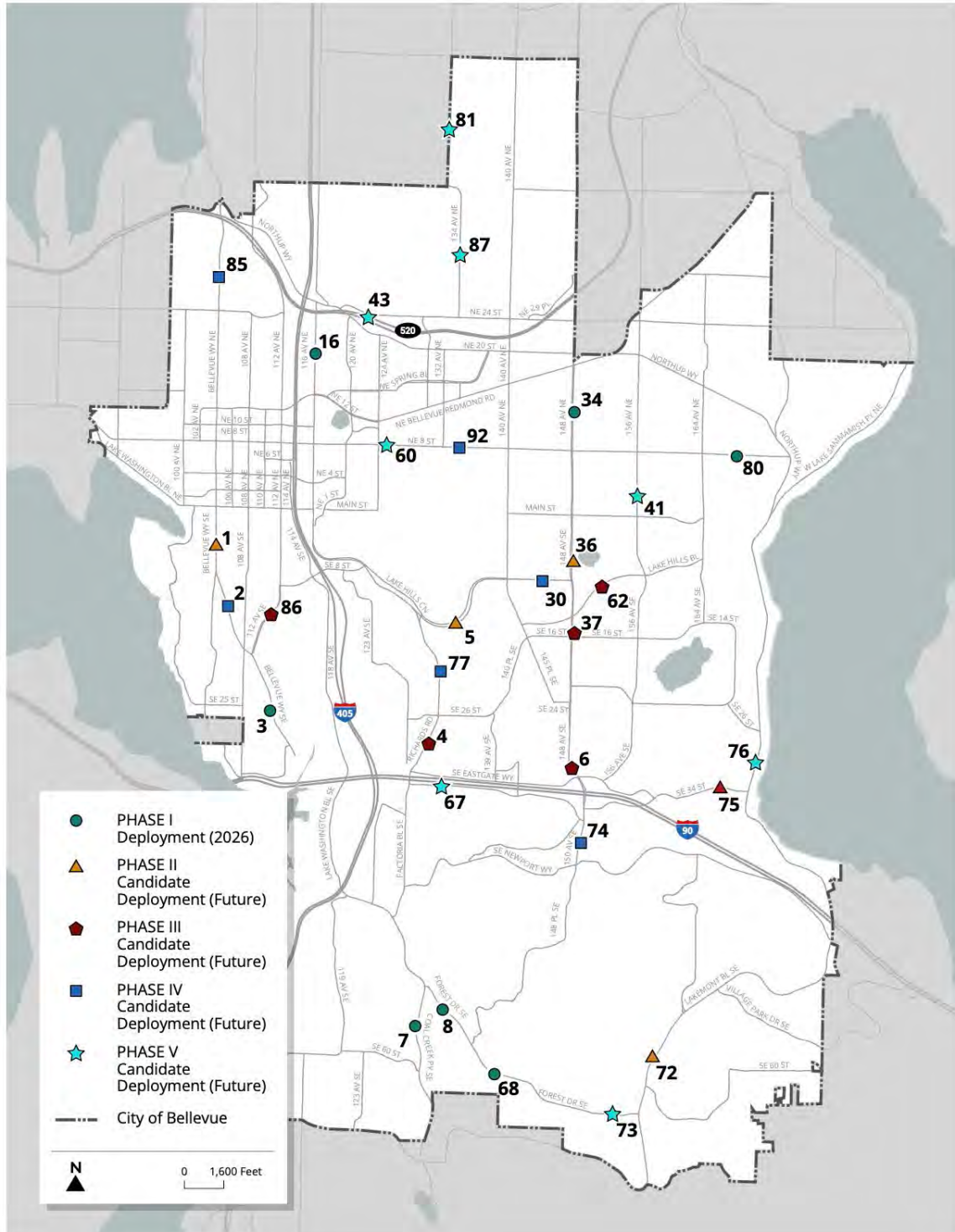
With this in mind, the list of 31 SSC locations in Table 1 was further refined into five phases of deployment. Each phase is roughly equivalent to one additional full-time equivalent staff member needed to review potential speeding violations. Violation review is the most labor-intensive element of the SSC program and therefore was useful as a way to identify a phased deployment.

Figure 14 identifies the potential phasing of all 31 sites. Each phase underwent its own equity evaluation to ensure that sites were not over-concentrated in equity areas during each phase. Based on this work, in late 2025, the Bellevue City Council gave approval to deploy the Phase 1 SSCs (7 locations with 14 cameras) in 2026. The Council also provided staff with the ability to expand the program as staffing and conditions warrant, although no specific timing was prescribed for the later phases of deployment. In other words, no further City Council action or amendments to the Bellevue City Code are required for future SSC expansion or modification.

Engineering Analysis

In conjunction with the project prioritization and phasing analysis, the Transportation Department also verified that each of the 31 SSC locations identified in Table 1 and Figure 14 could meet engineering, visibility, access, and safety requirements as defined city and federal laws. In summary, all 31 sites can accommodate cameras. The detailed analysis results are presented in Attachment E at the end of this appendix.

Figure 14: SSC Phased Implementation Plan



Attachments

This appendix includes the following attachments:

- Attachment A: Methodology to develop the High Speeding Risk Network
- Attachment B: Police Citation Data Processing
- Attachment C: Prioritization Scoring of 93 SSC Locations
- Attachment D: Livability, Accessibility, Economics, Education, and Environmental Health Assessment
- Attachment E: Engineering Analysis of Initial SSC Sites with Worksheet

Appendix C, Attachment A

High Speeding Crash Network

Methodology Memo

A High Injury Network (HIN) refers to a collection of roadway segments within a city or region where a disproportionate number of severe traffic injuries or fatalities occur. Traffic safety countermeasures along identified HIN corridors can have the greatest effectiveness in reducing severe injuries or fatalities. Local and regional agencies have set forth aggressive actions in reducing and eliminating traffic-related deaths and severe injuries, and with the influx of state and federal funding directed towards improving traffic safety, the need for statistically backed systemic safety tools has never been higher.

This memorandum documents the process used to create a HIN specific to speed-related crashes. The resulting High-Speeding Crash Network will aid the City of Bellevue in identifying locations for automated speed enforcement cameras that target areas with the highest rates of injury and fatality resulting from speed-related crashes.

Methodology

The project team utilized Esri's Network Screening Tool to develop a High-Speeding Crash Network using 2015–2024 speed-related crash data. This is a recommended tool by the FHWA, and City of Bellevue's preferred tool for developing a HIN. ESRI's Network Screening Tool is fully integrated with ESRI products, enabling direct application without the need for specialized customizations, provides flexibility, and does not require custom configurations. The ESRI tool includes an option to incorporate future traffic volume data. While the initial output may display fragmented HIN corridors, post-processing can be applied to smooth the results for more effective planning and communication.

Crash Data Refinement

To develop a HIN specific to speed-related crashes, the crash data that is input into the process was filtered down to include only speed-related crashes. The project team started with Bellevue's 2015–2024 crash data. This data was then filtered down to only include crashes with one of the following MV Driver Contributing Circumstances:

- Exceeding Reasonable Safe Speed
- Exceeding Stated Speed Limit
- Racing.

Crashes on state routes were also removed from the analysis. After filtering, there are 1,418 speed-related crashes in Bellevue from 2015–2024 that are used as the basis for the Speed-Related HIN analysis.

Fehr & Peers

Manual Network Refinements

While the team relied on the ESRI FHWA Network Screening Tool for generating the draft speed-related HIN, manual network refinements were required to produce a logical and gridded speed-related HIN. The overall process including the manual refinement is summarized below:

1. Run the crash analysis to generate a draft of the Speed-Related HIN:
 - Using the ESRI FHWA Network Screening tool on Bellevue's arterial network (no local streets, ramps, or highways) split into segments that are roughly 1,320 feet long.
 - Applying weighting identified from Bellevue's latest HIN refinement:
 - o Fatal and serious injury crashes – 10
 - o Minor injury crashes – 2
 - o Possible injury crashes – 1
2. Clean the draft Speed-Related HIN (2015–2024):
 - Fill small gaps in the draft Speed-Related HIN corridors to create a logical, gridded network that lends itself to study and implementation.
 - Remove small, isolated segments, segments without or with only one FSI and limited crash history, and/or segments due to crashes concentrated mainly at intersections (see Appendix B: Map of Segments Removed from HIN).
 - Keep HIN at about 8% of the total City of Bellevue public street network.

Final Network

The final Bellevue High-Speeding Crash Network using 2015–2024 crash data and the analysis/weighting process described above captured **88% of all KSIs on 10% of Bellevue streets**. A map of the 2025 High-Speeding Crash Network is included in **Figure 1**.

Source: WSDOT 2015–2024 Data, Fehr & Peers, 2025



Fehr & Peers

Appendix C, Attachment B Police Department Citation Data Processing

Methodology Memo

Fehr & Peers processed police department citation data from the City of Bellevue to capture arterial roadways with higher and lower rates of citations, normalized by length.¹ This memorandum documents the process used to create Arterial segments normalized by length for speed-related citations. The results of this GIS analysis will aid the City of Bellevue in identifying locations for automated speed enforcement cameras that target areas with the highest rates of injury and fatality resulting from speed-related citations.

Fehr & Peers took the following steps to process the citation data and calculate the citations per lane mile for each arterial roadway in ArcGIS:

1. Collect data:

Fehr & Peers compiled the following datasets:

- Arterial Street Centerlines (lines): <https://city-of-bellevue-open-data-cobgis.hub.arcgis.com/items/a20391f4f2d146e099dd2f51d4413eff>
- Police Citation Data (points): <https://bpd-data.bellevuewa.gov/pages/traffic-citations-page>
 - o As part of the initial analysis, Fehr & Peers compiled all citations from January 2018 through June 2025.
 - o This data was then filtered down to only include citations related to speeding.

2. Split Arterial Centerlines at Intersections

1. Use the **Intersect Tool** on the arterial street centerline data to create an intersection point dataset.
 - a. Input: Arterial Street Centerlines
 - b. Parameter: Point
 - c. Output: Intersections at each arterial street centerline
2. Use the **Split Line at Point Tool** to break the centerline data at each intersection point, creating a feature class of block faces.
3. Create a new field using **Add Field** called "SegmentShapeLength" and run **Calculate Geometry** to output the miles per segment.

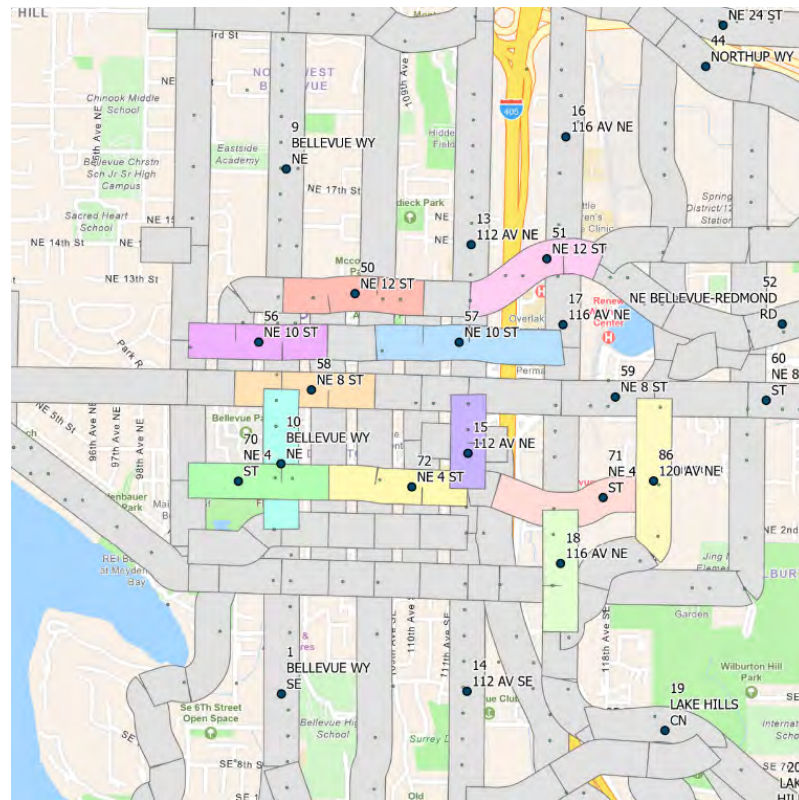
3. Develop Polygons from the Centerline Segments

1. Create a **Buffer** of 250ft on the split centerline data, using the flat end type.

¹ Bellevue Police Department Traffic Citations, <https://bpd-data.bellevuewa.gov/pages/traffic-citations-page>

2. **Manually review segments** corresponding to proposed automated speed enforcement cameras in downtown and Wilburton, where blockfaces are short.
 - a. Where a proposed automated speed enforcement camera location falls along a short blockface, merge the block with the adjacent blocks.
 - i. Sum the "SegmentShapeLength" field during the merge.
 - b. Merge the blockfaces
 - i. To capture citations per centerline mile of roadway at each candidate camera location, the total number of citations are summarized by block and divided by the length of the block. In downtown, however, the blocks are much shorter than the surrounding areas. This can result in drastic differences in citations per mile of roadway as there is variance in citations on each of the short blocks. To compensate for this variance, downtown blocks with candidate camera locations were merged with adjacent blocks to smooth out the differences between blocks and allow accuracy in data should the camera location shift. There were 12 candidate camera locations that involved merging adjacent blocks (see Error! Reference source not found.). For each of the merge groups, the number of citations, count of speed-related crashes, count of speed-related KSIs, total 2015–2024 KSIs, and total 2015–2024 injury crashes are summed among the merged blocks. Following the merge, the number of citations per lane mile can be calculated by dividing the total number of citations along the segment by the length of the segment.

Figure 1. Candidate ASE Locations, Citations, and Downtown Merge Groups



4. Connect Citation Data to Polygons

1. **Spatial Join** citation data to the polygon buffer layer.
 - a. Check the field map to ensure that “sum” is selected for total citations.
2. Create a new field using **Add Field** called “CitationsbyLength_mi” and run **Calculate Field** to divide the total citations (above) by the “SegmentShapeLength”.

5. Review and Join to Automated Speed Enforcement Camera Points

1. Use the **Measure tool** and **Select tool** to QAQC calculations.
2. **Select by Location** the polygons that intersect with the proposed automated speed enforcement camera locations.
 - a. Review each location and where there are multiple polygons that overlap with the proposed camera locations, remove the perpendicular corridor. This is particularly relevant in downtown and where the proposed automated speed enforcement camera locations are near intersections.
3. **Spatial Join** the selected set of desired polygon buffers to the proposed automated speed enforcement camera dataset.
 - a. Use one to many cardinality.
 - b. Check that the proper corridor joined to the automated speed enforcement camera dataset.
 - c. Ensure that the field “CitationsbyLength_mi” is joined to the final automated speed enforcement camera dataset.

Appendix C, Attachment C

Prioritization Scoring

This attachment presents the results of the prioritization scoring for each SSC location. The scoring is based on the SSCs location along the High Speeding Crash Network, Speeding Risk Network, and the frequency of Bellevue Police Department speeding enforcement.

Location ID	Location Details	High Speeding Crash Network Score	Speeding Risk Network Score	Enforcement Score	Prioritization Score
1	Bellevue Way SE near SE 6th St	40	40	20	100
2	Bellevue Way SE near SE 11th St	40	40	20	100
3	Bellevue Way SE near S Bellevue Station	40	40	20	100
4	Richards Rd near SE 30th St	40	40	10	90
5	Lake Hills Cn near 134th Ave SE	40	40	0	80
6	148th Ave SE near I-90	40	40	0	80
7	Coal Creek Pkwy SE south of Forest Dr SE	40	40	20	100
8	Forest Dr SE near Coal Creek Pkwy SE	40	40	20	100
9	Bellevue Way NE near NE 17th St	0	0	20	20
10	Bellevue Way NE near NE 5th Pl	40	0	20	60
11	108th Ave NE near NE 37th Pl	0	0	0	0
12	112th Ave NE near NE 24th St	0	0	20	20
13	112th Ave NE near NE 13th Ln	0	0	20	20
14	112th Ave SE near SE 6th St	0	0	20	20
15	112th Ave NE near NE 6th St	40	0	0	40
16	116th Ave NE near NE 19th St	40	0	20	60
17	116th Ave NE near NE 10th St	40	0	0	40
18	116th Ave NE near NE 2nd Pl	40	0	0	40
19	Lake Hills Cn near SE 7th Pl	40	0	0	40
20	Lake Hills Cn near Richards Rd	40	0	0	40
21	Factoria Blvd SE near SE 38th St	40	0	0	40
22	Factoria Blvd SE near Coal Creek Pkwy SE	40	0	0	40

Location ID	Location Details	High Speeding Crash Network Score	Speeding Risk Network Score	Enforcement Score	Prioritization Score
23	Coal Creek Pkwy SE near 124th Ave SE	40	0	0	40
24	Coal Creek Pkwy SE north of Forest Dr SE	40	0	0	40
25	Coal Creek Pkwy SE near Newcastle Commons Dr	40	0	0	40
26	140th Ave NE near NE 26th PI	40	0	0	40
27	140th Ave NE near NE Bellevue-Redmond Rd	40	0	0	40
28	140th Ave NE near 9th PI NE	40	0	0	40
29	140th Ave NE near NE 1st PI	40	0	0	40
30	SE 8th St near 143rd PI SE	40	0	20	60
31	140th Ave SE near SE 6th St	40	0	0	40
32	145th PI SE near Lake Hills Blvd	0	0	0	0
33	145th PI SE near SE 22nd St	0	0	20	20
34	148th Ave NE near NE 13th PI	40	0	20	60
35	148th Ave NE near NE 1st PI	40	0	0	40
36	148th Ave SE near SE 8th St	40	0	20	60
37	148th Ave SE near SE 16th St	40	0	20	60
38	148th Ave SE near SE 24th St	40	0	0	40
39	NE 20th St near 154th Ave NE	40	0	0	40
40	156th Ave NE near NE 12th St	40	0	0	40
41	156th Ave NE near NE 3rd St	40	0	20	60
42	W Lake Sammamish Pkwy SE near SE 1st PI	40	0	0	40
43	NE 24th St near 120th Ave NE	40	0	20	60
44	Northup Way near 120th Ave NE	40	0	0	40
45	Northup Way near 128th Ave NE	40	0	0	40
46	NE 20th St near 136th PI NE	40	0	0	40
47	NE 20th St near 148th Ave NE	40	0	0	40
48	NE Bellevue-Redmond Rd near 156th Ave NE	40	0	0	40
49	Northup Way near 162nd Ave NE	40	0	0	40
50	NE 12th St near 106th PI NE	40	0	20	60
51	NE 12th St near 116th Ave NE	40	0	20	60

Location ID	Location Details	High Speeding Crash Network Score	Speeding Risk Network Score	Enforcement Score	Prioritization Score
52	NE Bellevue-Redmond Rd near 124th Ave NE	40	0	10	50
53	NE Bellevue-Redmond Rd near 134th Ave NE	40	0	0	40
54	NE Bellevue-Redmond Rd near NE 20th Pl	40	0	0	40
55	NE Bellevue-Redmond Rd near 152nd Ave NE	40	0	0	40
56	NE 10th St near 102nd Ave NE	40	0	0	40
57	NE 10th St near 111th Ave NE	40	40	0	80
58	NE 8th St near 106th Ave NE	40	0	20	60
59	NE 8th St near 116th Ave NE	40	0	10	50
60	NE 8th St near 124th Ave NE	40	40	20	100
61	NE 8th St near 156th Ave NE	40	0	0	40
62	Lake Hills Blvd near 151st Ave NE	40	0	20	60
63	Lake Hills Blvd near 163rd Ave SE	40	0	0	40
64	SE Eastgate Way near Richards Rd	0	0	20	20
65	SE Eastgate Way near 143rd Ave SE	40	0	0	40
66	SE Eastgate Way near 160th Ave SE	40	0	0	40
67	SE 36th St near 132nd Ave SE	40	0	20	60
68	Forest Dr SE near 138th Ave SE	40	40	20	100
69	NE 4th St near Bellevue Way NE	40	0	0	40
70	NE 4th St near 116th Ave NE	40	0	0	40
71	NE 4th St near 110th Ave NE	40	0	0	40
72	Lakemont Blvd SE near SE 62nd St	0	40	20	60
73	Forest Dr SE near 152nd Ave SE	0	40	20	60
74	150th Ave SE near Newport Way	0	40	20	60
75	SE 34th St near 165th Ave SE	0	40	20	60
76	W Lake Sammamish Pkwy SE near SE 31st Pl	0	40	20	60
77	Richards Rd near SE 21st Pl	40	40	20	100
78	W Lake Sammamish Pkwy NE near 176th Ln NE	0	40	0	40

Location ID	Location Details	High Speeding Crash Network Score	Speeding Risk Network Score	Enforcement Score	Prioritization Score
79	W Lake Sammamish Pkwy NE near 15th Pl NE	0	40	0	40
80	NE 8th St near 168th Ave NE	0	40	20	60
81	132nd Ave NE near NE 47th St	0	40	20	60
83	NE 30th St near 168th Ave NE	0	40	0	40
84	120th Ave NE near NE 5th St	0	0	0	0
85	Bellevue Way NE near NE 28th Pl	0	40	20	60
86	112th Ave SE near Bellefield Park Ln	0	40	20	60
87	134th Ave NE near NE 30th St	0	40	20	60
88	Lake Washington Blvd SE near SE 40th St	0	0	20	20
89	156th Ave SE near SE 20th Pl	0	0	20	20
90	Lakemont Blvd SE near Village Park Dr SE	0	40	20	60
91	SE 60th St near 119th Ave SE	0	0	20	20
92	NE 8th St near 134th Ave NE	40	0	20	60
93	West Lake Sammamish Parkway near 181st Ave SE	0	0	0	0
96	NE 8th St near 143rd Ave NE	40	0	0	40

Fehr & Peers

Appendix C, Attachment D Livability, Accessibility, Economics, Education, and Environmental Health Assessments

Methodology Memo

RCW 46.63.220(3) identifies the need to assess “the impact of the camera placement on livability, accessibility, economics, education, and environmental health when identifying where to locate” a speed safety camera. Appendix C provides a full definition of how the city defines impacts and benefits relative to each of these metrics. This appendix provides the analysis results for each of the 93 candidate SSC locations.

Educational Attainment Data Processing

For the education impact assessment, Fehr & Peers processed American Community Survey (ACS) educational attainment data for the City of Bellevue to understand what percentage of the population ages 25 and older living in each census tract has at least a high school diploma (or equivalent). Fehr & Peers then categorized each census tract into an educational attainment tier and assigned each ASE camera location the corresponding tier for the census tract in which it is located.

This memorandum documents the process used to collect, process, and spatially assign ACS educational attainment data to ASE camera locations.

Steps

Fehr & Peers took the following steps to process educational attainment data and categorize each automated speed enforcement camera location by educational attainment level.

1. Collect Data

Fehr & Peers compiled the following datasets:

- **ACS 2019–2023 Table S1501 (Educational Attainment)** at the Census tract level, including population ages 25 and older, for King County (CSV table export)
- **2020 Census Tracts** (polygon feature class)
- **Automated speed enforcement camera locations** (point feature class)
- **City of Bellevue city limits** (polygon feature class)

2. Calculate percent of population 25+ with at least a high school diploma

Calculate the percent of the population ages 25 and older with at least a high school diploma (or equivalency) in the ACS table in excel.

1. Using the exported ACS table, Fehr & Peers calculated the total population ages 25+ with at least a high school diploma as:
S1501_C01_006E (Total population ages 25+)
 minus **S1501_C01_007E** (Less than 9th grade)
 minus **S1501_C01_008E** (9th to 12th grade, no diploma)
2. Fehr & Peers then divided that result by **S1501_C01_006E** to calculate the percent of the population ages 25+ that has a high school diploma or equivalent.
3. The final calculated percent was stored in a new field in the ACS table (e.g., **per_pop_25p_HSplus**).

3. Identify Census tracts within Bellevue

Fehr & Peers isolated census tracts within Bellevue for analysis.

- Using **Select Layer By Location**, Fehr & Peers selected all census tracts that intersect the Bellevue city limits polygon.
- Fehr & Peers manually reviewed selected features to ensure tracts that only touch the boundary but fall outside city limits were not retained.
- Using **Feature Class to Feature Class**, the selected tracts were exported as a new feature class (called **Bellevue_census_tracts**).

4. Join educational attainment table to Bellevue Census tract polygons

Fehr & Peers joined the ACS educational attainment table to the Bellevue Census tract polygon feature class.

- A **Table Join** was performed using the census tract **GEOID** field.
 - Fehr & Peers ensured the joined dataset retained the calculated percent field created in Step 2 (e.g., **per_pop_25p_HSplus**).

5. Establish percentile thresholds for educational attainment categories

Fehr & Peers categorized Bellevue census tracts into five groups (low to high educational attainment) using percentile breaks to distribute tracts approximately evenly across categories.

The following thresholds were identified (approximately 7 tracts per group):

- 1: $\leq 94.63\%$ — *Low*
- 2: $> 94.63\%$ to $\leq 95.66\%$ — *Medium-Low*
- 3: $> 95.66\%$ to $\leq 97.48\%$ — *Medium*
- 4: $> 97.48\%$ to $\leq 98.27\%$ — *Medium-High*
- 5: $> 98.27\%$ — *High*

6. Categorize Census tracts by educational attainment tier

Fehr & Peers created a categorical field on the Bellevue census tract layer to store the educational attainment tier.

- Using **Add Field**, a new text field was added (e.g., **per_pop_25p_HS_cat**)
- Each census tract was assigned a category using the thresholds in Step 5:

01 Low

02 Medium-Low
03 Medium
04 Medium-High
05 High

7. Spatially join Census tract categories to ASE camera location points

Fehr & Peers spatially assigned, in **Spatial Join**, educational attainment tiers from census tracts to the ASE camera location points.

- **Target Features:** Automated speed enforcement camera locations (points)
- **Join Features:** Bellevue census tracts (polygons)
- **Join Operation:** One-to-one
- **Match Option:** Intersect
- **Search Radius:** 20 feet

A 20-foot search radius was applied to ensure camera locations falling on or near census tract boundaries were captured even if the camera point geometry did not fall precisely within a tract polygon.

To capture cases where a camera location intersects multiple tracts (typically near tract boundaries), Fehr & Peers used a field mapping approach that concatenated the tract category field values so multiple intersecting categories could be reviewed.

8. Assign a final educational attainment category for boundary locations

For camera locations intersecting more than one census tract (i.e., concatenated categories), Fehr & Peers assigned the **lowest educational attainment tier** as the final category, as a conservative equity-based approach.

Fehr & Peers created a final category text field (e.g., **per_pop_25p_HS_cat_final**) and calculated it using an Arcade expression that selects the lowest tier present in the concatenated category field:

```
var v = $feature.Per_25__Hsdiplomaormor_cat

if (Find("01 Low", v) > -1) {
  return "01 Low"
} else if (Find("02 Medium-Low", v) > -1) {
  return "02 Medium-Low"
} else if (Find("03 Medium", v) > -1) {
  return "03 Medium"
} else if (Find("04 Medium-High", v) > -1) {
  return "04 Medium-High"
} else if (Find("05 High", v) > -1) {
  return "05 High"
} else {
  return null
}
```

The resulting camera location point dataset includes the final assigned educational attainment category for each ASE camera location.

ID	Official Street	Speed Limit	Closest Intersection	Livability		
				Road Noise (Speed Limit)	Potential for Diversion	Livability Score
1	Bellevue Way SE	30	Bellevue Way SE & SE 6th St	30	No	Neutral
2	Bellevue Way SE	30	Bellevue Way SE & SE 11th St	30	Yes	Negative
3	Bellevue Way SE	40	Bellevue Way SE & S Bellevue Stn	40	No	Positive
4	Richards Rd	35	Richards Rd & SE 30th St	35	No	Positive
5	Lake Hills Cn	40	134th Ave SE & Lake Hills Cn	40	No	Positive
6	148th Ave SE	30	148th Ave SE & I-90	30	No	Neutral
7	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Forest Dr SE (South of)	40	No	Positive
8	Forest Dr SE	30	Forest Dr SE & Coal Creek Pkwy SE	30	No	Neutral
9	Bellevue Way NE	35	Bellevue Way NE & NE 17th St	35	No	Positive
10	Bellevue Way NE	30	Bellevue Way NE & NE 5th Pl	30	No	Neutral
11	108th Ave NE	30	108th Ave NE & NE 37th Pl	30	No	Neutral
12	112th Ave NE	35	112th Ave NE & NE 24th St	35	No	Positive
13	112th Ave NE	30	112th Ave NE & NE 13th Ln	30	No	Neutral
14	112th Ave SE	35	112th Ave SE & SE 6th St	35	No	Positive
15	112th Ave NE	30	112th Ave NE & NE 6th St	30	No	Neutral
16	116th Ave NE	30	116th Ave NE & NE 19th St	30	No	Neutral
17	116th Ave NE	30	116th Ave NE & NE 10th St	30	No	Neutral
18	116th Ave NE	30	116th Ave NE & NE 2nd Pl	30	No	Neutral
19	Lake Hills Cn	35	Lake Hills Cn & SE 7th Pl	35	No	Positive
20	Lake Hills Cn	40	Lake Hills Cn & Richards Rd	40	No	Positive
21	Factoria Blvd SE	35	Factoria Blvd SE & SE 38th St	35	No	Positive
22	Factoria Blvd SE	35	Factoria Blvd SE & Coal Creek Pkwy SE	35	No	Positive
23	Coal Creek Pkwy SE	35	Coal Creek Pkwy SE & 124th Ave SE	35	No	Positive
24	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Forest Dr SE (North of)	40	No	Positive
25	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Newcastle Commons Dr	40	No	Positive
26	140th Ave NE	35	140th Ave NE & NE 26th Pl	35	No	Positive
27	140th Ave NE	30	140th Ave NE & NE Bellevue-Redmond Rd	30	No	Neutral
28	140th Ave NE	30	140th Ave NE & 9th Pl NE	30	No	Neutral
29	140th Ave NE	30	140th Ave NE & NE 1st Pl	30	No	Neutral
30	SE 8th St	25	143rd Pl SE & SE 8th St	25	No	Neutral
31	140th Ave SE	30	140th Ave SE & SE 6th St	30	No	Neutral

ID	Official Street	Speed Limit	Closest Intersection	Livability		
				Road Noise (Speed Limit)	Potential for Diversion	Livability Score
32	145th Pl SE	30	Lake Hills Blvd & 145th Pl SE	30	Yes	Negative
33	145th Pl SE	30	SE 22nd St & 145th Pl SE	30	Yes	Negative
34	148th Ave NE	35	148th Ave NE & NE 13th Pl	35	No	Positive
35	148th Ave NE	35	148th Ave NE & NE 1st Pl	35	No	Positive
36	148th Ave SE	35	148th Ave SE & SE 8th St	35	No	Positive
37	148th Ave SE	35	148th Ave SE & SE 16th St	35	No	Positive
38	148th Ave SE	35	148th Ave SE & SE 24th St	35	No	Positive
39	NE 20th St	35	154th Ave NE & NE 20th St	35	No	Positive
40	156th Ave NE	30	156th Ave NE & NE 12th St	30	No	Neutral
41	156th Ave NE	25	156th Ave NE & NE 3rd St	25	Yes	Negative
42	W Lake Sammamish Pkwy SE	35	SE 1st Pl & W Lake Sammamish Pkwy SE	35	No	Positive
43	NE 24th St	30	NE 24th St & 120th Ave NE	30	No	Neutral
44	Northup Way	35	Northup Way & 120th Ave NE	35	No	Positive
45	Northup Way	35	128th Ave NE & Northup Way	35	No	Positive
46	NE 20th St	35	NE 20th St & 136th Pl NE	35	No	Positive
47	NE 20th St	35	NE 20th St & 148th Ave NE	35	No	Positive
48	NE Bellevue-Redmond Rd	40	NE Bellevue-Redmond Rd & 156th Ave NE	40	No	Positive
49	Northup Way	35	Northup Way & 162nd Ave NE	35	Yes	Positive
50	NE 12th St	30	106th Pl NE & NE 12th St	30	No	Neutral
51	NE 12th St	30	116th Ave NE & NE 12th St	30	No	Neutral
52	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & 124th Ave NE	35	No	Positive
53	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & 134th Ave NE	35	No	Positive
54	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & NE 20th Pl	35	No	Positive
55	NE Bellevue-Redmond Rd	35	152nd Ave NE & NE Bellevue-Redmond Rd	35	No	Positive
56	NE 10th St	30	102nd Ave NE & NE 10th St	30	No	Neutral
57	NE 10th St	30	111th Ave NE & NE 10th St	30	No	Neutral
58	NE 8th St	30	106th Ave NE & NE 8th St	30	No	Neutral
59	NE 8th St	30	116th Ave NE & NE 8th St	30	No	Neutral
60	NE 8th St	35	124th Ave NE & NE 8th St	35	No	Positive
61	NE 8th St	35	NE 8th St & 156th Ave NE	35	Yes	Positive
62	Lake Hills Blvd	30	151st Ave NE & Lake Hills Blvd	30	Yes	Negative
63	Lake Hills Blvd	25	163rd Ave SE & Lake Hills Blvd	25	Yes	Negative
64	SE Eastgate Way	35	Richards Rd & SE Eastgate Way	35	No	Positive

ID	OFFICIAL STREET	SPEED LIMIT	CLOSEST INTERSECTION	Livability		
				Road Noise (Speed Limit)	Potential for Diversion	Livability Score
65	SE EASTGATE WAY	35	143RD AVE SE & SE EASTGATE WAY	35	No	Positive
66	SE EASTGATE WAY	30	160TH AVE SE & SE EASTGATE WAY	30	No	Neutral
67	SE 36TH ST	35	132ND AVE SE & SE 36TH ST	35	No	Positive
68	FOREST DR SE	30	138TH AVE SE & FOREST DR SE	30	No	Neutral
69	NE 4TH ST	30	NE 4TH ST & BELLEVUE WAY NE	30	No	Neutral
70	NE 4TH ST	30	NE 4TH ST & 116TH AVE NE	30	No	Neutral
71	NE 4TH ST	30	110TH AVE NE & NE 4TH ST	30	No	Neutral
72	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & SE 62ND ST	30	No	Neutral
73	FOREST DR SE	30	152ND AVE SE & FOREST DR SE	30	Yes	Negative
74	150TH AVE SE	30	150TH AVE SE & NEWPORT WAY	30	Yes	Negative
75	SE 34TH ST	30	165TH AVE SE & SE 34TH ST	30	Yes	Negative
76	W LAKE SAMMAMISH PKWY SE	30	SE 31ST PL & W LAKE SAMMAMISH PKWY SE	30	No	Neutral
77	RICHARDS RD	35	RICHARDS RD & SE 21ST PL	35	No	Positive
78	W LAKE SAMMAMISH PKWY NE	35	W LAKE SAMMAMISH PKWY & 176TH LN NE	35	No	Positive
79	W LAKE SAMMAMISH PKWY NE	35	W LAKE SAMMAMISH PKWY & 15TH PL NE	35	No	Positive
80	NE 8TH ST	25	168TH AVE NE & NE 8TH ST	25	No	Neutral
81	132ND AVE NE	30	132ND AVE NE & NE 47TH ST	30	No	Neutral
83	NE 30TH ST	25	168TH AVE NE & NE 30TH ST	25	Yes	Neutral
84	120TH AVE NE	30	120TH AVE NE & NE 5TH ST	30	No	Neutral
85	BELLEVUE WAY NE	35	BELLEVUE WAY NE & NE 28TH PL	35	No	Positive
86	112TH AVE SE	35	112TH AVE SE & BELLEFIELD PARK LN	35	No	Positive
87	134TH AVE NE	30	134TH AVE NE & NE 30TH ST	30	Yes	Negative
88	LAKE WASHINGTON BLVD SE	30	LAKE WASHINGTON BLVD SE & SE 40TH ST	30	No	Neutral
89	156TH AVE SE	30	156TH AVE SE & SE 20TH PL	30	Yes	Negative
90	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & VILLAGE PARK DR SE	30	No	Neutral
91	SE 60TH ST	25	119TH AVE SE & SE 60TH ST	25	Yes	Negative
92	NE 8TH ST	35	NE 8TH ST & 134TH AVE NE	35	No	Positive
93	WEST LAKE SAMMAMISH PARKWAY	30	181ST AVE SE & W LAKE SAMMAMISH PKY SE	30	No	Neutral
96	NE 8TH ST	35	NE 8TH & 143RD AVE NE	35	No	Positive

NOTES:

Livability: To assess livability, the staff identified two factors – the potential to reduce road noise caused by reducing speed and the potential that an SSC would cause traffic diversion to a street that is not well equipped to handle additional traffic.

Road noise: Faster vehicles result in more road noise. Therefore a positive benefit to livability is identified for any locations where the posted speed limit is greater than 35 mph. No negative impacts are identified from SSCs related to road noise.

Diversion: A qualitative assessment was made about the potential for traffic diversion by looking at the adjacent local street network near an SSC. If there is a nearby parallel local street that some traffic may divert to or if local traffic may stay on local streets longer to avoid the SSC, this is identified as a negative impact. Any diversion potential is deemed to negative to livability, even if there are benefits related to road noise.

ID	Official Street	Speed Limit	Closest Intersection	Accessibility	
				Sum of Nearby Schools, Parks, Hospitals	Accessibility Score
1	Bellevue Way SE	30	Bellevue Way SE & SE 6th St	0	Neutral
2	Bellevue Way SE	30	Bellevue Way SE & SE 11th St	0	Neutral
3	Bellevue Way SE	40	Bellevue Way SE & S Bellevue Stn	1	Positive
4	Richards Rd	35	Richards Rd & SE 30th St	0	Neutral
5	Lake Hills Cn	40	134th Ave SE & Lake Hills Cn	1	Positive
6	148th Ave SE	30	148th Ave SE & I-90	0	Neutral
7	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Forest Dr SE (South of)	1	Positive
8	Forest Dr SE	30	Forest Dr SE & Coal Creek Pkwy SE	1	Positive
9	Bellevue Way NE	35	Bellevue Way NE & NE 17th St	0	Neutral
10	Bellevue Way NE	30	Bellevue Way NE & NE 5th Pl	0	Neutral
11	108th Ave NE	30	108th Ave NE & NE 37th Pl	0	Neutral
12	112th Ave NE	35	112th Ave NE & NE 24th St	0	Neutral
13	112th Ave NE	30	112th Ave NE & NE 13th Ln	0	Neutral
14	112th Ave SE	35	112th Ave SE & SE 6th St	0	Neutral
15	112th Ave NE	30	112th Ave NE & NE 6th St	0	Neutral
16	116th Ave NE	30	116th Ave NE & NE 19th St	0	Neutral
17	116th Ave NE	30	116th Ave NE & NE 10th St	1	Positive
18	116th Ave NE	30	116th Ave NE & NE 2nd Pl	0	Neutral
19	Lake Hills Cn	35	Lake Hills Cn & SE 7th Pl	1	Positive
20	Lake Hills Cn	40	Lake Hills Cn & Richards Rd	1	Positive
21	Factoria Blvd SE	35	Factoria Blvd SE & SE 38th St	0	Neutral
22	Factoria Blvd SE	35	Factoria Blvd SE & Coal Creek Pkwy SE	0	Neutral
23	Coal Creek Pkwy SE	35	Coal Creek Pkwy SE & 124th Ave SE	1	Positive
24	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Forest Dr SE (North of)	1	Positive
25	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Newcastle Commons Dr	1	Positive
26	140th Ave NE	35	140th Ave NE & NE 26th Pl	1	Positive
27	140th Ave NE	30	140th Ave NE & NE Bellevue-Redmond Rd	1	Positive
28	140th Ave NE	30	140th Ave NE & 9th Pl NE	0	Neutral
29	140th Ave NE	30	140th Ave NE & NE 1st Pl	0	Neutral
30	SE 8th St	25	143rd Pl SE & SE 8th St	1	Positive
31	140th Ave SE	30	140th Ave SE & SE 6th St	0	Neutral

ID	Official Street	Speed Limit	Closest Intersection	Accessibility	
				Sum of Nearby Schools, Parks, Hospitals	Accessibility Score
32	145th Pl SE	30	Lake Hills Blvd & 145th Pl SE	0	Neutral
33	145th Pl SE	30	SE 22nd St & 145th Pl SE	0	Neutral
34	148th Ave NE	35	148th Ave NE & NE 13th Pl	0	Neutral
35	148th Ave NE	35	148th Ave NE & NE 1st Pl	0	Neutral
36	148th Ave SE	35	148th Ave SE & SE 8th St	1	Positive
37	148th Ave SE	35	148th Ave SE & SE 16th St	0	Neutral
38	148th Ave SE	35	148th Ave SE & SE 24th St	1	Positive
39	NE 20th St	35	154th Ave NE & NE 20th St	0	Neutral
40	156th Ave NE	30	156th Ave NE & NE 12th St	0	Neutral
41	156th Ave NE	25	156th Ave NE & NE 3rd St	0	Neutral
42	W Lake Sammamish Pkwy SE	35	SE 1st Pl & W Lake Sammamish Pkwy SE	0	Neutral
43	NE 24th St	30	NE 24th St & 120th Ave NE	0	Neutral
44	Northup Way	35	Northup Way & 120th Ave NE	0	Neutral
45	Northup Way	35	128th Ave NE & Northup Way	0	Neutral
46	NE 20th St	35	NE 20th St & 136th Pl NE	0	Neutral
47	NE 20th St	35	NE 20th St & 148th Ave NE	1	Positive
48	NE Bellevue-Redmond Rd	40	NE Bellevue-Redmond Rd & 156th Ave NE	1	Positive
49	Northup Way	35	Northup Way & 162nd Ave NE	0	Neutral
50	NE 12th St	30	106th Pl NE & NE 12th St	1	Positive
51	NE 12th St	30	116th Ave NE & NE 12th St	0	Neutral
52	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & 124th Ave NE	0	Neutral
53	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & 134th Ave NE	0	Neutral
54	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & NE 20th Pl	1	Positive
55	NE Bellevue-Redmond Rd	35	152nd Ave NE & NE Bellevue-Redmond Rd	1	Positive
56	NE 10th St	30	102nd Ave NE & NE 10th St	0	Neutral
57	NE 10th St	30	111th Ave NE & NE 10th St	0	Neutral
58	NE 8th St	30	106th Ave NE & NE 8th St	0	Neutral
59	NE 8th St	30	116th Ave NE & NE 8th St	0	Neutral
60	NE 8th St	35	124th Ave NE & NE 8th St	0	Neutral
61	NE 8th St	35	NE 8th St & 156th Ave NE	0	Neutral
62	Lake Hills Blvd	30	151st Ave NE & Lake Hills Blvd	1	Positive
63	Lake Hills Blvd	25	163rd Ave SE & Lake Hills Blvd	0	Neutral
64	SE Eastgate Way	35	Richards Rd & SE Eastgate Way	0	Neutral

ID	OFFICIAL STREET	SPEED LIMIT	CLOSEST INTERSECTION	Accessibility	
				Sum of Nearby Schools, Parks, Hospitals	Accessibility Score
65	SE EASTGATE WAY	35	143RD AVE SE & SE EASTGATE WAY	0	Neutral
66	SE EASTGATE WAY	30	160TH AVE SE & SE EASTGATE WAY	0	Neutral
67	SE 36TH ST	35	132ND AVE SE & SE 36TH ST	0	Neutral
68	FOREST DR SE	30	138TH AVE SE & FOREST DR SE	0	Neutral
69	NE 4TH ST	30	NE 4TH ST & BELLEVUE WAY NE	1	Positive
70	NE 4TH ST	30	NE 4TH ST & 116TH AVE NE	0	Neutral
71	NE 4TH ST	30	110TH AVE NE & NE 4TH ST	0	Neutral
72	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & SE 62ND ST	1	Positive
73	FOREST DR SE	30	152ND AVE SE & FOREST DR SE	1	Positive
74	150TH AVE SE	30	150TH AVE SE & NEWPORT WAY	0	Neutral
75	SE 34TH ST	30	165TH AVE SE & SE 34TH ST	0	Neutral
76	W LAKE SAMMAMISH PKWY SE	30	SE 31ST PL & W LAKE SAMMAMISH PKWY SE	0	Neutral
77	RICHARDS RD	35	RICHARDS RD & SE 21ST PL	0	Neutral
78	W LAKE SAMMAMISH PKWY NE	35	W LAKE SAMMAMISH PKWY & 176TH LN NE	0	Neutral
79	W LAKE SAMMAMISH PKWY NE	35	W LAKE SAMMAMISH PKWY & 15TH PL NE	1	Positive
80	NE 8TH ST	25	168TH AVE NE & NE 8TH ST	0	Neutral
81	132ND AVE NE	30	132ND AVE NE & NE 47TH ST	0	Neutral
83	NE 30TH ST	25	168TH AVE NE & NE 30TH ST	0	Neutral
84	120TH AVE NE	30	120TH AVE NE & NE 5TH ST	1	Positive
85	BELLEVUE WAY NE	35	BELLEVUE WAY NE & NE 28TH PL	1	Positive
86	112TH AVE SE	35	112TH AVE SE & BELLEFIELD PARK LN	0	Neutral
87	134TH AVE NE	30	134TH AVE NE & NE 30TH ST	0	Neutral
88	LAKE WASHINGTON BLVD SE	30	LAKE WASHINGTON BLVD SE & SE 40TH ST	0	Neutral
89	156TH AVE SE	30	156TH AVE SE & SE 20TH PL	1	Positive
90	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & VILLAGE PARK DR SE	1	Positive
91	SE 60TH ST	25	119TH AVE SE & SE 60TH ST	0	Neutral
92	NE 8TH ST	35	NE 8TH ST & 134TH AVE NE	1	Positive
93	WEST LAKE SAMMAMISH PARKWAY	30	181ST AVE SE & W LAKE SAMMAMISH PKY SE	1	Positive
96	NE 8TH ST	35	NE 8TH & 143RD AVE NE	1	Positive

NOTES:

Accessibility: SSC proximity to schools, parks, and hospitals is used to assess accessibility.

Proximity to schools, parks, and hospitals: Any SSC location within 300 feet of either a school, park, or hospital (measured using GIS around the parcel containing the property). Proximity of an SSC to any of these land uses that generate vulnerable road users is viewed as a positive impact. Locations that have multiple nearby uses are deemed to have a “very positive” impact.

SSCs are not anticipated to have any negative impacts to accessibility since all locations will be screened as part of the engineering review as to not impact sight lines or impede sidewalk access for people in mobility devices. Drivers adhering to the speed limits do not negatively affect vehicle accessibility.

ID	Official Street	Speed Limit	Closest Intersection	Economics		
				Low Income Census Block Group	On High Speeding Crash Network	Economics Score
1	BELLEVUE WAY SE	30	BELLEVUE WAY SE & SE 6TH ST	Yes	Yes	Mixed
2	BELLEVUE WAY SE	30	BELLEVUE WAY SE & SE 11TH ST	No	Yes	Positive
3	BELLEVUE WAY SE	40	BELLEVUE WAY SE & S BELLEVUE STN	No	Yes	Positive
4	RICHARDS RD	35	RICHARDS RD & SE 30TH ST	No	Yes	Positive
5	LAKE HILLS CN	40	134TH AVE SE & LAKE HILLS CN	Yes	Yes	Mixed
6	148TH AVE SE	30	148TH AVE SE & I-90	No	Yes	Positive
7	COAL CREEK PKWY SE	40	COAL CREEK PKWY SE & FOREST DR SE (SOUTH OF)	No	Yes	Positive
8	FOREST DR SE	30	FOREST DR SE & COAL CREEK PKWY SE	No	Yes	Positive
9	BELLEVUE WAY NE	35	BELLEVUE WAY NE & NE 17TH ST	No	No	Neutral
10	BELLEVUE WAY NE	30	BELLEVUE WAY NE & NE 5TH PL	No	Yes	Positive
11	108TH AVE NE	30	108TH AVE NE & NE 37TH PL	No	No	Neutral
12	112TH AVE NE	35	112TH AVE NE & NE 24TH ST	No	No	Neutral
13	112TH AVE NE	30	112TH AVE NE & NE 13TH LN	No	No	Neutral
14	112TH AVE SE	35	112TH AVE SE & SE 6TH ST	No	No	Neutral
15	112TH AVE NE	30	112TH AVE NE & NE 6TH ST	No	Yes	Positive
16	116TH AVE NE	30	116TH AVE NE & NE 19TH ST	No	Yes	Positive
17	116TH AVE NE	30	116TH AVE NE & NE 10TH ST	No	Yes	Positive
18	116TH AVE NE	30	116TH AVE NE & NE 2ND PL	No	Yes	Positive
19	LAKE HILLS CN	35	LAKE HILLS CN & SE 7TH PL	No	Yes	Positive
20	LAKE HILLS CN	40	LAKE HILLS CN & RICHARDS RD	No	Yes	Positive
21	FACTORIA BLVD SE	35	FACTORIA BLVD SE & SE 38TH ST	No	Yes	Positive
22	FACTORIA BLVD SE	35	FACTORIA BLVD SE & COAL CREEK PKWY SE	No	Yes	Positive
23	COAL CREEK PKWY SE	35	COAL CREEK PKWY SE & 124TH AVE SE	No	Yes	Positive
24	COAL CREEK PKWY SE	40	COAL CREEK PKWY SE & FOREST DR SE (NORTH OF)	No	Yes	Positive
25	COAL CREEK PKWY SE	40	COAL CREEK PKWY SE & NEWCASTLE COMMONS DR	No	Yes	Positive
26	140TH AVE NE	35	140TH AVE NE & NE 26TH PL	No	Yes	Positive
27	140TH AVE NE	30	140TH AVE NE & NE BELLEVUE-REDMOND RD	No	Yes	Positive
28	140TH AVE NE	30	140TH AVE NE & 9TH PL NE	No	Yes	Positive
29	140TH AVE NE	30	140TH AVE NE & NE 1ST PL	No	Yes	Positive
30	SE 8TH ST	25	143RD PL SE & SE 8TH ST	No	Yes	Positive
31	140TH AVE SE	30	140TH AVE SE & SE 6TH ST	No	Yes	Positive

ID	Official Street	Speed Limit	Closest Intersection	Economics		
				Low Income Census Block Group	On High Speeding Crash Network	Economics Score
32	145TH PL SE	30	LAKE HILLS BLVD & 145TH PL SE	Yes	No	Potentially Negative
33	145TH PL SE	30	SE 22ND ST & 145TH PL SE	No	No	Neutral
34	148TH AVE NE	35	148TH AVE NE & NE 13TH PL	No	Yes	Positive
35	148TH AVE NE	35	148TH AVE NE & NE 1ST PL	Yes	Yes	Mixed
36	148TH AVE SE	35	148TH AVE SE & SE 8TH ST	Yes	Yes	Mixed
37	148TH AVE SE	35	148TH AVE SE & SE 16TH ST	Yes	Yes	Mixed
38	148TH AVE SE	35	148TH AVE SE & SE 24TH ST	No	Yes	Positive
39	NE 20TH ST	35	154TH AVE NE & NE 20TH ST	No	Yes	Positive
40	156TH AVE NE	30	156TH AVE NE & NE 12TH ST	Yes	Yes	Mixed
41	156TH AVE NE	25	156TH AVE NE & NE 3RD ST	No	Yes	Positive
42	W LAKE SAMMAMISH PKWY SE	35	SE 1ST PL & W LAKE SAMMAMISH PKWY SE	No	Yes	Positive
43	NE 24TH ST	30	NE 24TH ST & 120TH AVE NE	No	Yes	Positive
44	NORTHUP WAY	35	NORTHUP WAY & 120TH AVE NE	No	Yes	Positive
45	NORTHUP WAY	35	128TH AVE NE & NORTHUP WAY	No	Yes	Positive
46	NE 20TH ST	35	NE 20TH ST & 136TH PL NE	No	Yes	Positive
47	NE 20TH ST	35	NE 20TH ST & 148TH AVE NE	No	Yes	Positive
48	NE BELLEVUE-REDMOND RD	40	NE BELLEVUE-REDMOND RD & 156TH AVE NE	No	Yes	Positive
49	NORTHUP WAY	35	NORTHUP WAY & 162ND AVE NE	Yes	Yes	Mixed
50	NE 12TH ST	30	106TH PL NE & NE 12TH ST	No	Yes	Positive
51	NE 12TH ST	30	116TH AVE NE & NE 12TH ST	No	Yes	Positive
52	NE BELLEVUE-REDMOND RD	35	BELLEVUE-REDMOND RD & 124TH AVE NE	No	Yes	Positive
53	NE BELLEVUE-REDMOND RD	35	BELLEVUE-REDMOND RD & 134TH AVE NE	No	Yes	Positive
54	NE BELLEVUE-REDMOND RD	35	BELLEVUE-REDMOND RD & NE 20TH PL	No	Yes	Positive
55	NE BELLEVUE-REDMOND RD	35	152ND AVE NE & NE BELLEVUE-REDMOND RD	No	Yes	Positive
56	NE 10TH ST	30	102ND AVE NE & NE 10TH ST	No	Yes	Positive
57	NE 10TH ST	30	111TH AVE NE & NE 10TH ST	No	Yes	Positive
58	NE 8TH ST	30	106TH AVE NE & NE 8TH ST	No	Yes	Positive
59	NE 8TH ST	30	116TH AVE NE & NE 8TH ST	No	Yes	Positive
60	NE 8TH ST	35	124TH AVE NE & NE 8TH ST	No	Yes	Positive
61	NE 8TH ST	35	NE 8TH ST & 156TH AVE NE	No	Yes	Positive
62	LAKE HILLS BLVD	30	151ST AVE NE & LAKE HILLS BLVD	Yes	Yes	Mixed
63	LAKE HILLS BLVD	25	163RD AVE SE & LAKE HILLS BLVD	No	Yes	Positive

ID	OFFICIAL STREET	SPEED LIMIT	CLOSEST INTERSECTION	Livability		
				Road Noise (Speed Limit)	Potential for Diversion	Livability Score
64	SE EASTGATE WAY	35	RICHARDS RD & SE EASTGATE WAY	No	No	Neutral
65	SE EASTGATE WAY	35	143RD AVE SE & SE EASTGATE WAY	No	Yes	Positive
66	SE EASTGATE WAY	30	160TH AVE SE & SE EASTGATE WAY	No	Yes	Positive
67	SE 36TH ST	35	132ND AVE SE & SE 36TH ST	No	Yes	Positive
68	FOREST DR SE	30	138TH AVE SE & FOREST DR SE	No	Yes	Positive
69	NE 4TH ST	30	NE 4TH ST & BELLEVUE WAY NE	No	Yes	Positive
70	NE 4TH ST	30	NE 4TH ST & 116TH AVE NE	No	Yes	Positive
71	NE 4TH ST	30	110TH AVE NE & NE 4TH ST	No	Yes	Positive
72	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & SE 62ND ST	No	No	Neutral
73	FOREST DR SE	30	152ND AVE SE & FOREST DR SE	No	No	Neutral
74	150TH AVE SE	30	150TH AVE SE & NEWPORT WAY	No	No	Neutral
75	SE 34TH ST	30	165TH AVE SE & SE 34TH ST	No	No	Neutral
76	W LAKE SAMMAMISH PKWY SE	30	SE 31ST PL & W LAKE SAMMAMISH PKWY SE	No	No	Neutral
77	RICHARDS RD	35	RICHARDS RD & SE 21ST PL	Yes	Yes	Mixed
78	W LAKE SAMMAMISH PKWY NE	35	W LAKE SAMMAMISH PKWY & 176TH LN NE	No	No	Neutral
79	W LAKE SAMMAMISH PKWY NE	35	W LAKE SAMMAMISH PKWY & 15TH PL NE	No	No	Neutral
80	NE 8TH ST	25	168TH AVE NE & NE 8TH ST	No	No	Neutral
81	132ND AVE NE	30	132ND AVE NE & NE 47TH ST	No	No	Neutral
83	NE 30TH ST	25	168TH AVE NE & NE 30TH ST	No	No	Neutral
84	120TH AVE NE	30	120TH AVE NE & NE 5TH ST	No	No	Neutral
85	BELLEVUE WAY NE	35	BELLEVUE WAY NE & NE 28TH PL	No	No	Neutral
86	112TH AVE SE	35	112TH AVE SE & BELLEFIELD PARK LN	No	No	Neutral
87	134TH AVE NE	30	134TH AVE NE & NE 30TH ST	No	No	Neutral
88	LAKE WASHINGTON BLVD SE	30	LAKE WASHINGTON BLVD SE & SE 40TH ST	No	No	Neutral
89	156TH AVE SE	30	156TH AVE SE & SE 20TH PL	No	No	Neutral
90	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & VILLAGE PARK DR SE	No	No	Neutral
91	SE 60TH ST	25	119TH AVE SE & SE 60TH ST	No	No	Neutral
92	NE 8TH ST	35	NE 8TH ST & 134TH AVE NE	No	Yes	Positive
93	WEST LAKE SAMMAMISH PARKWAY	30	181ST AVE SE & W LAKE SAMMAMISH PKY SE	No	No	Neutral
96	NE 8TH ST	35	NE 8TH & 143RD AVE NE	Yes	Yes	Mixed

NOTES:

Economics: Potential SSC impacts related to economics are based on income of area residents and whether the SSC is on the High Speeding Crash Network.

Low-Income Residents: GIS is used to determine if the candidate SSC is located within or adjacent to census block groups in Bellevue where 22% or more of the households earn less than 80% of area median income. This threshold is based on the MIP's low-income definition. The 22% or more threshold represents the share of households that represent one standard deviation from the average concentration of low-income households in Bellevue. As with the Equity Composite Index, SSCs can be both good and bad for low-income households. SSCs can have a negative impact as when a low-income household gets a fine (although the fine is mitigated for households that qualify for the 50% low-income fine reduction). However, SSCs are positive in that the cameras reduce speeds in areas where people are more likely to walk, bike, or walk/roll to access transit. The objective is that SSCs are not over or under-concentrated in low-income areas.

High Speeding Crash Network: Fatal and severe injury crashes represent major financial impacts to individuals, families, and society as a whole. SSCs located along the High Speeding Crash Network, which have the greatest history of speeding related killed and severe injury crashes are viewed as having a positive impact.

For final economic scoring, if a candidate SSC location is in an area of high concentration of low-income residents and is not on the High Speeding Crash Network, it is identified as a "potentially negative" impact because if there are an over-concentration of SSCs in low-income areas, this could have a negative impact from an economic perspective. If a candidate SSC location is in an area of high concentration of low-income residents and is on the High Speeding Crash Network, the impact is identified as "mixed" and the location may warrant further investigation. If the candidate SSC location is not in a lower-income area and is not on the High Speeding Crash Network, the impact is "neutral." If the candidate SSC location is not in a low-income area and is on the High Speeding Crash the impact is "positive."

ID	Official Street	Speed Limit	Closest Intersection	Education		
				Within 500 ft of a School?	Educational Background Census Data	Education Score
1	Bellevue Way SE	30	Bellevue Way SE & SE 6th St	No	Yes	Potentially Negative
2	Bellevue Way SE	30	Bellevue Way SE & SE 11th St	No	Yes	Potentially Negative
3	Bellevue Way SE	40	Bellevue Way SE & S Bellevue Stn	No	Yes	Potentially Negative
4	Richards Rd	35	Richards Rd & SE 30th St	No	Yes	Potentially Negative
5	Lake Hills Cn	40	134th Ave SE & Lake Hills Cn	No	Yes	Potentially Negative
6	148th Ave SE	30	148th Ave SE & I-90	No	Yes	Potentially Negative
7	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Forest Dr SE (South of)	No	Yes	Potentially Negative
8	Forest Dr SE	30	Forest Dr SE & Coal Creek Pkwy SE	No	No	Neutral
9	Bellevue Way NE	35	Bellevue Way NE & NE 17th St	No	No	Neutral
10	Bellevue Way NE	30	Bellevue Way NE & NE 5th Pl	No	No	Neutral
11	108th Ave NE	30	108th Ave NE & NE 37th Pl	No	No	Neutral
12	112th Ave NE	35	112th Ave NE & NE 24th St	No	No	Neutral
13	112th Ave NE	30	112th Ave NE & NE 13th Ln	No	No	Neutral
14	112th Ave SE	35	112th Ave SE & SE 6th St	No	Yes	Potentially Negative
15	112th Ave NE	30	112th Ave NE & NE 6th St	No	No	Neutral
16	116th Ave NE	30	116th Ave NE & NE 19th St	No	No	Neutral
17	116th Ave NE	30	116th Ave NE & NE 10th St	No	No	Neutral
18	116th Ave NE	30	116th Ave NE & NE 2nd Pl	No	No	Neutral
19	Lake Hills Cn	35	Lake Hills Cn & SE 7th Pl	No	No	Neutral
20	Lake Hills Cn	40	Lake Hills Cn & Richards Rd	No	No	Neutral
21	Factoria Blvd SE	35	Factoria Blvd SE & SE 38th St	No	No	Neutral
22	Factoria Blvd SE	35	Factoria Blvd SE & Coal Creek Pkwy SE	No	No	Neutral
23	Coal Creek Pkwy SE	35	Coal Creek Pkwy SE & 124th Ave SE	No	Yes	Potentially Negative
24	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Forest Dr SE (North of)	No	Yes	Potentially Negative
25	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Newcastle Commons Dr	No	Yes	Potentially Negative
26	140th Ave NE	35	140th Ave NE & NE 26th Pl	Yes	No	Positive
27	140th Ave NE	30	140th Ave NE & NE Bellevue-Redmond Rd	No	No	Neutral

ID	Official Street	Speed Limit	Closest Intersection	Education		
				Within 500 ft of a School?	Educational Background Census Data	Education Score
28	140th Ave NE	30	140th Ave NE & 9th Pl NE	No	Yes	Potentially Negative
29	140th Ave NE	30	140th Ave NE & NE 1st Pl	No	Yes	Potentially Negative
30	SE 8th St	25	143rd Pl SE & SE 8th St	Yes	Yes	Mixed
31	140th Ave SE	30	140th Ave SE & SE 6th St	No	Yes	Potentially Negative
32	145th Pl SE	30	Lake Hills Blvd & 145th Pl SE	No	Yes	Potentially Negative
33	145th Pl SE	30	SE 22nd St & 145th Pl SE	No	Yes	Potentially Negative
34	148th Ave NE	35	148th Ave NE & NE 13th Pl	No	Yes	Potentially Negative
35	148th Ave NE	35	148th Ave NE & NE 1st Pl	No	Yes	Potentially Negative
36	148th Ave SE	35	148th Ave SE & SE 8th St	No	Yes	Potentially Negative
37	148th Ave SE	35	148th Ave SE & SE 16th St	No	Yes	Potentially Negative
38	148th Ave SE	35	148th Ave SE & SE 24th St	No	Yes	Potentially Negative
39	NE 20th St	35	154th Ave NE & NE 20th St	No	Yes	Potentially Negative
40	156th Ave NE	30	156th Ave NE & NE 12th St	No	Yes	Potentially Negative
41	156th Ave NE	25	156th Ave NE & NE 3rd St	No	Yes	Potentially Negative
42	W Lake Sammamish Pkwy SE	35	SE 1st Pl & W Lake Sammamish Pkwy SE	No	Yes	Potentially Negative
43	NE 24th St	30	NE 24th St & 120th Ave NE	No	No	Neutral
44	Northup Way	35	Northup Way & 120th Ave NE	No	No	Neutral
45	Northup Way	35	128th Ave NE & Northup Way	No	No	Neutral
46	NE 20th St	35	NE 20th St & 136th Pl NE	No	No	Neutral
47	NE 20th St	35	NE 20th St & 148th Ave NE	Yes	No	Positive
48	NE Bellevue-Redmond Rd	40	NE Bellevue-Redmond Rd & 156th Ave NE	Yes	Yes	Mixed
49	Northup Way	35	Northup Way & 162nd Ave NE	No	Yes	Potentially Negative
50	NE 12th St	30	106th Pl NE & NE 12th St	No	Yes	Potentially Negative
51	NE 12th St	30	116th Ave NE & NE 12th St	No	No	Neutral
52	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & 124th Ave NE	No	No	Neutral

ID	Official Street	Speed Limit	Closest Intersection	Education		
				Within 500 ft of a School?	Educational Background Census Data	Education Score
53	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & 134th Ave NE	No	No	Neutral
54	NE Bellevue-Redmond Rd	35	Bellevue-Redmond Rd & NE 20th Pl	No	Yes	Potentially Negative
55	NE Bellevue-Redmond Rd	35	152nd Ave NE & NE Bellevue-Redmond Rd	Yes	No	Positive
56	NE 10th St	30	102nd Ave NE & NE 10th St	No	Yes	Potentially Negative
57	NE 10th St	30	111th Ave NE & NE 10th St	No	No	Neutral
58	NE 8th St	30	106th Ave NE & NE 8th St	No	Yes	Potentially Negative
59	NE 8th St	30	116th Ave NE & NE 8th St	No	No	Neutral
60	NE 8th St	35	124th Ave NE & NE 8th St	No	No	Neutral
61	NE 8th St	35	NE 8th St & 156th Ave NE	No	No	Neutral
62	Lake Hills Blvd	30	151st Ave NE & Lake Hills Blvd	No	Yes	Potentially Negative
63	Lake Hills Blvd	25	163rd Ave SE & Lake Hills Blvd	No	Yes	Potentially Negative
64	SE Eastgate Way	35	Richards Rd & SE Eastgate Way	No	Yes	Potentially Negative
65	SE Eastgate Way	35	143rd Ave SE & SE Eastgate Way	No	Yes	Potentially Negative
66	SE Eastgate Way	30	160th Ave SE & SE Eastgate Way	No	No	Neutral
67	SE 36th St	35	132nd Ave SE & SE 36th St	No	No	Neutral
68	Forest Dr SE	30	138th Ave SE & Forest Dr SE	No	No	Neutral
69	NE 4th St	30	NE 4th St & Bellevue Way NE	No	No	Neutral
70	NE 4th St	30	NE 4th St & 116th Ave NE	No	No	Neutral
71	NE 4th St	30	110th Ave NE & NE 4th St	No	No	Neutral
72	Lakemont Blvd SE	30	Lakemont Blvd SE & SE 62nd St	No	Yes	Potentially Negative
73	Forest Dr SE	30	152nd Ave SE & Forest Dr SE	No	No	Neutral
74	150th Ave SE	30	150th Ave SE & Newport Way	No	No	Neutral
75	SE 34th St	30	165th Ave SE & SE 34th St	No	No	Neutral
76	W Lake Sammamish Pkwy SE	30	SE 31st Pl & W Lake Sammamish Pkwy SE	No	No	Neutral
77	Richards Rd	35	Richards Rd & SE 21st Pl	No	Yes	Potentially Negative
78	W Lake Sammamish Pkwy NE	35	W Lake Sammamish Pkwy & 176th Ln NE	No	Yes	Potentially Negative
79	W Lake Sammamish Pkwy NE	35	W Lake Sammamish Pkwy & 15th Pl NE	No	Yes	Potentially Negative

ID	OFFICIAL STREET	SPEED LIMIT	CLOSEST INTERSECTION	Education		
				Within 500 ft of a School?	Educational Background Census Data	Education Score
80	NE 8TH ST	25	168TH AVE NE & NE 8TH ST	No	Yes	Potentially Negative
81	132ND AVE NE	30	132ND AVE NE & NE 47TH ST	No	No	Neutral
83	NE 30TH ST	25	168TH AVE NE & NE 30TH ST	No	Yes	Potentially Negative
84	120TH AVE NE	30	120TH AVE NE & NE 5TH ST	Yes	No	Positive
85	BELLEVUE WAY NE	35	BELLEVUE WAY NE & NE 28TH PL	No	No	Neutral
86	112TH AVE SE	35	112TH AVE SE & BELLEFIELD PARK LN	No	Yes	Potentially Negative
87	134TH AVE NE	30	134TH AVE NE & NE 30TH ST	No	No	Neutral
88	LAKE WASHINGTON BLVD SE	30	LAKE WASHINGTON BLVD SE & SE 40TH ST	No	Yes	Potentially Negative
89	156TH AVE SE	30	156TH AVE SE & SE 20TH PL	No	Yes	Potentially Negative
90	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & VILLAGE PARK DR SE	No	Yes	Potentially Negative
91	SE 60TH ST	25	119TH AVE SE & SE 60TH ST	No	Yes	Potentially Negative
92	NE 8TH ST	35	NE 8TH ST & 134TH AVE NE	No	No	Neutral
93	WEST LAKE SAMMAMISH PARKWAY	30	181ST AVE SE & W LAKE SAMMAMISH PKY SE	Yes	No	Positive
96	NE 8TH ST	35	NE 8TH & 143RD AVE NE	Yes	Yes	Mixed

NOTES:

Economics: Potential SSC impacts related to economics are based on income of area residents and whether the SSC is on the High Speeding Crash Network.

Low-Income Residents: GIS is used to determine if the candidate SSC is located within or adjacent to census block groups in Bellevue where 22% or more of the households earn less than 80% of area median income. This threshold is based on the MIP's low-income definition. The 22% or more threshold represents the share of households that represent one standard deviation from the average concentration of low-income households in Bellevue. As with the Equity Composite Index, SSCs can be both good and bad for low-income households. SSCs can have a negative impact as when a low-income household gets a fine (although the fine is mitigated for households that qualify for the 50% low-income fine reduction). However, SSCs are positive in that the cameras reduce speeds in areas where people are more likely to walk, bike, or walk/roll to access transit. The objective is that SSCs are not over or under-concentrated in low-income areas.

High Speeding Crash Network: Fatal and severe injury crashes represent major financial impacts to individuals, families, and society as a whole. SSCs located along the High Speeding Crash Network, which have the greatest history of speeding related killed and severe injury crashes are viewed as having a positive impact.

For final economic scoring, if a candidate SSC location is in an area of high concentration of low-income residents and is not on the High Speeding Crash Network, it is identified as a "potentially negative" impact because if there are an over-concentration of SSCs in low-income areas, this could have a negative impact from an economic perspective. If a candidate SSC location is in an area of high concentration of low-income residents and is on the High Speeding Crash Network, the impact is identified as "mixed" and the location may warrant further investigation. If the candidate SSC location is not in a lower-income area and is not on the High Speeding Crash Network, the impact is "neutral." If the candidate SSC location is not in a low-income area and is on the High Speeding Crash the impact is "positive."

ID	Official Street	Speed Limit	Closest Intersection	Environmental Health		
				Pedestrian LTS	Speeding Risk Network	Environ. Health Score
1	Bellevue Way SE	30	Bellevue Way SE & SE 6th St	3	Yes	Positive
2	Bellevue Way SE	30	Bellevue Way SE & SE 11th St	2	Yes	Positive
3	Bellevue Way SE	40	Bellevue Way SE & S Bellevue Stn	2	Yes	Positive
4	Richards Rd	35	Richards Rd & SE 30th St	2	Yes	Positive
5	Lake Hills Cn	40	134th Ave SE & Lake Hills Cn	3	Yes	Very Positive
6	148th Ave SE	30	148th Ave SE & I-90	4	Yes	Very Positive
7	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Forest Dr SE (South of)	3	Yes	Very Positive
8	Forest Dr SE	30	Forest Dr SE & Coal Creek Pkwy SE	3	Yes	Very Positive
9	Bellevue Way NE	35	Bellevue Way NE & NE 17th St	2	No	Neutral
10	Bellevue Way NE	30	Bellevue Way NE & NE 5th Pl	2	No	Neutral
11	108th Ave NE	30	108th Ave NE & NE 37th Pl	3	No	Positive
12	112th Ave NE	35	112th Ave NE & NE 24th St	4	No	Positive
13	112th Ave NE	30	112th Ave NE & NE 13th Ln	2	No	Neutral
14	112th Ave SE	35	112th Ave SE & SE 6th St	2	No	Neutral
15	112th Ave NE	30	112th Ave NE & NE 6th St	2	No	Neutral
16	116th Ave NE	30	116th Ave NE & NE 19th St	3	No	Positive
17	116th Ave NE	30	116th Ave NE & NE 10th St	3	No	Positive
18	116th Ave NE	30	116th Ave NE & NE 2nd Pl	3	No	Positive
19	Lake Hills Cn	35	Lake Hills Cn & SE 7th Pl	3	No	Positive
20	Lake Hills Cn	40	Lake Hills Cn & Richards Rd	2	No	Neutral
21	Factoria Blvd SE	35	Factoria Blvd SE & SE 38th St	3	No	Positive
22	Factoria Blvd SE	35	Factoria Blvd SE & Coal Creek Pkwy SE	3	No	Positive
23	Coal Creek Pkwy SE	35	Coal Creek Pkwy SE & 124th Ave SE	2	No	Neutral
24	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Forest Dr SE (North of)	2	No	Neutral
25	Coal Creek Pkwy SE	40	Coal Creek Pkwy SE & Newcastle Commons Dr	3	No	Positive
26	140th Ave NE	35	140th Ave NE & NE 26th Pl	2	No	Neutral
27	140th Ave NE	30	140th Ave NE & NE Bellevue-Redmond Rd	2	No	Neutral
28	140th Ave NE	30	140th Ave NE & 9th Pl NE	2	No	Neutral
29	140th Ave NE	30	140th Ave NE & NE 1st Pl	2	No	Neutral
30	SE 8th St	25	143rd Pl SE & SE 8th St	1	No	Neutral
31	140th Ave SE	30	140th Ave SE & SE 6th St	2	No	Neutral

ID	Official Street	Speed Limit	Closest Intersection	Environmental Health		
				Pedestrian LTS	Speeding Risk Network	Environ. Health Score
32	145TH PL SE	30	LAKE HILLS BLVD & 145TH PL SE	2	No	Neutral
33	145TH PL SE	30	SE 22ND ST & 145TH PL SE	2	No	Neutral
34	148TH AVE NE	35	148TH AVE NE & NE 13TH PL	2	No	Neutral
35	148TH AVE NE	35	148TH AVE NE & NE 1ST PL	2	No	Neutral
36	148TH AVE SE	35	148TH AVE SE & SE 8TH ST	2	No	Neutral
37	148TH AVE SE	35	148TH AVE SE & SE 16TH ST	2	No	Neutral
38	148TH AVE SE	35	148TH AVE SE & SE 24TH ST	2	No	Neutral
39	NE 20TH ST	35	154TH AVE NE & NE 20TH ST	2	No	Neutral
40	156TH AVE NE	30	156TH AVE NE & NE 12TH ST	2	No	Neutral
41	156TH AVE NE	25	156TH AVE NE & NE 3RD ST	1	No	Neutral
42	W LAKE SAMMAMISH PKWY SE	35	SE 1ST PL & W LAKE SAMMAMISH PKWY SE	4	No	Positive
43	NE 24TH ST	30	NE 24TH ST & 120TH AVE NE	3	No	Positive
44	NORTHUP WAY	35	NORTHUP WAY & 120TH AVE NE	2	No	Neutral
45	NORTHUP WAY	35	128TH AVE NE & NORTHUP WAY	2	No	Neutral
46	NE 20TH ST	35	NE 20TH ST & 136TH PL NE	2	No	Neutral
47	NE 20TH ST	35	NE 20TH ST & 148TH AVE NE	3	No	Positive
48	NE BELLEVUE-REDMOND RD	40	NE BELLEVUE-REDMOND RD & 156TH AVE NE	2	No	Neutral
49	NORTHUP WAY	35	NORTHUP WAY & 162ND AVE NE	2	No	Neutral
50	NE 12TH ST	30	106TH PL NE & NE 12TH ST	2	No	Neutral
51	NE 12TH ST	30	116TH AVE NE & NE 12TH ST	2	No	Neutral
52	NE BELLEVUE-REDMOND RD	35	BELLEVUE-REDMOND RD & 124TH AVE NE	2	No	Neutral
53	NE BELLEVUE-REDMOND RD	35	BELLEVUE-REDMOND RD & 134TH AVE NE	2	No	Neutral
54	NE BELLEVUE-REDMOND RD	35	BELLEVUE-REDMOND RD & NE 20TH PL	3	No	Positive
55	NE BELLEVUE-REDMOND RD	35	152ND AVE NE & NE BELLEVUE-REDMOND RD	2	No	Neutral
56	NE 10TH ST	30	102ND AVE NE & NE 10TH ST	2	No	Neutral
57	NE 10TH ST	30	111TH AVE NE & NE 10TH ST	2	Yes	Positive
58	NE 8TH ST	30	106TH AVE NE & NE 8TH ST	3	No	Positive
59	NE 8TH ST	30	116TH AVE NE & NE 8TH ST	2	No	Neutral
60	NE 8TH ST	35	124TH AVE NE & NE 8TH ST	2	Yes	Positive
61	NE 8TH ST	35	NE 8TH ST & 156TH AVE NE	2	No	Neutral
62	LAKE HILLS BLVD	30	151ST AVE NE & LAKE HILLS BLVD	3	No	Positive
63	LAKE HILLS BLVD	25	163RD AVE SE & LAKE HILLS BLVD	2	No	Neutral
64	SE EASTGATE WAY	35	RICHARDS RD & SE EASTGATE WAY	2	No	Neutral

ID	OFFICIAL STREET	SPEED LIMIT	CLOSEST INTERSECTION	Environmental Health		
				Pedestrian LTS	Speeding Risk Network	Environ. Health Score
65	SE EASTGATE WAY	35	143RD AVE SE & SE EASTGATE WAY	2	No	Neutral
66	SE EASTGATE WAY	30	160TH AVE SE & SE EASTGATE WAY	2	No	Neutral
67	SE 36TH ST	35	132ND AVE SE & SE 36TH ST	2	No	Neutral
68	FOREST DR SE	30	138TH AVE SE & FOREST DR SE	3	Yes	Very Positive
69	NE 4TH ST	30	NE 4TH ST & BELLEVUE WAY NE	2	No	Neutral
70	NE 4TH ST	30	NE 4TH ST & 116TH AVE NE	2	No	Neutral
71	NE 4TH ST	30	110TH AVE NE & NE 4TH ST	2	No	Neutral
72	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & SE 62ND ST	2	Yes	Positive
73	FOREST DR SE	30	152ND AVE SE & FOREST DR SE	2	Yes	Positive
74	150TH AVE SE	30	150TH AVE SE & NEWPORT WAY	2	Yes	Positive
75	SE 34TH ST	30	165TH AVE SE & SE 34TH ST	2	Yes	Positive
76	W LAKE SAMMAMISH PKWY SE	30	SE 31ST PL & W LAKE SAMMAMISH PKWY SE	2	Yes	Positive
77	RICHARDS RD	35	RICHARDS RD & SE 21ST PL	2	Yes	Positive
78	W LAKE SAMMAMISH PKWY NE	35	W LAKE SAMMAMISH PKWY & 176TH LN NE	2	Yes	Positive
79	W LAKE SAMMAMISH PKWY NE	35	W LAKE SAMMAMISH PKWY & 15TH PL NE	2	Yes	Positive
80	NE 8TH ST	25	168TH AVE NE & NE 8TH ST	2	Yes	Positive
81	132ND AVE NE	30	132ND AVE NE & NE 47TH ST	3	Yes	Very Positive
83	NE 30TH ST	25	168TH AVE NE & NE 30TH ST	1	Yes	Positive
84	120TH AVE NE	30	120TH AVE NE & NE 5TH ST	1	No	Neutral
85	BELLEVUE WAY NE	35	BELLEVUE WAY NE & NE 28TH PL	2	Yes	Positive
86	112TH AVE SE	35	112TH AVE SE & BELLEFIELD PARK LN	2	Yes	Positive
87	134TH AVE NE	30	134TH AVE NE & NE 30TH ST	3	Yes	Very Positive
88	LAKE WASHINGTON BLVD SE	30	LAKE WASHINGTON BLVD SE & SE 40TH ST	2	No	Neutral
89	156TH AVE SE	30	156TH AVE SE & SE 20TH PL	2	No	Neutral
90	LAKEMONT BLVD SE	30	LAKEMONT BLVD SE & VILLAGE PARK DR SE	2	Yes	Positive
91	SE 60TH ST	25	119TH AVE SE & SE 60TH ST	1	No	Neutral
92	NE 8TH ST	35	NE 8TH ST & 134TH AVE NE	2	No	Neutral
93	WEST LAKE SAMMAMISH PARKWAY	30	181ST AVE SE & W LAKE SAMMAMISH PKY SE	2	No	Neutral
96	NE 8TH ST	35	NE 8TH & 143RD AVE NE	2	No	Neutral

NOTES:

Environmental Health: The typical definition of environmental health relates to how the environment around people affects their health. To assess environmental health, metrics related to pedestrian level of traffic stress and the prevalence of speeding on streets are considered.

- Pedestrian level of traffic stress (PLTS): An SSC on any road that has PLTS of 3 or 4 is viewed as a positive impact since lower speeds are shown to reduce the level of traffic stress, which can encourage more people to be physically active.
- Speeding Risk Network: SSCs along corridors with an 85th percentile speed of 40 mph or greater are viewed as having a positive impact since the risk of being killed or severely injured is substantially higher as vehicle speeds exceed 40 mph.
If the PLTS is 3 or 4 and the 85th percentile speed is 40 mph or greater, the impact is identified as “very positive.”
- SSCs are not identified as having the potential to have a negative impact on environmental health. In some public feedback on these types of programs, people get concerned about emergency vehicle response times. However, emergency vehicles are not subject to SSC fines and drivers adhering to the speed limits do not negatively affect emergency vehicle response times.

Appendix C, Attachment E

Engineering Analysis of Initial SSC Sites with Worksheet

Unique ID	Arterial Class	Official Street	Intersection Closest	Speed Limit	ADT Total	ADT	Score	Transportable? (N/E)	Transportable? (S/W)	Fixed? (N/E)	Fixed? (S/W)	Notes	Streetview (N/E)	Streetview (S/W)	Characterization	Annual FTE	Monthly Citation (projected)	Phase
1	Major Arterial	BELLEVUE WAY SE	BELLEVUE WAY SE & SE 6TH ST	30	22413	22413	100	Heavy Modifications Required	Low/No Modifications Required	Low/No Modifications Required	Low/No Modifications Required	Transportable- no ROW behind sidewalk northbound, southbound has room behind sidewalk, would just need pad; Fixed- COB street light poles	https://maps.app.goo.gl/G6wFudBpQx5G8	https://maps.app.goo.gl/4tHnFkXG5EmfEm16	Bellevue Way between Wolverine Way and SE 6th St	0.26		2
2	Major Arterial	BELLEVUE WAY SE	BELLEVUE WAY SE & SE 11TH ST	30	20651	20651	100	Medium Modifications Required	Heavy Modifications Required	Low/No Modifications Required	Low/No Modifications Required	Transportable- ROW at face of curb northbound but could be sidewalk assessment- would need deviation to install in the planter, no ROW behind sidewalk southbound; Fixed- COB street light poles- would need tree trimming	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	Bellevue Way SE between SE 11th St and SE 13th St	0.15		4
3	Major Arterial	BELLEVUE WAY SE	111TH AVE SE & SE 25TH ST	40	23241	36685	100	Low/No Modifications Required	Low/No Modifications Required	Medium Modifications Required	Heavy Modifications Required	Median feasible for both NB and SB (~11' across per mapshot); NB fixed feasible on light poles, SB has no poles/power.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	Bellevue Way SE Adjacent to SE Bellevue Park and Ride	0.08	522	1
4	Major Arterial	RICHARDS RD	130TH AVE SE & SE 28TH PL	35	23241	23241	90	Heavy Modifications Required	Heavy Modifications Required	Heavy Modifications Required	Medium Modifications Required	Sidewalk but no planter strips, only city-owned poles are SB direction which would require tree trimming. Recommend installing a median.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	Richards Rd between SE 26th St and SE 30th St	0.16		3
5	Minor Arterial	LAKE HILLS CONNECTION	134TH AVE SE & LAKE HILLS CN	40	13155	13155	80	Medium Modifications Required	Medium Modifications Required	Heavy Modifications Required	Low/No Modifications Required	Feasible westbound behind sidewalk, doesn't have setback. Feasible eastbound, no sidewalk but feasible setback. EB has no lighting or power	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	Lake Hills Connection and 134th Ave SE	0.18		2
6	Major Arterial	148TH AVE SE	148TH AVE SE & I-90	30	24146	24146	80	Heavy Modifications Required	Heavy Modifications Required	Heavy Modifications Required	Heavy Modifications Required	WSDOT owned ROW- would need to coordinate with them; Steep slope and not good shoulder area for Transportable installation; no existing City infrastructure to power fixed installations	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	148th Ave SE and I-90	0.57		3
7	Major Arterial	COAL CREEK PKWY SE	FOREST DR SE & COAL CREEK PKWY SE	40		34510	100	Low/No Modifications Required	Low/No Modifications Required	Heavy Modifications Required	Medium Modifications Required	Speed limit to change Nov. 2025. Transportable unit feasible northbound by Coal Creek Natural Area sign, will need clearing and grubbing. SB fixed feasible on light pole with tree trimming. No power or poles NB. Ask Verra about maximum slope allowable for sightlines.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	Coal Creek Pkwy south of Forest Dr SE	0.24	1592	1
8	Minor Arterial	FOREST DR SE	FOREST DR SE & SE 54TH PL	30	34510	8809	100	Low/No Modifications Required	Low/No Modifications Required	Heavy Modifications Required	Low/No Modifications Required	Steep slope, ask Verra. Transportable- plenty of clear zone space. Fixed- northbound, no COB poles or power available, southbound has COB street light poles	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	Forest Dr SE, north of SE 54th Pl	0.08	568	1
10	Major Arterial	BELLEVUE WAY NE	BELLEVUE WAY NE & NE 11TH ST	30	16712	16712	60	Medium Modifications Required	Medium Modifications Required	Medium Modifications Required	Medium Modifications Required	Both sidewalk planter strips and median are too narrow and densely vegetated. Fixed pending square pole conversation with Verra.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	Bellevue Way NE between NE 4th St and NE 6th St	0.00		0
16	Minor Arterial	116TH AVE NE	115TH AVE NE & NE 10TH ST	30	10535	10535	60	Low/No Modifications Required	Low/No Modifications Required	Medium Modifications Required	Medium Modifications Required	Feasible in median for both directions	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	115th Ave NE between NE 20th St and Agis Living	0.17	1165	1
30	Collector Arterial	SE 8TH ST	143RD PL SE & SE 8TH ST	25	3813	3813	60	Low/No Modifications Required		Low/No Modifications Required	Low/No Modifications Required	Existing Fixed Camera Westbound; Existing COB school zone flashing pole eastbound for power, room for transportable behind sidewalk	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	SE 8th St between 143rd Ave SE and 144th Pl SE	0.03		4
34	Major Arterial	148TH AVE NE	148TH AVE NE & NE 13TH PL	35	24338	24338	60	Low/No Modifications Required	Low/No Modifications Required	Medium Modifications Required	Medium Modifications Required	Large median with grass patch ~18' across at 148th Ave NE and NE 11th Pl. Also room in planter strips on both sides of the road for transportable.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	148th Ave NE between NE 13th Pl and NE 12th St	0.10	653	1
36	Major Arterial	148TH AVE SE	148TH AVE SE & SE 8TH ST	35	30043	30043	60	Medium Modifications Required	Medium Modifications Required	Low/No Modifications Required	Low/No Modifications Required	Transportable units- within 10' clear zone, would need deviation	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	148th Ave SE north of SE 8th St	0.44		2
37	Major Arterial	148TH AVE SE	SE 16TH ST & 148th Ave SE	35	32081	32081	60	Low/No Modifications Required	Low/No Modifications Required	Medium Modifications Required	Medium Modifications Required	Transportable units have ~9.5' of room on the ends of the median on the north and south side (measured from mapshot). Fixed units would need foundations and power	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	148th Ave SE between SE 16th St and Lake Hills Blvd	0.02		3
41	Collector Arterial	156TH AVE NE	156TH AVE NE & NE 3RD ST	25	13681	13681	60	Medium Modifications Required	Medium Modifications Required	Heavy Modifications Required	Heavy Modifications Required	Potential ROW constraints for transportable, both sides of the road (appears to be public ROW, but on resident lawn, see Sheet 4). NB by hydrant, SB by light pole with sidewalk widening. All poles in the area are PSE.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	156th Ave NE, between NE 1st St and NE 3rd St	0.15		5
43	Collector Arterial	NE 24TH ST	NE 24TH ST & 120TH AVE NE	30	5125	5125	60	Low/No Modifications Required	Medium Modifications Required	Heavy Modifications Required	Heavy Modifications Required	Transportable unit feasible on grass adjacent to bike lane heading EB, and in planter strip by light pole heading WB. No city-owned lights in area for fixed.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	NE 24th St north of 120th Ave NE	0.02		5
50	Major Arterial	NE 12TH ST	106TH PL NE & NE 12TH ST	30	16068	16068	60	Medium Modifications Required	Medium Modifications Required	Heavy Modifications Required	Low/No Modifications Required	Room in planter strip heading east bound, will encroach sidewalk but still allow 4' min pedestrian clear space. Fixed feasible on city pole. West bound could house transportable on McCormick park land, or fixed on city pole. Would need a TON of tree trimming for fixed WB.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	NE 12th St between 106th Ave NE and 108th Ave NE	0.06		0
51	Major Arterial	NE 12TH ST	116TH AVE NE & NE 12TH ST	30	16068	16068	60	Medium Modifications Required	Medium Modifications Required	Medium Modifications Required	Medium Modifications Required	Feasible both directions on planters/sidewalk. Will encroach sidewalk but still allow 4' min ped clear zone. Needs clear zone MEF from Orooba. Check if fixed cameras can be mounted to City light poles on overpass.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	NE 12th St between 112th Ave NE and 116th Ave NE	0.29		0
57	Minor Arterial	NE 10TH ST	111TH AVE NE & NE 10TH ST	30	16068	16068	80	Medium Modifications Required	Medium Modifications Required	Medium Modifications Required	Medium Modifications Required	EB has room in planter strip for transportable, north side has less room but still possible. Both will extend into sidewalk with adequate ped clear zone. Square concrete light poles. 2 lanes each direction, plus TWLTH. Transportable needs clear zone amendment. Fixed recommended pending square pole conversation with Verra.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	NE 10th St between 111th Ave NE and 112th Ave NE	0.00		0
58	Major Arterial	NE 8TH ST	NE 8TH ST & 106TH AVE NE	30	28842	28842	60					7 lanes wide in some places so likely not feasible for transportable unit, fixed is a possibility but would need tree trimming and eastbound has a weird signal. Ask Verra.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	NE 8th between Bellevue Way and 106th Ave NE	0.03		0
60	Major Arterial	NE 8TH ST	124TH AVE NE & NE 8TH ST	35	23720	23720	60	Medium Modifications Required	Medium Modifications Required	Low/No Modifications Required	Low/No Modifications Required	Transportable- 4' planter but shoulder present; Fixed- COB concrete street lights present, some tree trimming needed	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	NE 8th St between 126th Ave NE and 129th Pl NE	0.43		5
62	Collector Arterial	LAKE HILLS BLVD	LAKE HILLS BLVD AND 150TH PL SE	30	10191	10191	60	Medium Modifications Required	Medium Modifications Required	Heavy Modifications Required	Heavy Modifications Required	Feasible on 6.5' median end caps with tree trimming and clear zone deviation. Only wooden PSE poles in vicinity for fixed. HAS RADAR FEEDBACK DOWNSTREAM BUT TOO CLOSE.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	Lake Hills Blvd between 150th Ave SE and 151st Ave SE	0.08		3
67	Minor Arterial	SE 36TH ST	132ND AVE SE & SE 36TH ST	30	14475	3072	60	Heavy Modifications Required	Medium Modifications Required	Heavy Modifications Required	Low/No Modifications Required	WB has dense planter strip, would need to remove vegetation for transportable. City-owned poles feasible for fixed. EB has no planter strip and no ROW behind sidewalk, also no city owned poles.	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	https://maps.app.goo.gl/4777D5H677A3Z7Wb7	SE 36th St, north of 132nd Ave SE	0.08		5

Appendix C, Attachment E

Engineering Analysis of Initial SSC Sites with Worksheet

66	Minor Arterial	FOREST DR SE	138TH AVE SE & FOREST DR SE	30	8809	8809	100	Low/No Modifications Required	Low/No Modifications Required	Medium Modifications Required	Medium Modifications Required	Transportable units feasible. NB in grass patch next to park, SB on far side of pedestrian path. Suboptimal sight lines for fixed cameras due to pole locations and road curvature.	https://maps.app.goo.gl/nvYvYvCgZ7eK69	https://maps.app.goo.gl/1t5P20tTatvYUaW588	Forest Dr SE, north of 138th Ave SE	0.08	568	1
73	Major Arterial	LAKEMONT BLVD SE	158TH AVE SE & SE 58TH ST	30	15773	15773	60	Low/No Modifications Required	Low/No Modifications Required	Medium Modifications Required	Low/No Modifications Required	NB feasible in grass adjacent to road or paved median (HAS RADAR FEEDBACK DOWNSTREAM). SB feasible in paved median or on adjacent light pole	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	Lakemont Blvd, South of SE 58th St	0.15		2
73	Minor Arterial	FOREST DR SE	152ND AVE SE & 152ND AVE SE	30	8809	8809	60	Low/No Modifications Required	Medium Modifications Required	Low/No Modifications Required	Low/No Modifications Required	Transportable - westbound would need clear zone deviation; Fixed - COB street light pole and overhead RFRB available	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	Forest Dr SE and 152nd Ave SE	0.06		5
74	Minor Arterial	150TH AVE SE	149TH AVE SE & SE 40TH ST	30	2176	2176	60	Heavy Modifications Required	Low/No Modifications Required	Heavy Modifications Required	Low/No Modifications Required	Could place on curbed vegetated area or mount on light pole for SB. No power or room for transportable for NB, would need to mount to wooden PSE util pole.	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	150th Ave SE between SE Newport Way and E 38th St	0.40		4
75	Collector Arterial	SE 34TH ST	165TH AVE SE & SE 34TH ST	30	8809	8809	60	Medium Modifications Required	Medium Modifications Required	Heavy Modifications Required	Heavy Modifications Required	No curb, no room for 10' setback, only straightaway is highly vegetated on one side and residential shoulder on the other. Would need to coordinate with property owners and clear zone exception. No power, lights, or poles on either side.	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	SE 24th St between 163rd Pl SE and 165th Ave SE	0.03		2
76	Minor Arterial	W LAKE SAMMAMISH PKWY SE	SE 31ST PL & W LAKE SAMMAMISH PKWY SE	30	14624	14624	60	Medium Modifications Required	Low/No Modifications Required	Medium Modifications Required	Medium Modifications Required	Transportable Northbound - would need to verify clear zone distance/possible deviation; Only PSE power for fixed installations	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	SE 31ST PL & W LAKE SAMMAMISH PKWY SE	0.15		5
77	Major Arterial	RICHARDS RD	132ND AVE SE & RICHARDS RD	35	21085		100	Heavy Modifications Required	Heavy Modifications Required	Medium Modifications Required	Medium Modifications Required	Sidewalks but no planter strip, no where to house cameras on either side. Median infeasible. Propose mounting on city owned poles with tree trimming.	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	Richards Rd between SE 21st Pl and SE 26th St	0.16		4
80	Minor Arterial	NE 8TH ST	168TH AVE NE & NE 6TH PL	25	11689	11689	60	Low/No Modifications Required	Low/No Modifications Required	Medium Modifications Required	Medium Modifications Required	Transportable feasible in vegetated shoulder areas on both sides of the road	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	NE 8th St between 167th Ave NE and 168th Ave NE	0.27	1836	1
81	Collector Arterial	132ND AVE NE	132ND AVE NE & NE 47TH ST	30	4072	4072	60	Heavy Modifications Required	Heavy Modifications Required	Heavy Modifications Required	Heavy Modifications Required	No curb, no lighting, no power, no poles	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	132nd Ave NE between NE 47th St and NE 50th St	0.03		5
85	Major Arterial	BELLEVUE WAY NE	BELLEVUE WAY NE & NE 28TH PL	35	8612	10635	60	Low/No Modifications Required	Medium Modifications Required	Medium Modifications Required	Heavy Modifications Required	Transportable unit on grass in front of The Regent going NB. SB has nowhere to house transportable unit other than on grass area behind sidewalk, not ideal for 2 lane road and has tree obstruction. Only wooden PSE poles for fixed. Note: location close to signalized ped crossing, but further north/south less feasible for placement.	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	Bellevue Way NE between NE 26th St and NE 30th Pl	0.07		4
86	Major Arterial	112TH AVE SE	112TH AVE SE & BELLEFIELD PARK LN	35	16351	16351	60	Medium Modifications Required	Medium Modifications Required	Low/No Modifications Required	Heavy Modifications Required	Transportable - 4' planter adjacent to travel lane and heavy vegetation; Fixed - no power present for southbound, COB street light poles for northbound would need tree trimming	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	112th Ave SE and Bellefield Park Ln	0.20		3
87	Collector Arterial	134TH AVE NE	134TH AVE NE & NE 30TH ST	30	16035	16035	60	Heavy Modifications Required	Heavy Modifications Required	Heavy Modifications Required	Heavy Modifications Required	No curb, no poles, no room for 10' setback	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	134th Ave NE and NE 30th St	0.03		5
92	Major Arterial	NE 8TH ST	NE 8TH ST & 136TH AVE NE	25	4072	4072	60	Medium Modifications Required	Medium Modifications Required	Medium Modifications Required	Medium Modifications Required	4' planter, 4'-4.5' shoulder. Viable in median both directions with clear grub. Need clear zone recommendation. Heavy vegetation overhead, but fixed to mast arm feasible with tree trimming	https://maps.app.goo.gl/45YvYvCgZ7eK69	https://maps.app.goo.gl/45YvYvCgZ7eK69	NE 8th St between 132nd Ave NE and 136th Ave NE	0.19		4



Appendix D

Date: April 14, 2026
To: City of Bellevue
From: Chris Breiland and Taylor Whitaker; Fehr & Peers
Subject: **Bellevue B-Safe Appendix D: Community Engagement Plan**

Bellevue B-Safe SP-4

This appendix memorandum outlines the public engagement work conducted to the initial expansion of Bellevue's SSC program and future engagement considerations involved in Bellevue's SSC operations and monitoring. This memorandum also addresses long-term strategies for maintaining public confidence and operational continuity.

The SSC Program Operations Guide and proposed program expansion are being shaped through multichannel engagement, including online surveys, tabling events, community-based organization outreach, and an open comment process. This feedback, combined with technical analysis of speed, crashes, and contextual data, is informing where cameras can most effectively improve safety.

This memorandum covers several key elements related to program engagement and public transparency:

- Best practices for reporting data to the public
- Bellevue's engagement approach and phases

Public Transparency

There are many ways to seek public input, but a diverse set of strategies may be needed to engage a broad representation of the public and establish effective two-way communications. To equitably implement an SSC program, Bellevue should consider using a variety of engagement techniques and channels, including virtual public involvement and remunerating participants for their work, to empower members of underserved communities to meaningfully participate in every part of the SSC program development and implementation process. Importantly, these opportunities should meet people in communities where they are. A meaningful, continuous public engagement process may have the added benefit of building long-term trust, support, and accountability for a SSC program.

Evaluation of Public Awareness

Long-term sustainability of a SSC Program depends on maintaining public confidence, ensuring operational continuity, and demonstrating measurable safety outcomes over time. Any automated enforcement program requires ongoing transparency, accountability, and performance monitoring to retain community trust and political support.

Public support in the SSC program may vary over the course of time, especially after initial system deployments. Overall political confidence in the program could be supported through the following strategies:

Transparent Reporting

In addition to state-required reporting, Bellevue can provide the public with clear data that demonstrates where SSCs are located, how they are performing, and how revenues are being reinvested into safety improvements via the Vision Zero dashboard and annual reporting.

Communications

Active public engagement for the SSC program is crucial to gathering input, managing complaints, and messaging SSC efficacy. Per the team's evaluation of other SSC programs, best-practice communication strategies include newsletters, publications, social media posts, and data dashboards highlighting key performance metrics. Ongoing messaging that the program is safety-focused and not revenue-centric will be important for awareness. Leveraging existing platforms like the It's Your City newsletter, the Vision Zero web page, and social media/press release announcements of new SSC-funded investments are all important avenues to share how SSCs are improving safety across the city.

Public Information Officers representing BPD and Transportation should consider collaborating to determine messaging content and frequency.

Outreach

Effective outreach may require considerable effort and coordination with partner groups and community representatives to overcome barriers to engagement and achieve effective two-way communication. Representatives of community agencies and organizations can increase representation of diverse perspectives.

Individuals or groups seeking to present their views could also be invited to do so during open public meetings, which can also be recorded and posted on Bellevue's website for more transparency and access for individuals who cannot attend in-person.

Community Stakeholder Group Meetings

Community stakeholders may provide valuable perspectives on what is causing the speeding problem in their communities, how it affects them, and what the solutions should be. Some of the types of information gathered from a community may include:

- The health and social impact of speeding on the community.
- Beliefs and attitudes about speeding as a problem.
- Perspectives on what is causing the problem.
- Perceptions and experiences of traffic enforcement.
- Perceptions and experiences about different safety measures or countermeasures.
- Innovative ideas about implementing the program in an equitable way that increases benefits while minimizing burdens.

Community members and organizations (such as medical and first responder organizations) are important partners in sharing their experiences with speeding and its impacts in ways that resonate with policy-makers responsible for authorizing SSC as a speeding-enforcement tool. Lived experiences may help policymakers connect with the problems that speeding causes in peoples' lives, perhaps more so than statistics on speeding, fatalities, and injuries, by providing a human face to these serious facts.

Surveys

Surveys are a common method for measuring public awareness and acceptance of safety programs. Bellevue should consider measuring public acceptance prior to SSC installation, at program start-up/major expansion or modification, and periodically during operations to identify any changes in acceptance. Information from surveys should be disaggregated across demographics and neighborhoods/zip codes. Early survey results can provide a baseline for comparison and evaluation. Data collected for SSC surveys could include the following types of elements:

- Awareness of the program's existence.
- Awareness of companion marketing and media campaign.
- Sources of information (i.e., how did respondents learn about the program).
- Awareness of program features and operational aspects.
- Presence of incorrect beliefs (i.e., misconceptions) of SSC features and operations.
- Perceptions of the purpose of SSC.
- Perceived appropriateness of site selection and amount of enforcement.
- General attitudes toward safety, speeding, and enforcement.
- Perceived likelihood of self or others being cited.
- Perceptions of changes in own driving behavior corresponding to SSC deployment.
- Perceptions of changes in behaviors of other drivers.
- Perceptions of equitable implementation of the SSC program.
- Level of support for the SSC program.
- Perceptions of others' support for the SSC program.
- Awareness of effects of SSC on road safety.

- Desired changes to SSC program.
- Survey questions could also potentially be developed to help track community perceptions about the SSC program and equity.

Surveys related to program startup/expansion are likely best addressed through a stand-alone outreach effort. A good option to measure public support for SSCs as part of regular operations is through the existing survey that the city issues as part of its regular community survey.

Response to Public Concern

Responsiveness to resident or public concerns, complaints, and lived experience is important because people who live, work, or play in an area may be affected by both speeding and enforcement. With consistent communication through the channels mentioned above, public opinions are not unchangeable and are a starting point for two-way communications, as thoughtful outreach and engagement activities can shift public opinions on SSC. Bellevue could consider yearly in-depth surveys of satisfaction of speed cameras.

Bellevue Engagement Approach and Phases

Summarized in the City of Bellevue Speed Safety Camera Community Engagement Summary¹, the engagement process was guided by principles of safety, equity, transparency, and community input. Bellevue's SSC program is intended to improve safety while maintaining public trust through transparent communication and meaningful community participation. Community engagement helps staff understand public concerns related to traffic safety, data transparency, and reinvestment priorities.

The City's engagement approach is intended to:

- Increase public understanding of the SSC program, including how systems operate, how tickets are issued, and how the adjudication process works
- Ensure transparency around site selection and decision making
- Identify community concerns related to equity, fairness, and due process
- Inform ongoing program adjustments and reinvestment priorities

The launch and post-launch phases focus on 3 preparing the community for the implementation and eventual activation of the new cameras, as well as reporting the outcomes of the initial implementation, shown in Table 1.

Table 1 Engagement Phase and Focus

Phase	Engagement Focus
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¹ https://bellevuewa.gov/sites/default/files/media/pdf_document/2026/ssc-engagement-summary-report-feb2026%29.pdf

Pre-Launch	Educate and engage public, build awareness, gather feedback, culminating in city council approval of program expansion
Launch	Communicate activation timeline, promote safe driving behavior, explain enforcement.
Post-Launch	Report outcomes, evaluate equity impacts, reinforce safety benefits.

Initial Program Development

During the initial development of Bellevue’s SSC Program in 2025, Bellevue conducted community outreach using a combination of online and in-person engagement tools to gather feedback on program expansion, site selection priorities, and community concerns. A summary of all pre-launch engagement activities is shown in **Error! Reference source not found.** below.

Activity	Date	Description
Community Panel Survey	June 17– July 1, 2025	Online, consultant-led survey that measured respondents’ familiarity of the existing program, as well as preferences on program expansion. Received 349 responses.
Bellevue Family 4th	July 4, 2025	Outreach booth that provided flyers and live Q&A to raise awareness about the Speed Safety Camera Program.
Engaging Bellevue Questionnaire	July 28– September 31, 2025	Questionnaire that collected general feedback and location nominations. Received 241 responses.
Presentation to Hopelink’s Eastside Easy Rider Collaborative	July 29, 2025	Briefing with transit-focused CBO partner that discussed program goals, affordability, and equity considerations.
Speed safety camera program webpage launch	July 31, 2025	Launch of the project webpage, flyer, and public webform enabling residents to submit questions, concerns, and suggested locations.
Bellevue International Festival	August 2, 2025	Tabling at a large community event to engage diverse audiences and distribute informational materials.
Tabling at Crossroads Farmers Market	August 5, 2025	Tabling at a community event to engage local community and distribute informational materials.
Presentation to the Bellevue Chamber of Commerce	September 9, 2025	Presentation to the Chamber’s Transportation Committee on proposed code updates and candidate camera locations.
Presentation to Bellevue Network on Aging (BNOA)	September 24, 2025	Targeted briefing to discuss mobility and safety impacts relevant to older adults and caregivers.
Presentation to Bellevue Diversity Advantage Network (BDAN)	September 30, 2025	Engagement with multicultural and equity leaders to ensure inclusive and culturally responsive outreach.
Speed Safety Cameras - Proposed Location Survey	October 16– November 30, 2025	Online survey inviting public feedback on the 37 proposed camera sites, fairness of distribution, and preferred rollout pace.
Speed Safety Cameras – Virtual Information Session	October 28 and 30, 2025	Two virtual information sessions offered mid-day and during the evening providing program overview and Q&A opportunity.

Key Themes and Community Feedback

Community feedback during initial program development identified several recurring themes that informed Bellevue's SSC program framework.

Key themes included:

- Support for speed safety cameras in locations with documented speeding and crash histories
- Strong support for installing cameras in school zones over other locations
- Concerns regarding privacy protections, affordability of fines, low-income household impacts, and government oversight
- Support for reinvesting revenues into traffic safety improvements

Feedback gathered in 2025 informed multiple guidelines for the SSC Program, including site selection criteria, fine reduction approaches, staff oversight, data transparency, and revenue reinvestment strategies.

Ongoing Engagement During Program Operations

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

Ongoing engagement activities may include:

- Publishing SSC performance updates through the City website
- Publishing recurring public reporting on safety outcomes and citation data
- Soliciting community requests for future SSC locations
- Providing public information related to revenue reinvestment and safety improvements funded by the program

Staff will periodically review community feedback to identify emerging concerns, opportunities for improvement, or areas requiring additional public education. Appendix C includes a description of how staff will consider public input for new or modified SSC locations. Being responsive to this type of public input also demonstrates responsiveness and transparency, and ultimately builds public trust in the SSC program.

Equity Strategy and Community Accessibility

Bellevue's SSC Program includes an equity-centered approach to engagement and system implementation. Community engagement materials and outreach opportunities should be designed to be accessible, inclusive, and representative of Bellevue's diverse community.

Equity considerations in community engagement include:

- Providing accessible online and in-person participation opportunities



- Making information available in multiple languages and formats
- Soliciting feedback from historically underserved communities
- Monitoring for potential disproportionate impacts related to enforcement and reinvestment decisions
- Ensuring that SSCs are not under- or over-concentrated in areas of the city with a higher proportion of low-income populations or in areas of the city with a higher equity composite index, as described in Appendix C
- Meeting the RCW requirements for investing share of net SSC revenues in the lowest-income quartile of the city that is proportionate to the share of fines generated in that area of the city



Appendix E

Date: August 22, 2026
To: City of Bellevue
From: Chris Breiland, Fehr & Peers
Chris Iverson, Iverson Mobility Solutions
**Subject: Bellevue B-Safe Appendix E:
Enforcement and Operations Plan**

Bellevue B-Safe

Introduction

This memorandum provides Bellevue staff with detailed guidance for the implementation, operation, and oversight of the City's Speed Safety Camera (SSC) program. It supports day-to-day administration while ensuring long-term program sustainability, compliance with Washington State law, and alignment with national best practices, including those outlined in the FHWA Speed Safety Camera Program Planning and Operations Guide (2023). It also provides guidance on how to facilitate a working relationship with the selected SSC vendor (Vendor). Bellevue's plan builds on its existing photo enforcement infrastructure and vendor relationships and is designed to be implementation-ready across both fixed and transportable enforcement scenarios.

Enforcement Plan

This section provides guidance to Bellevue's SSC enforcement strategy, including considerations related to enforcement speed threshold, enforcement strategy, equipment required, signage guidance, city review, and violation issuance. Recommendations stated in this section were derived from best practices and internal discussions, including guidance from the project's Technical Advisory Committee (TAC) throughout 2025.

Enforcement Parameters

RCW 46.63.220(9) requires that all violations captured by the camera system undergo review and confirmation by authorized city staff. Per RCW, violations from all cameras will be reviewed expeditiously to ensure that the SSC vendor can issue any verified violations to the registered vehicle owner within 14 days of the infraction taking place. Per RCW, the City will work with the vendor to identify a standard review procedure that ensures the vendor has adequate time to prepare, print, and mail confirmed violations in the required timeline.

Enforcement Speed Threshold

For confirmed speeding violations, a Notice of Infraction (NOI) will be issued to registered vehicle owners when the vehicle is traveling eight (8) miles per hour (mph) or more over the posted speed limit. The 8 mph threshold is consistent with the city's existing school zone camera speeding threshold and is in line with most other programs in the country that have enforcement thresholds between 6 and 10 mph over the posted speed limit.

BPD reserves the right to enforce speeding vehicles traveling under the 8 mph threshold when making physical stops in the field based on discretion.

Warning Period

While not required by state law, it is a best practice to launch new SSC cameras with a warning period to better allow time for drivers to adapt to the new enforcement approach. Therefore, at the launch of the SSC program and with each subsequent expansion or modification, a grace period of thirty (30) days will be granted to all travelers at the new or modified SSC locations. During this grace period, SSC systems will observe traffic and collect data on speeding vehicles to better understand baseline conditions. The owner of any vehicle observed and verified as traveling 8 or more mph above the speed limit will receive a warning letter in the mail. Accompanying the warning letter will be a photo of the violation that includes the time and date of when the violation occurred. Information about Bellevue's SSC program along with a web link explaining the program will be included in the warning letter. The fine level that will be applied outside of the warning period, along



with methods to reduce the fine for qualified low-income vehicle owners, will be provided in the notification.

This 30-day grace period shall also apply to any additional SSC camera deployed or relocated after program initiation.

Equipment Types

Bellevue's SSC program will utilize a combination of fixed and transportable camera systems throughout the city. The initial expansion in 2026 focused on transportable systems to expedite implementation for PSE coordination, site preparation, sign installation, and utilities. Fixed systems will be permanently installed and affixed to applicable infrastructure, while transportable systems will be subject to location relocation as needed. Enforcement approaches shall be the same between fixed and transportable systems. In general, the Transportation Department will advise whether a given SSC location will be best served by a fixed or transportable camera system. Considerations for the type of equipment include, but are not limited to, sight lines for the camera system, available space for transportable units, available power for fixed units, and potential for vandalism.

Details regarding installation, operation, and revenue distribution approaches per system are identified in the Operations Plan section of this memo.

Signage

RCW 46.63.220(7) requires that signage compliant with the latest version of the Manual of Uniform Traffic Control Devices (MUTCD) be installed in advance (upstream) of any SSC system. The MUTCD-compliant signage will notify drivers about the nearby SSC system and will be referenced for enforcement and violation issuance. Specifically, the Transportation Department will install MUTCD signs R10-19P or R10-19aP in advance of and at the location of the SSC. Per state requirements, signage will be in place at least 30 days in advance of when any warnings or violations are issued by the SSC systems.

For transportable SSC systems, the Transportation Department may remove or cover the "photo enforced" (R10-19P or R10-19aP) signs following the relocation of the SSC to another location, unless the redeployment is for a limited period and the Program Manager determines that the signage can be maintained while meeting MUTCD requirements. If the camera is returned to the location with prior enforcement, then the signs shall be reinstalled or the coverings removed 30 days prior to activating the SSC system.

An example of MUTCD-compliant signage for speed safety cameras in other jurisdictions is shown in Figures 1 and 2 below.



Figure 1: R10-19P Advanced Photo Enforcement Signage in Kenmore, WA



Figure 2: R10-19aP Photo Enforced Regulatory Signage in Seattle, WA

Standard Plans

The Transportation Department staff will install the signage following the City of Bellevue standard plans and protocols supplemented by MUTCD guidance, outlined below.

Specific RCW Language and Placement Guidance

RCW 46.63.220 (7) provides direction for installation of signage with each installation of automated traffic safety cameras:

“(7) All locations where an automated traffic safety camera is used on roadways or intersections must be clearly marked by placing signs at least 30 days prior to activation of the camera in locations that clearly indicate to a driver either that: (a) The driver is within an area where automated traffic safety cameras are authorized; or (b) the driver is entering an area where violations are enforced by an automated traffic safety camera. The signs must be readily visible to a driver approaching an automated traffic safety camera. Signs placed in automated traffic safety camera locations after June 7, 2012, must follow the specifications and guidelines under the manual of uniform traffic control devices for streets and highways as adopted by the department of transportation under chapter [47.36](#) RCW.”

The MUTCD provides guidelines for advance placement of warning signs. Table 2C-3 in the 11th edition of the MUTCD offers specific distances for a deceleration condition to listed advisory speed. Since the SSC program is monitoring vehicle speeds to posted speed limits, there is no deceleration element to placement. A modified version of Table 2C-3 is shown below with posted speed limits seen in Bellevue.

Posted Speed Limit	Advance Placement Distance for SSC warning signage
20mph	115 ft
25mph	155 ft
30mph	200 ft
35 mph	250 ft
40 mph	305 ft

Process for Signage Installation

When considering installation of a fixed or transportable camera system, staff are expected to follow a procedure similar to what is outlined below:

- 1) Identify proposed SSC location and conduct field a visit to assess attributes of location, including posted speed limit, geography and terrain, and obstructions.
 - All locations will include R10-19P plaque or R10-19aP word signs underneath posted regulatory speed limit sign at a minimum.
 - A site visit worksheet that was used for the initial SSC deployment is included at the end of this document.
- 2) Determine placement for signage installations based on guidance stated in the MUTCD. Table 2C-3 in the 11th Edition of the MUTCD, or subsequent editions, as appropriate, should be consulted to determine signage placement away from SSC installation. Note that Table 2C-3 is advisory and exact signage location may vary based on field conditions and city standards or requirements.
- 3) To comply with state law, the city must install signs at least 30 days prior to when camera systems are set to issue warnings.

An example sign plan is included as Attachment A to this appendix.

Violation Fines and Structure

Consistent with Bellevue City Code (BCC) 11.49.080, the fine level for exceeding the set speed threshold is \$124 per violation at non-school locations and \$248 per violation at school zone locations. As the SSC program operates, the fine level should be verified as to not exceed the rate identified in RCW 46.63.220(16).



Fine levels may increase over time to track inflation (as allowed by RCW 46.63.220(16)) and future changes to the RCW. Fine amounts have historically been adjusted by Council through modifications to the Fee Ordinance, which consists of an annual process that adjusts various fee amounts at the city. The modification to the Fee Ordinance is coordinated with the Development Services and other departments at the city.

RCW 46.63.220(15) and BCC 11.49.080(F) define that initial fines from SSCs are reduced by 50% for qualified low-income residents. The RCW and BCC define what qualifies for an individual to qualify for the low-income designation. As of 2026, income qualifying conditions include the Washington women, infants and children program, and all conditions listed under Title 74 of the RCW.

RCW 46.63.220(15) and BCC 11.49.080(F) limit the low-income violation fine reduction to the first automated traffic safety violation and any violations incurred within 21 days of the first violation.

Adjudication Process

Currently, all infractions issued by the City of Bellevue are processed and adjudicated through King County District Court (KCDC). Bellevue anticipates continuing to utilize KCDC for adjudication services upon launch and through the initial phases of the SSC program.

SSC violations will be issued by the Vendor once BPD staff review camera footage and confirm speeding violation instances. The SSC system captures license plate information, and tickets are mailed to the address tied to the license plate registration within 14 days of infraction per RCW 46.63.220(9) requirements.

Once violations are issued, violators are required to work with KCDC to submit payment, contest the violation, or request a reduced fine amount (including low-income fine reductions). Per KCDC, those who receive a notice of violation are required to respond within 33 days of the date of the notice. Failure to respond to a notice of violation results in a finding that the violation was committed and that the violation cannot be contested. KCDC may assess additional penalties for vehicle owners who do not respond.

Consistent with Bellevue's current automated safety camera program, SSC revenues will be collected by KCDC and weighed against the costs of adjudication. Net revenues are calculated on a quarterly basis and submitted to the City of Bellevue. The SSC Program Manager, with assistance with staff from the Finance and Asset Management Department will confirm KCDC expenses and net SCC program revenue. This financial review is required by the state, as noted in later sections of this document.

Data Retention and Privacy

Proper data management for the SSC program is critical to protecting individual privacy, maintaining system integrity, and ensuring compliance with local, state, and federal laws. RCW 46.63.220(11) explicitly states that photos, videos, or other personally identifiable data collected by SSC systems can only be used for the purposes of verifying that a violation took place and to issue the notice of violation to the registered vehicle owner. All personally identifiable information can only be retained as long as is necessary to review, process, and adjudicate the violation.

Vendor Responsibilities

The city's selected SSC vendor will be responsible for the secure handling, transfer, and temporary storage of data associated with SSC operations and violation processing. The vendor shall comply with the following data retention and privacy requirements:

- **Secure Data Transfer:** All data transfers between the Vendor and the City of Bellevue, including image/video files, metadata, and citation documentation, must be encrypted and comply with industry standards for data security.
- **Time-Limited Retention:** Raw camera footage and images not associated with an issued violation must be immediately deleted and cannot be used for any other purposes. The most common instance that would trigger immediate camera data deletion would be if a police officer or other designated city reviewer determines that a potential speeding violation captured by the camera did not occur or that there is insufficient data/evidence to issue a notice of infraction.
- **Approved Violation Data Storage:** Images and personally identifiable information (PII – i.e. license plates, registered vehicle owner names and addresses) associated with issued violations must be retained for the duration of the adjudication process plus any applicable appeals window, consistent with guidance from KCDC and state law. KCDC will, annually, provide the city with the results of all resolved violations (any case that has been dismissed, otherwise resolved, fine paid, or passed on to collections). The city will pass this list of resolved violations to the vendor to purge all records of images and PII within 30 days of receiving the information. Aggregated and anonymized data, such as recidivism rates, zip codes of registered vehicle owners who received a violation, vehicle ownership, the time, location, and speed of the violation, etc. shall be retained by the vendor until otherwise informed that the data shall be destroyed by city staff. The aggregated and anonymized data will be used by the city to track SSC program performance over time.



Chain of Custody and Audit Trail

To meet RCW requirements, the vendor will maintain a documented chain of custody for all data from the point of capture through to final adjudication/violation resolution. The vendor must log and store all system access or modification events related to violation and NOI records, and be prepared to provide full audit trails to city staff or court officials upon request. This audit may become necessary in the event of litigation or a request from the Washington Traffic Safety Commission.

Transportation and BPD will periodically verify that data retention protocols are being followed as agreed in the vendor contract, in accordance with RCW 40.14 (Public Records Act) and any applicable local, state, or federal guidance.

Camera Privacy

Per RCW 46.63.220(8), automated traffic safety cameras may only record images of the vehicle and vehicle license plate and only while a violation is occurring. Camera images shall only be used for violation review and adjudication. Additionally, per RCW 46.63.220(11), camera data cannot be used for any other law enforcement or public safety purposes and is not subject to the Freedom of Information Act (FOIA) or other public disclosure requests.

Operations Plan

The following section outlines operational considerations for the SSC program that can be referenced by program managers and associated staff. The Operations Plan provides a framework to systematically plan, implement, manage, and modify the SSC system over time.

Operations Roles

The success of Bellevue's SSC program will rely on interdepartmental coordination and alignment to ensure success and continuity of the system. The following section outlines roles and responsibilities envisioned among staff in various departments and workgroups, as well as roles and requirements that the camera vendor will need to meet before, during, and after system deployments.

City of Bellevue Departments

A summary of roles and anticipated titles is shown below.

Department or Workgroup	Summary of Role for SSC Program
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.
Operations & Maintenance	Construction oversight and long-term maintenance for supporting 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.

Transportation

The Mobility Planning and Solutions workgroup of the Transportation Department will act as the primary lead for the SSC program and will identify a SSC Program Manager.

The Program Manager will lead day-to-day operations and larger-scale elements like strategic planning, vendor contract management and procurement, data analysis and legislative compliance, financial management, public communication and community engagement, and coordination with other city departments and external partners. Other staff within Mobility Planning and Solutions will work with the Program Manager to execute tasks such as data analysis, ensuring the SSC systems are operating as intended, documenting revenue expenditures, verifying secure data handling by the vendor, etc. Standard operating procedures (SOPs) may be developed for certain tasks to ensure uniform execution.

The Traffic Engineering workgroup will work with the Program Manager to conduct site feasibility review and comment on the best sites for future SSC deployments. Traffic Engineering will also handle utility coordination, small civil design tasks, permitting, sign plans, and vendor support for field installation.

The Operations & Maintenance workgroup will oversee infrastructure construction including concrete pads, signs, and electrical work. It is anticipated that work could be performed by either city crews or contractors, depending on the task. Operations & Maintenance would oversee contractors.

Police

The Bellevue Police Department's (BPD) primary role in the SSC program will be review of camera-captured violations review. This role in the SSC program is similar to existing city processes related to red light camera and school zone camera violations.

State law allows for non-commissioned employees of the police department (or an employee of a transportation or public works department) to review SSC videos/images to determine if a violation occurred and a notice of infraction be issued. As of 2026, the city has determined that the Police Department will retain violation review responsibility, however, the city may choose to shift review responsibility to the Transportation Department in the future. Once verified, the vendor will issue a notice of infraction (NOI) to the address associated with the license plate of the violating vehicle within 14 days of the violation per RCW requirements. In the case where a rental car company owns the vehicle, the NOI will be redirected to the person who was renting the vehicle at the time the violation occurred.

From time to time, the Police Department will work with the Program Manager to provide insight on the performance of the SSC systems, current and potential SSC system locations, and the timeliness and efficiency of verification review by BPD staff.



Finance and Asset Management (FAM)

After NOI and fine issuance from the vendor, violators need to work through KCDC to either pay the fine, petition for a low-income fine reduction, or contest the violation. Net revenues are submitted from KCDC to the city after court fees are accounted for.

FAM will lead accounting tasks that track payments and costs as documented by KCDC. Financial tracking will be paramount to ensuring transparency and financial solvency of the SSC program. FAM staff will also incorporate SSC program costs and revenues into the city's regular budgeting process to ensure that vendor and KCDC costs are funded and program revenues are accounted for. FAM will also manage contract payments to the vendor and KCDC.

On a regular basis (precise timing will be confirmed as the program is operating), FAM will transmit revenue and expense data related to the SSC Program Manager for tracking, reporting, and other purposes outlined in the "Use of Revenues" section of this memo.

Information Technology Department

The Information Technology Department will work with the SSC Program Manager to lead cybersecurity reviews, technology integration, data security, and network coordination. This role is critical to ensure seamless and secure transmission of data between city infrastructure and the vendor.

City Attorney's Office

The City Attorney's Office will provide assistance to the SSC Program Manager to conduct legal reviews of vendor and KCDC agreements, contract support, provide public disclosure guidance, and help ensure statutory compliance.

Vendor Roles

The SSC vendor is expected to meet all contractual obligations outlined by the city. The contract with the city, which will be developed under the supervision of the SSC Program Manager and reviewed by the City Manager's Office will ensure that all vendor activities meet state and city legal requirements. Baseline vendor responsibilities include: field installation, relocation of transportable units at the city's request, camera maintenance, regular camera calibration to ensure accuracy, summarizing potential violations for city review, mailing NOIs, and managing camera footage, and organizing/storing anonymized SSC performance data as outlined in the vendor contract.

Training

All city staff involved with the technical and operational details of the SSC program will need to go through training prior to system launch and when new staff are on-

boarded. The vendor will lead staff training regarding system delivery, installation, handling, and maintenance. The vendor will primarily be required to maintain the camera systems and move transportable units when requested; however, it is imperative that city staff have a foundational level of operational knowledge to provide emergency assistance when needed.

In addition to hardware training, several other areas of training will be offered as new staff are brought onto the SSC program. It is likely the training will evolve over time, but two initial trainings are likely to include:

- **Violation workflows**
 - o BPD staff and the vendor will coordinate, as needed to hold trainings for staff who are responsible for verifying violations. The vendor will provide an overview of the violation review dashboard and BPD staff will provide guidance on what constitutes a verified speeding violation. Timelines for violation review and general performance expectations will be outlined as part of the training.
- **Standard Operating Procedures (SOPs)**
 - o As the SSC system is implemented, SOPs are expected to be developed to cover topics such as:
 - Data reporting – what data to collect, analyze, and report to meet internal city planning and management needs and state reporting requirements.
 - Financial tracking – working with FAM to track court costs and how net revenues are invested in safety programs and infrastructure.
 - Communications – working with the SSC Program Manager to prepare information to present to the public via the city's Vision Zero website/dashboards, City Council, and other audiences, as relevant.
 - Performance review and system refinement – analyzing trends from operating SSC locations, citywide speeding data, citywide crash data, police enforcement data, and community requests to expand/modify the SSC program.
 - o As these SOPs are developed, training on these procedures will be conducted as staff work on the SSC program.

Equipment Installation Process

The SSC program will require substantial capital investment to come online. Program deployment will require a full plans, specifications, and estimates (PS&E) package and contractor solicitation to proceed, similar to other infrastructure-forward capital investment project at the city.



As of 2026, the Transportation Department has identified a phased deployment of high-priority SSC locations. Five phases of deployment have been identified and the timing of each phase of deployment is expected to be driven by available staff capacity to review violations. Each phase represents the addition of one full-time equivalent staff to review violations. Note that there is the potential for KCDC to require additional staffing to adjudicate more NOIs, however, KCDC staffing is outside the control of the City of Bellevue. The five phases of deployment have undergone preliminary engineering, equity, and prioritization review. **Figure 1** illustrates the planned phased deployment and **Table 1** shows the prioritization scores of all candidate SSC locations along with the phase each location has been assigned (lower scoring SSC locations do not have a phase assigned and will be part of future deployments, not yet defined).

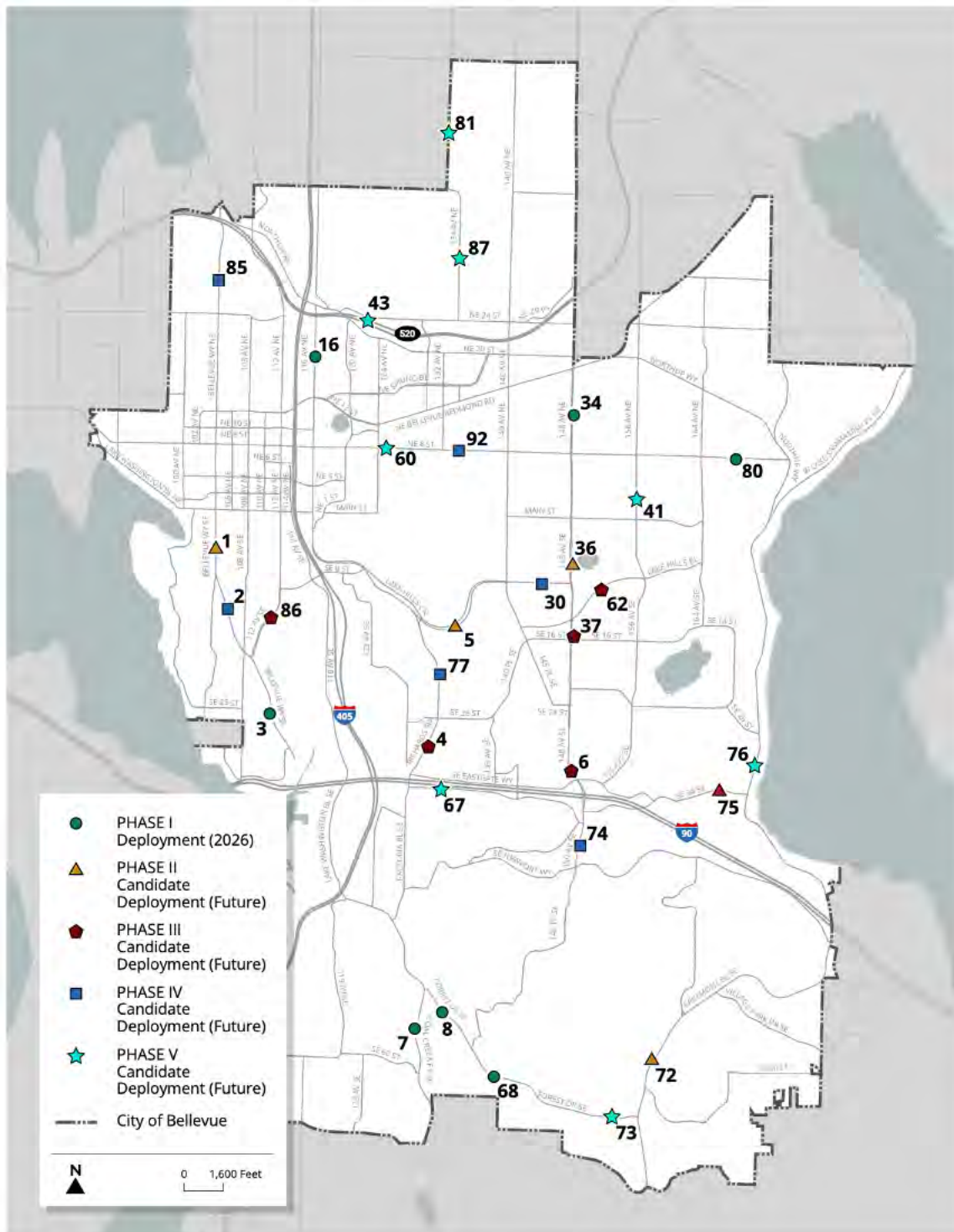


Figure 1: SSC Phased Implementation Plan

Table 1: Initial SSC Deployment Location Details

Location ID	Location Details	Prioritization Score	Phase
1	Bellevue Way SE near SE 6th St	100	2
2	Bellevue Way SE near SE 11th St	100	4
3	Bellevue Way SE near S Bellevue Station	100	1
4	Richards Rd near SE 30th St	90	3
5	Lake Hills Cn near 134th Ave SE	80	2
6	148th Ave SE near I-90	80	3
7	Coal Creek Pkwy SE south of Forest Dr SE	100	1
8	Forest Dr SE near Coal Creek Pkwy SE	100	1
9	Bellevue Way NE near NE 17th St	20	
10	Bellevue Way NE near NE 5th Pl	60	
11	108th Ave NE near NE 37th Pl	0	
12	112th Ave NE near NE 24th St	20	
13	112th Ave NE near NE 13th Ln	20	
14	112th Ave SE near SE 6th St	20	
15	112th Ave NE near NE 6th St	40	
16	116th Ave NE near NE 19th St	60	1
17	116th Ave NE near NE 10th St	40	
18	116th Ave NE near NE 2nd Pl	40	
19	Lake Hills Cn near SE 7th Pl	40	
20	Lake Hills Cn near Richards Rd	40	
21	Factoria Blvd SE near SE 38th St	40	
22	Factoria Blvd SE near Coal Creek Pkwy SE	40	
23	Coal Creek Pkwy SE near 124th Ave SE	40	
24	Coal Creek Pkwy SE north of Forest Dr SE	40	
25	Coal Creek Pkwy SE near Newcastle Commons Dr	40	
26	140th Ave NE near NE 26th Pl	40	
27	140th Ave NE near NE Bellevue-Redmond Rd	40	
28	140th Ave NE near 9th Pl NE	40	
29	140th Ave NE near NE 1st Pl	40	
30	SE 8th St near 143rd Pl SE	60	4
31	140th Ave SE near SE 6th St	40	
32	145th Pl SE near Lake Hills Blvd	0	
33	145th Pl SE near SE 22nd St	20	
34	148th Ave NE near NE 13th Pl	60	1



35	148th Ave NE near NE 1st Pl	40	
36	148th Ave SE near SE 8th St	60	2
37	148th Ave SE near SE 16th St	60	3
38	148th Ave SE near SE 24th St	40	
39	NE 20th St near 154th Ave NE	40	
40	156th Ave NE near NE 12th St	40	
41	156th Ave NE near NE 3rd St	60	5
42	W Lake Sammamish Pkwy SE near SE 1st Pl	40	
43	NE 24th St near 120th Ave NE	60	5
44	Northup Way near 120th Ave NE	40	
45	Northup Way near 128th Ave NE	40	
46	NE 20th St near 136th Pl NE	40	
47	NE 20th St near 148th Ave NE	40	
48	NE Bellevue-Redmond Rd near 156th Ave NE	40	
49	Northup Way near 162nd Ave NE	40	
50	NE 12th St near 106th Pl NE	60	
51	NE 12th St near 116th Ave NE	60	
52	NE Bellevue-Redmond Rd near 124th Ave NE	50	
53	NE Bellevue-Redmond Rd near 134th Ave NE	40	
54	NE Bellevue-Redmond Rd near NE 20th Pl	40	
55	NE Bellevue-Redmond Rd near 152nd Ave NE	40	
56	NE 10th St near 102nd Ave NE	40	
57	NE 10th St near 111th Ave NE	80	
58	NE 8th St near 106th Ave NE	60	
59	NE 8th St near 116th Ave NE	50	
60	NE 8th St near 124th Ave NE	100	5
61	NE 8th St near 156th Ave NE	40	
62	Lake Hills Blvd near 151st Ave NE	60	3
63	Lake Hills Blvd near 163rd Ave SE	40	
64	SE Eastgate Way near Richards Rd	20	
65	SE Eastgate Way near 143rd Ave SE	40	
66	SE Eastgate Way near 160th Ave SE	40	
67	SE 36th St near 132nd Ave SE	60	5
68	Forest Dr SE near 138th Ave SE	100	1
69	NE 4th St near Bellevue Way NE	40	
70	NE 4th St near 116th Ave NE	40	
71	NE 4th St near 110th Ave NE	40	
72	Lakemont Blvd SE near SE 62nd St	60	2

73	Forest Dr SE near 152nd Ave SE	60	5
74	150th Ave SE near Newport Way	60	4
75	SE 34th St near 165th Ave SE	60	2
76	W Lake Sammamish Pkwy SE near SE 31st Pl	60	5
77	Richards Rd near SE 21st Pl	100	4
78	W Lake Sammamish Pkwy NE near 176th Ln NE	40	
79	W Lake Sammamish Pkwy NE near 15th Pl NE	40	
80	NE 8th St near 168th Ave NE	60	1
81	132nd Ave NE near NE 47th St	60	5
83	NE 30th St near 168th Ave NE	40	
84	120th Ave NE near NE 5th St	0	
85	Bellevue Way NE near NE 28th Pl	60	4
86	112th Ave SE near Bellefield Park Ln	60	3
87	134th Ave NE near NE 30th St	60	5
88	Lake Washington Blvd SE near SE 40th St	20	
89	156th Ave SE near SE 20th Pl	20	
90	Lakemont Blvd SE near Village Park Dr SE	60	
91	SE 60th St near 119th Ave SE	20	
92	NE 8th St near 134th Ave NE	60	4
93	West Lake Sammamish Parkway near 181st Ave SE	0	
96	NE 8th St near 143rd Ave NE	40	

Permitting Requirements

The project team anticipates that all SSC systems will be installed within existing public right-of-way. Therefore, a TK Permit will be required for system installation. This permit type focuses on work done by a government agency within public right-of-way. The Traffic Engineering workgroup will submit plans for permit review using the city's MyBuildingPermit system.

Permitting distinctions between fixed and transportable systems exist:

- **Fixed:** the TK Permit can cover all installations of fixed systems. Once fixed units are installed, future permits will not be necessary unless significant changes to the system design are needed.
- **Transportable:** the TK permit can cover multiple transportable locations at once. Requests to rotate systems could be handled under an inspection request without needing to apply for a new TK permit. All sites would need a traffic control plan for review and approval. The permit would be issued for one calendar year and could be renewed as needed.

Capital Requirements

Traffic Engineering working with staff from Operations & Maintenance will develop a full PS&E package for initial SSC system installation and any new camera expansions or relocations. The design effort will likely require survey, interagency coordination with utility and transit providers, public communications, and expertise to develop the PS&E package. Design elements within the PS&E package will likely include:

- **Demolition Plan:** identify locations needing asphalt and/or concrete removal, site grading, signal modifications, vegetation removal
- **Civil Plan:** concrete pad installation (to host the SSC system in some locations), installation of new poles where applicable, ADA sidewalk installation/modification where applicable, regrading
- **Channelization & Signage Plan:** MUTCD signage related to speed safety cameras, potential roadway striping modifications
- **Electrical Plan:** identify electrical needs for SSC system, including new or modified conduit, modified signal systems, modified luminaire fixtures, etc.
- **Traffic Control Plan:** temporary traffic control to be deployed during construction or relocation of SSC units.

Construction details and references to standard drawings will also be included within the package. Specifications will follow the latest WSDOT and Bellevue Standard Procedures upon package release. Cost estimates will be developed to support an Invitation to Bid to contractors seeking to implement the infrastructure (unless city crews are used for construction).

Construction for transportable unit placements will be relatively similar and establish concrete pad specifications and typical designs and signage for to meet RCW and MUTCD requirements.

The Operations & Maintenance workgroup will manage the construction activity related to concrete pads, landscaping modification, signing, electrical work, and the management of on-call contractors.

SSCs and Speed Limit Reductions

Based on a review of best practices and discussions with the SSC Program TAC, it is not advised that SSCs be implemented in conjunction with speed limit reductions or that speed limits be reduced soon after installation of a SSC. Based on these considerations, the following procedures are recommended depending on the sequencing of speed limit reductions and SSC installation.

Speed Limit Reduced Prior to SSC Implementation

If speed limits have been reduced prior to implementation of a SSC, it is recommended that installation of the SSC be delayed six months after the speed limit reduction. This six month time period will allow time for travelers to be aware of and adapt to the speed limit change prior to installation of the SSCs and the beginning of the warning period. In the event that speed limits are increased, no delay in implementation of SSCs is necessary. However, there may be instances where an emerging safety issue necessitates implementation of a SSC system prior to six months after a speed limit change. The SSC Program Manager will make a determination if an earlier implementation is warranted.

Speed Limit Reduction following SSC Implementation

If speed limits are proposed to be changed after a SSC has been installed and is active, it is recommended that the SSC be deactivated for 5 months and then placed into a one-month warning period. This will give 6 months of time for drivers to respond to the reduced speed limits.

Bellevue may wish to re-evaluate the timing between speed limit changes and SSC activation as the program matures. For example, in New York City, where they have thousands of SSCs, there is no warning period when speed limits change since the cameras are already ubiquitous around the city.

Use of Revenues

Revenue generated from SSC system deployments will initially cover costs associated with KCDC adjudication, the cost to install and maintain SSC infrastructure, vendor direct costs, and the cost to manage the SSC program. Per state law, net revenues beyond these costs will return to the City of Bellevue to be used only for projects and programs that specifically target safety improvements. The SSC Program Manager with assistance from FAM, will track net revenues and develop budget requests for projects and initiatives that invest net funds into transportation safety efforts.

Potential programs and projects funded by SSC net revenues may include:

- New safety infrastructure for pedestrians, bicyclists, and other vulnerable road users, such as sidewalks, bicycle lanes, enhanced crosswalks, improved lighting, and new signage;
- New infrastructure to reduce vehicle speeds at or near the SSC location; examples include narrower lanes, traffic islands, chicanes, landscaping to visually narrow the street, etc.;
- Safe routes to schools and transit upgrades;



- Traffic safety technology deployments and other ITS solutions that lead to lower speeds, safer turning movements, and/or safer outcomes on city streets;
- Additional monitoring and enforcement of dangerous driving activity on high-speed roadways where SSC cameras do not exist; and
- Vision Zero education programs to build cultural awareness of program goals.

Per RCW 46.63.220(13)(c), four years following installation an SSC system, a total of 25 percent of noninterest money, after all expenses related to operating and administering the SSC program are deducted, is required to be deposited into Washington State's Cooper Jones Active Transportation Safety Account. Fixed or transportable SSCs that are at a given location for less than four years are not affected by this requirement. Additionally, the city's system of school zone and red light cameras that were in place prior to 2026 are also not affected by this requirement.

Per RCW 46.63.220(13)(b)(i), for cities with a population of 10,000 or more, SSC program revenues used for traffic safety activities must include investment in census tracts where household incomes fall in the lowest quartile (based on the most current available census data) and in areas that experience above-average rates of injury crashes. Funding directed to these communities must be proportionate to the share of the city's population who are residents of those low-income communities and high-injury-crash areas. These investments must provide traffic safety benefits to the identified communities. Costs to administer, install, operate, and maintain SSC cameras, including infraction processing costs, are excluded from the calculation of the proportionate share requirement.

The SSC Program Manager will work with the vendor and FAM to track revenues generated at SSC locations and ensure that reinvestment in low-income census tracts and high-injury areas meets or exceeds the proportionate share threshold required by state law. Specific disbursement of revenues in these areas must also be tracked and reported, consistent with the data reporting requirements outlined in the Program Evaluation and Reporting Requirements section below.

For the purposes of tracking and reporting, areas with above-average rates of injury crashes are defined by the city's current High Injury Network (HIN), which is regularly updated using crash data aggregated by WSDOT and verified by the city's Vision Zero transportation staff.

Program Evaluation and Reporting Requirements

The SSC Program will generate large quantities of data that must be managed, analyzed, and reported in accordance with state law, local code, and internal performance tracking goals. Per RCW 46.63.220(6)(b)(ii), the Washington Traffic Safety Commission (WTSC) must provide an annual report to the transportation committees of the legislature with aggregated information on SSC programs. Cities are required to submit data to the WTSC to support the development of these annual reports.

Beyond required state reporting, a structured process for sharing information maintains transparency, informs the public, and supports Bellevue's Vision Zero initiatives. **Table 2** includes data that is expected to be developed and tracked as part of the SSC program. The table specifies whether the data is required by state law or is required to support city monitoring and reporting. A detailed narrative about the data in the table follows, describing the state-mandated data and data that the city will collect to continually refine and improve the SSC program. Note that the type of data generated by the SSC program is likely to evolve over time, in response to both updated state requirements and a refined understanding of the data that best serves internal city purposes.

Table 2: SSC Program Data Reporting

Data Point/Metric	Description	Required by WTSC for Statewide Reporting?
Number of warnings	The annual number of warnings issued per SSC camera; total number of warnings issued across city; break out school zone and regulatory warnings.	Yes
Number of notices of infraction (NOI) issued	The annual number of NOIs issued per SSC camera broken out by school zone and regulatory, as relevant. Note whether camera is fixed or transportable. Create totals for each camera and summary for camera type (fixed or transportable), school zone and regulatory violations, and citywide totals.	Yes
Number of NOIs contested	The total number of NOIs that were contested and the outcome of the adjudication process (violation thrown out by court, contest rejected by court, reduced fine, etc.).	Yes
SSC location specific revenue	Gross revenues generated per camera location; Gross revenues and share of total revenues generated by SSCs in the lowest income quartile census block groups of Bellevue; Gross revenues and share of total revenues generated by SSCs on Bellevue's current HIN.	Yes
Net revenue investments	Project and program specific investments of net SSC program revenues; Specifically identify investments made within the census block groups with the lowest-income quartile of population and along the current HIN.	Yes

Speed and crash data at SSC locations	Speed data (average, and if available, 85 th percentile and 95 th percentile) at each SSC location recorded before SSC implementation and annually thereafter at each SSC location. 10-year annual average crash data prior to SSC installation and annual crash data thereafter. Speed data collected during school speed zone and regulatory speed enforcement hours, if available.	Yes
Overall program revenues and costs	The gross revenue generated by the program. Costs associated with: • Vendor • Violation review • Other city program administration • Permitting, PS&E, site prep and sign capital • Court costs • Other processing costs • Reduced fines due to court actions and low-income reductions • Unpaid violations Net revenues available for safety improvements.	Yes, although additional detail is identified to help the City of Bellevue manage program costs and identify potential areas for improvement
Location of contested NOIs	The specific camera location for each contested NOI.	No. This data will help the city determine if the camera location, signage, or other factor could be improved to reduce the number of contested NOIs.
Number of NOIs unpaid	Based on KCDC data, the number of NOIs that went unpaid and whether the unpaid violation was sent to collections.	No. This data helps the city account for the cost of uncollectable NOIs.
Proportion of vehicles exceeding violation threshold	Using pre-camera data and updated annually thereafter, identify the proportion of vehicles traveling at 8 or more mph above the speed limit (or the current speeding threshold defined by the city). Report separately for school speed zone enforcement periods and regulatory enforcement periods.	No. Helps the city understand trends of vehicles violating the speed threshold before and after SSC implementation. Tracks speeding trends over time at active SSC locations.
Evaluation of violation rejections	Review of the number, percentage, and type (i.e. license plate not visible, glare, emergency vehicle, failed to meet review/mailling timeline, etc.) of potential violations that are rejected by the reviewing staff.	No. These data will help the city work with the vendor to improve camera performance or address other issues like lighting or vegetation. Help address review timeline by city review staff.



Volume changes	Based on available data, review how traffic volumes change on arterials parallel or adjacent to SSC enforcement locations.	No. Traffic counts on parallel or adjacent arterials will help Bellevue determine if traffic is shifting to adjacent or parallel streets as a result of the SSC program. Additional traffic calming, SSC implementation, BPD enforcement, etc. may be warranted based on findings.
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State-Mandated Reporting

The SSC Program Manager, working with other staff in the Mobility Planning and Solutions Workgroup will be responsible for compiling and submitting this data in coordination with FAM, BPD, and the vendor. Required components include:

- The number of warnings issued during grace periods or pilot deployment per camera and for the system as a whole.
- The number of NOIs issued per camera and by camera type (fixed vs. transportable).
- The number of NOIs contested and outcomes of adjudication.
- Revenue generated, including gross infraction revenue and net revenue after vendor, court, administrative, and processing costs.¹
 - o Specific revenue generated from NOIs on the currently defined HIN and at locations within census block groups that include the lowest quartile of income in Bellevue must also be identified.
- Disbursement of funds, specifically which safety investments (capital or programmatic) were funded by the program.
 - o Specific disbursement of revenues on the HIN and in low-income parts of the city must also be tracked to ensure they are proportionate with revenues. In other words, revenues collected on the HIN or within low-income parts of the community must be in rough alignment (or be exceeded by) with the safety-related expenditures on the HIN/low-income parts of the city.
- Observed changes in traffic speeds and crash data in locations with SSCs. This data shall include, but may not be limited to:
 - o The observed traffic speeds and 10-year annual average crash data prior to installation of the SSC;

¹ Note that RCW 46.63.220 requires that a percentage of revenue from SSC systems shall be distributed into the Cooper Jones Active Transportation Safety Account for any location that is active in a fixed location for 4 years. This includes fixed cameras in continuous operation or transportable units that have not been relocated in this time. Redeployment of fixed or transportable systems to new locations would restart the period before which SSC revenues would be directed to the Cooper Jones Active Transportation Safety Account.

- o The current-year speed data, current year crash data, and 10-year annual average crash data (incorporating the new crash data after the installation of the SSC); and
- o After more than one year of SSC deployment, year-over-year changes in traffic speeds, annual crashes, and 10-year annual average crash data.

Crash data shall be summarized on the roadway segment where the SSC system is located. Crashes shall be categorized by severity, involvement of vulnerable road users, and whether speeding is identified as a contributing. For reporting purposes, the roadway segment is defined as either the “crash prevention zone” as defined by the city (per new [changes to RCW 46.61](#)) or the segment containing the SSC bounded by adjacent major intersections (i.e. signals or intersections with other arterials). The specific reporting decision will be made by the SSC Program Manager. Per WTSC reporting requirements traffic speed data will include daily values for average speed, and if available, 85th percentile speed and 95th percentile speed. The pre-SSC speed data will be based on 3–7-day speed survey data. If the SSC is in a school speed zone, speed data during school speed zone hours should be separately reported, if available.

To ensure full compliance, the SSC Program Manager will coordinate with FAM, BPD, and the vendor to gather and verify all required data prior to submission to the WTSC. The SSC Program Manager will also annually coordinate with WTSC to identify any required or requested changes to the data or new or deprecated data to support state requirements.

Annual Data Analysis

In addition to the data required to be reported to the WTSC, the SSC Program Manager will work with Mobility Planning and Solutions staff to collect and review data on an annual basis for all active SSC sites in Bellevue. The data analysis could include, but may not be limited to the following:

- The number of contested violations by each SSC.
- Proportion of vehicles exceeding the speeding threshold. For school zone SSCs, this data should be differentiated for the school zone time period and the rest of the day, separately. Speed data should be collected before implementation of SSCs and after implementation.
- Average time to review a violation by city staff.
- Evaluation of violation rejections (i.e. license plate not visible, glare, equipment malfunction, etc.).
- The number of low-income fee reduction requests and how frequently the same registered vehicle owner seeks a low-income fee reduction.

Periodic SSC Program Data Analysis

To understand how the SSC is affecting speeding behavior across the entire city, the Transportation Department will also periodically evaluate key conditions that affect SSC deployment and prioritization. As the program matures, the city will determine how often this periodic evaluation will occur, but a period of every 2-4 years is reasonable.

The periodic review will regenerate the High-Speeding Crash Network and Speeding Risk networks identified in Appendix C. Equity and low-income data from the US Census Bureau will also be re-analyzed over this time period. Police speeding citation data will also be re-evaluated.

Using the data and following the site selection and prioritization guidance from Appendix C, the city will update the prioritization scoring and create a new list of prioritized SSC sites. The updated SSC site data can be used to verify the placement of in-service SSCs and aid in identifying new SSC locations, as allowed by city and partner agency staffing capacity.

Local Transparency and Accountability

In addition to state-mandated reporting, Bellevue is committed to transparent communication with the public regarding SSC deployment, tracking, and usage. There are a number of different approaches to sharing information on the SSC program with potential examples highlighted below. As the SSC program matures, the format and timing of public communications will be refined to meet community needs and expectations:

- **Program Dashboards:** Staff could generate summary dashboards for internal review and public dissemination that track SSC violations, warning volumes, expenses related to review staff, program management, vendor, and KCDC, revenue, camera uptime, percentage of reviewer-rejected violations, and equity-related fine reductions. Washington, DC has a [dashboard](#) that summarizes the location and number of NOIs issued at each of its traffic safety cameras (including SSCs).
- **City Council and Commission Updates:** Annual briefings to the Bellevue City Council and Transportation Commission could include performance summaries, data trends, and any recommended changes to enforcement thresholds or deployment areas.
- **Public-Facing Data:** Bellevue will explore integration of key SSC program metrics into existing city data portals, reports, etc., allowing the public to track SSC program outcomes over time. Data could potentially be integrated into the city's [Vision Zero storymap](#) or the city's [open data portal](#).



- **Audit Readiness:** All data and decisions associated with SSC operations will be retained in accordance with public records retention laws to ensure Bellevue is prepared for any future state audit.

Internal Monitoring

Beyond external reporting, internal program monitoring will be critical to sustaining program quality. The SSC Program Manager, working with staff in the Mobility Planning and Solutions Workgroup will:

- Routinely review NOI trends and vendor performance/calibration documentation to ensure cameras are targeting persistent speeding behavior rather than technical anomalies or low-volume violations. This would also help identify if state-mandated timelines on issuing NOIs are being missed because of vendor or review staff bottlenecks.
- Regularly monitor trends in detected violations. This will help identify potential issues with camera hardware, communications/IT, or software. Changing violation trends could also point to shifting traffic patterns and the benefits/consequences of city or partner agency led changes to the transportation system.
- Coordinate with BPD and KCDC to validate NOI processing timelines and adjudication rates (number of violations paid, violations contested, low-income reductions, unpaid violations, outcomes of hearings). This review will assist in refining program operations, identifying refinements to camera or signage, and modify public messaging around the SSC program.
- Track equity measures such as use of the ability-to-pay calculator or reductions issued to qualifying low-income recipients, in accordance with RCW 46.63.220 (14) and (15). This will ensure that the city is meeting state and city requirements and answer questions from the public or City Council about how low-income vehicle owners are affected by the SSC program.
- Document the proportion of revenues generated versus revenues invested in the areas of the city with the lowest-income quartile of population. This review is a requirement of state law.
- Proportion of revenues generated versus revenues invested on the HIN. This review is a requirement of state law.
- Use reporting insights to refine deployment strategies, enforcement thresholds, or Vendor performance expectations in future program updates.

Modifying, Expanding, or Removing SSCs

As traffic patterns change due to SSC enforcement, new capital projects to reduce speeding, new development, and other factors, the best places to locate SSCs across Bellevue will also change. This section describes protocols to modify, expand, or remove SSCs across Bellevue. Consideration is provided for fixed and transportable



systems. This section also outlines how the city will address community or elected official requests for a new or reprioritized SSC location.

Periodic SSC Location Refinement

In conjunction with the periodic SSC Program data analysis, the SSC Program Manager may make recommendations to relocate, expand, or contract the number of SSCs in the program. This larger-scale program modification will leverage the new data analysis and overall SSC site prioritization work that is part of the SSC Program Data Analysis task, as well as the community and elected official feedback described in this section. These periodic refinements may redeploy transportable cameras, install new transportable cameras, or install new or deactivate fixed SSC cameras. Any new or substantially relocated camera could initiate a new warning period unless it is determined by the SSC Program Manager that a new warning period is not necessary (i.e. relocating or adding an SSC on a corridor that already has substantial SSC coverage).

Special consideration should also be given to locations where new capital investments have been made that could reduce speeding, new land uses that could generate large numbers of vulnerable road users (i.e. a new senior housing development or community center), or revised or updated school speed zones. These factors could be combined with the prioritization scoring for additional context that could determine the updated SSC locations.

Transportable Camera Relocation

On regular basis (potentially annually, but the specific cadence will be refined as the SSC program matures), the SSC Program Manager will evaluate all transportable SSC systems and determine whether redeployment is warranted. Evaluation that may be considered with respect to redeployment relate to the following:

- Percentage of vehicles exceeding the speed threshold. If this percentage has decreased substantially with deployment of the SSC, staff may determine if another location that can accommodate a transportable unit might have a greater safety benefit if the camera were to be relocated. The potential for vehicles to increase speeds with the removal of the SSC will also be taken under consideration.
- Addressing an emerging or imminent safety hazard that may not yet be visible in crash data but has been identified by city staff.
- Moving a camera that has been in place for more than three years. Per the RCW, any SSC that is in a location for more than four years is subject to having 25% of net revenues redirected away from Bellevue and into the state's Cooper Jones Active Transportation Fund. To maximize safety dollars that can be reinvested in Bellevue's safety projects, the Program Manager may elect to relocate SSCs that would be subject to this requirement.

If a transportable camera is redeployed, the city will document the rationale and identify any potential negative outcomes from removing the SSC from its existing location and whether any additional mitigation measures could reduce the severity of any negative outcomes related to traffic safety.

As the program matures, the city will collect data on how speeds change after a transportable SSC is removed from a location. This information will provide additional insight about the frequency of transportable SSC relocation and the practicality of regularly rotating a set number of transportable SSCs to provide greater geographic coverage, while still retaining the speed reductions after the cameras are relocated.

If a transportable SSC system is to be relocated, the SSC Program Manager will work with the vendor to move the SSC to a location that has already been verified by the Traffic Engineering workgroup and prepared by the Operations & Maintenance workgroup.

Fixed Camera Refinement

The SSC Program Manager will also periodically assess fixed camera deployment. As with transportable cameras, fixed cameras may be decommissioned if speeding has been resolved through new transportation infrastructure or other strategies that lower speeds. Fixed SSC cameras may also be decommissioned if they are deemed to be cost-prohibitive after four years based on net revenue shifts to the Cooper Jones Active Transportation account.

New or Relocated SSC Systems Based on Public or Elected Official Input

Appendix C outlines the data-driven process to identify and prioritize the 93 locations that met important criteria related to historic speeding-related crashes (high-speeding crash network), areas where a substantial number of vehicles exceed the posted speed limit by 6 or more mph (speeding risk network), and where there has been a history of police enforcement activity. While this analysis identified a set of potential SSC locations spread across the city, research on SSC best practices indicates that a method to accommodate community and elected official input can be a way to strengthen SSC programs. Specifically, community feedback mechanisms from well-established SSC programs including those in the District of Columbia, New York City, and Montgomery County, MD were considered.

An important factor when incorporating community feedback is that requests work in conjunction with the city's data driven approach. Notably, community feedback will not be allowed to circumvent important safety data as public feedback can come from a smaller subset of organized individuals. While community feedback is important, the city is remained focused on deploying SSCs where they have the potential to provide the greatest overall safety benefit.

Bellevue's initial community feedback approach for the SSC program is outlined below. Once the program is established, it is likely that this approach will be refined to balance input from the public with the need to address observed speeding issues. This approach effectively scales the prioritization framework outlined in Appendix C to consider shorter periods of crash and police enforcement data to allow the program to more quickly respond to emerging safety and speeding trends.

1. Establish a form, web page, or MyBellevue app page for community requests for new SSCs.
2. Requests for SSCs will only be considered on arterial streets, as the Neighborhood Traffic Calming program is more appropriate to address speeding on local streets.
3. Annually, consider community requests for SSCs. Group requests that are within 1,000 feet within each other and on the same arterial street to better identify the total volume of requests for a given area. For each SSC request submitted, provide a response acknowledging receipt of the feedback and a brief summary for how the city uses the request to inform future changes to the SSC program.
4. Based on staffing availability, identify a threshold for the number of SSC requests to trigger additional analysis. This threshold could vary from time to time based on the overall workload of city staff and available resources to respond to requests. This threshold is important to ensure that few, but widely scattered SSC requests do not overwhelm the city's ability to analyze new SSC locations. In developing the threshold, city staff shall also consider if a single group mobilized many people to submit a request, as this could artificially skew the total number and distribution of SSC requests.
5. For SSC requests that exceed the threshold, perform the following analysis and weighting (this analysis and weighting is the same as was used to evaluate the entire network as described in Appendix C):
 - a. Determine if the requested location is on the current Speeding Risk Network. If so, the site gets 40 points and progresses to Step b. If not, collect speed data (either using the SSC vendor or a different data vendor) to confirm actual speed data at the requested location. Speed survey data should be no less than 3 days, with 7 days being preferable. If more than 15% of the vehicles are observed traveling 6+ mph across the analysis period, the site will score 40 points.
 - b. Determine if the requested location is on the High Speeding Crash Network. If so, the site gets 40 points and progresses to Step c. If not, review crash data collected in the past 24 months. If there are 3 or more FSI crashes where speeding is identified as a contributing factor within 1,000 feet AND a staff review indicates that a SSC could reduce the risk of future crashes, the site will score 40 points.

- c. Determine if the requested location has had more than 30 police-issued speeding tickets along the arterial segment (bounded by adjacent arterial intersections) within the past 12 months.
6. Conduct engineering feasibility analysis and determine if the candidate location will be added to the City's overall list of SSC locations.
7. If the site is feasible, implement the community-requested SSC as part of the overall SSC program that considers total prioritization score, constructability, site preparation considerations, and equity.

Program Operations Setup and Modification Process

Using concepts from this appendix, the following step-by-step process summarizes key milestones in the initial launch and subsequent ongoing management of the SSC program.

1) Program Initiation

Identify and Hire Staff

- o The Mobility Planning and Solutions workgroup will identify a SSC Program manager and supporting staff. This may involve hiring new staff and training them on the SSC program.

Identify and Secure SSC Vendor

- o The SSC Program Manager will develop a solicitation (formal Request for Proposal or Request for Qualifications) for the SSC equipment and services vendor. The RFP or RFQ will include language to require that the vendor comply with state and local requirements for the SSC program, as documented in the Data Retention and Privacy and Operations Plan sections of this document.
- o The SSC Program Manager will lead a review committee who will review and vet proposals. Once a preferred vendor is identified, the city and the preferred vendor will finalize contract details.

2) SSC Site Selection and Refinement

Site Selection

- o The SSC Program Manager, working with the TAC, will identify locations for both fixed and transportable SSC deployments. Locations will be determined using guidance and process identified in Appendix C. Site selection will be informed by the Traffic Engineering workgroup review of feasibility for a SSC system at a given location when considering available right of way, available power, sight lines, ability to implement the sign plan, and other considerations described in this document.
- o Once established, site selection should also consider if the SSC program should be modified, expanded, or contracted based on the data and considerations outlined in this document.



- o Once new or refined SSC locations are determined, SSC Program Manager will notify the vendor and initiate the pre-installation process.

3) Pre-Installation

Vendor Direction

- o The SSC Program Manager will provide locations of new or modified fixed and moveable SSC locations to the vendor for deployment. The Traffic Engineering workgroup and the vendor will develop the necessary installation plans, permits, and traffic control plans (TCPs) for installation.
- o Once installation plans and TCPs are complete, the vendor will submit to the MyBuildingPermit system for Transportation ROW Team review. Submittal should be reviewed under a TK permit.
 - Vendor will apply for special use permits in locations outside of transportation right-of-way.

System Infrastructure: City Work

- o Signage will be designed and installed through a work order that is routed through the Traffic Engineering Department.
- o Concrete pads will be installed using an on-call contractor overseen by Operations & Maintenance workgroup. Design for concrete pads may be solicited for external contractor installation.

Training

- o For initial deployment, the vendor will lead multi-departmental staff training on system deployment, management, and maintenance. The SSC Program Manager will work with the vendor to determine scope and schedule of training. All training should be completed before initial SSC deployment.
- o For ongoing operations, the SSC Program Manager will identify appropriate training for any staff among departments that are involved in the SSC program. Ongoing training could include, but is not limited to, procedures for violation review, standard operating procedures for working the vendor and KCDC, data analysis and reporting requirements, and SSC site evaluation procedures.

Communications

- o The SSC Program Manager will work with Bellevue PIOs to determine communications strategy for SSC rollout and any program

modifications, including published materials, social media posts, and overall key messages.

Standard Operating Procedures

- o During the initial period of SSC program operations, the SSC Program Manager will develop an initial set of standard operating procedures (SOPs) as outlined in this document.
- o As part of ongoing SSC program operations, SOPs should be reviewed and refined periodically based on lessons learned through program implementation.

4) System Implementation

Fixed System Installation

- o The vendor will install fixed SSC systems once TK permit is approved. The vendor will work with the SSC Program Manager and other Transportation staff to coordinate installation schedule. The SSC Program Manager, working with other staff in the Transportation Department, will ensure implementation of the capital improvement scope, signage installation, and any other elements deemed necessary to deploy fixed systems.

Transportable System Installation

- o Prior to each installation, the vendor will coordinate with the SSC Program Manager and appropriate Transportation Department staff to confirm site conditions and signage requirements.
- o The SSC Program Manager, working with other Transportation staff, will determine if concrete pads or permanent signage are needed at new locations.
 - Note: If new infrastructure is required, the SSC Program Manager will coordinate the development of construction plans and submit for permit review.
 - Transportation staff from the Traffic Engineering and Operations & Maintenance workgroups will coordinate installation of any necessary concrete pads and signage.
- o Once infrastructure is complete, the vendor will install transportable SSC systems under the pre-approved TK permit. The vendor will contact the SSC Program Manager for an inspection request after installation.

5) Raise Awareness

Internal Communications

- o The SSC Program Manager will coordinate with PIOs (within the CMO) to develop messaging and outreach materials regarding SSC deployment and program goals.

External Communications

- o The CMO (PIO staff) to lead messaging delivery with support from the SSC Program Manager and other city staff.
- o Content of messaging may include: new or modified SSC locations; SSC warning, information about SSC program investments and safety data, and ticketing process; contact information.
- o Types of messaging may include: mailers to nearby residents about newly installed or modified camera systems; social media posts; webpage updates.

6) Send Warnings

Warning Period

- o New deployments (including relocated transportable systems) will initially operate with a 30-day warning period.
- o Existing SSCs will also be placed into a 30-day warning period if the speed limit is reduced while the camera is actively issuing NOIs.

Warning Issuance

- o BPD staff will review violations prior to mailing. Violation review will be performed through vendor software platform.
- o The vendor will send warnings to the registered owner via mail and retain delivery records.
- o The SSC Program Manager will ensure that the vendor is sending warnings within 14 days and track the number of warnings issued by registered vehicle address and SSC location for recordkeeping. Records of warnings that were not mailed within 14 days will also be kept to help improve program operations.
- o Warning letters are expected to include:
 - Date and time of speeding event
 - Photograph of violating vehicle that clearly shows the license plate and obscures vehicle occupants
 - SSC program overview and link to webpage
 - Note regarding warning period
 - Instructions for low-income individuals to reduce fines
 - Information on the fine amount once the system is active

7) Issue Notices of Infraction (NOI)

NOI Issuance

- o After the 30-day warning period, SSC systems will begin issuing NOIs per RCW guidelines.
- o Confirmed violations will result in mailed NOIs, issued within 14 days of infraction as required by RCW 46.63.220(9). Vendor will mail NOIs to the registered vehicle owner.
- o NOIs will include:
 - Photographic evidence of violation

- Detail violation date/time, location, and fine amount
- Instructions to pay, contest, or request a low-income fine reduction via KCDC
- o Assigned BPD staff will maintain logs of violation review timelines, as well as confirmed and rejected images, for workload planning and accuracy.
- o The SSC Program Manager will work with FAM to monitor processing of violations through KCDC. Quarterly reports and revenues and expenses will be prepared. Annual data from KCDC describing the outcomes of the violations (paid, dismissed, contested, reduced fine, low-income fine reduction, unpaid) will be gathered for reporting.
- o Vendor will purge all images and PII of resolved violations within 30 days of receiving the data from the city. Anonymized performance data that is useful in tracking overall SSC Program performance will be retained by the vendor.

8) Evaluate Outcomes and Invest in Safety Improvements

Monitoring & Reinvestment

- o Periodically, the SSC Program Manager will identify where transportable SSC cameras should be relocated. Relocations will be based on information around speeding trends (decreased speeding at SSC locations, emerging areas where speeding is a safety concern) or relocations to avoid diverting safety funding to the state's Cooper Jones Active Transportation fund.
- o Transportation and PIOs will determine updated public education approach. Additionally, Transportation will review signage for SSC camera locations that have not resulted in long-term speeding reductions.
- o Annually, Transportation Department staff will review community SSC camera requests. Transportation staff to conduct analysis and develop an updated list of SSC locations with new prioritization scoring.
- o Transportation to track revenues derived from SSC cameras and report back to Vision Zero staff. Revenue tracking must include revenues collected on and invested in the area of the city with the lowest-income quartile of the population and revenue collected on and invested along the High Injury Network (HIN).
- o Based on collected revenues, Transportation and BPD staff will collaborate to identify capital and operational improvements with the goal of improving transportation safety. Investments will be made in accordance with RCW requirements related to low-income and HIN collections and investments.

9) Track Results and Refine Program

Communicating Key Indicators

- o The SSC Program Manager will work with staff to monitor speed trends, violation counts, and associated environmental changes per SSC location.
- o The SSC Program Manager will oversee work to collect data and develop annual reports. Analyzed data may include: number of violations and warnings issued per location; percentage of violations contested; speeding and collision trends; and equity metrics (i.e. number of reduced fines for low-income residents).
- o The SSC Program Manager and FAM will collaborate to identify the percentage of funds required to be deposited into Washington State's Cooper Jones Active Transportation Safety Account.
- o The SSC Program Manager will oversee work to publish analyzed data to city dashboards and provide information to Transportation Commission and City Council as requested.

10) Evaluate and Re-Deploy

Program Review

- o On an annual basis, the SSC Program Manager will evaluate the following:
 - Performance of all active SSC locations.
 - Changes in crash history, traffic volumes, speeds, adjacent land uses, etc. at all existing SSC candidate locations (locations where a SSC was identified for future deployment, but not yet installed).
 - Feedback and analysis results from community requests.
 - Installation of any new infrastructure or implementation of any new programs that may reduce speeding at a SSC location.
- o Based on the above evaluation, the SSC Program Manager will determine if any expansions, modifications, or contractions of the SSC program are warranted. Expansions will be phased based on available staffing capacity and the ability of KCDC to adjudicate additional NOIS. Modifications could include rotating transportable cameras to a new location, installing new fixed or transportable cameras, or removing fixed or transportable cameras.
- o Once a program modification plan has been identified, the SSC Program Manager will follow the guidelines in Steps 2-10 for preparing SSC modifications and new deployments.



Attachment

Attached to this appendix is a general signing plan for SSC deployments. This is provided as an example to ensure consistent sign placement upstream of SSC locations in a way that meets RCW, MUTCD, and City of Bellevue requirements.

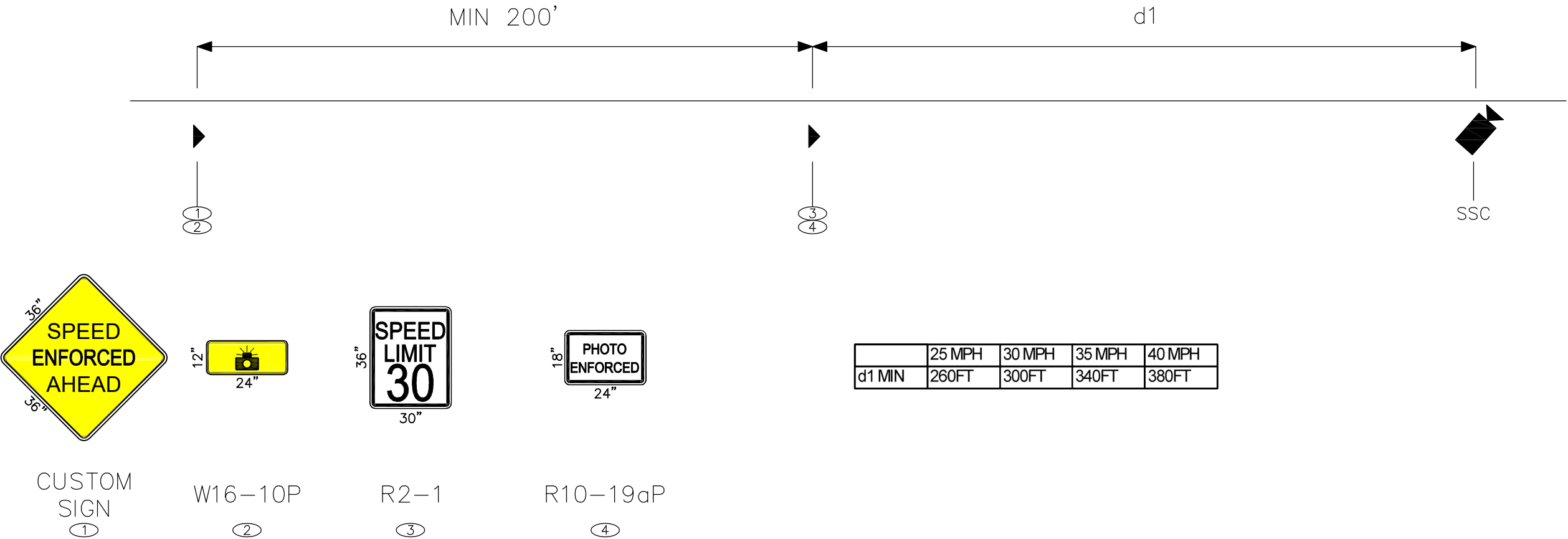
Appendix E - Attachment A: General Signing Plan for SSC Program

SIGNING NOTES:

- ① INSTALL NEW 36"X36" SPEED ENFORCED AHEAD SIGN ON NEW POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1 AND DETAIL BELOW.

② INSTALL NEW 24"X12" W16-10P SIGN ON NEW POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
- ③ INSTALL NEW 30"X36" R2-1 SIGN ON NEW POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1. PLACEMENT TO BE DETERMINED BASED ON THE POSTED SPEED AND SITE CONDITIONS WITH THE MINIMUM DISTANCE IN ADVANCE OF THE CAMERA (d1) PROVIDED IN THE TABLE BELOW. EXACT LOCATION TO BE DETERMINED BY CITY OF BELLEVUE ENGINEER.

④ INSTALL NEW 24"X18" R10-19dP SIGN ON NEW POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.



NON-SCHOOL ZONE



SPEED SAFETY CAMERA PROGRAM
SIGNING PLAN

WORK ORDER

WRITTEN BY Quinn Floyd

APPROVED _____

MAXIMO WO # _____

NO. _____

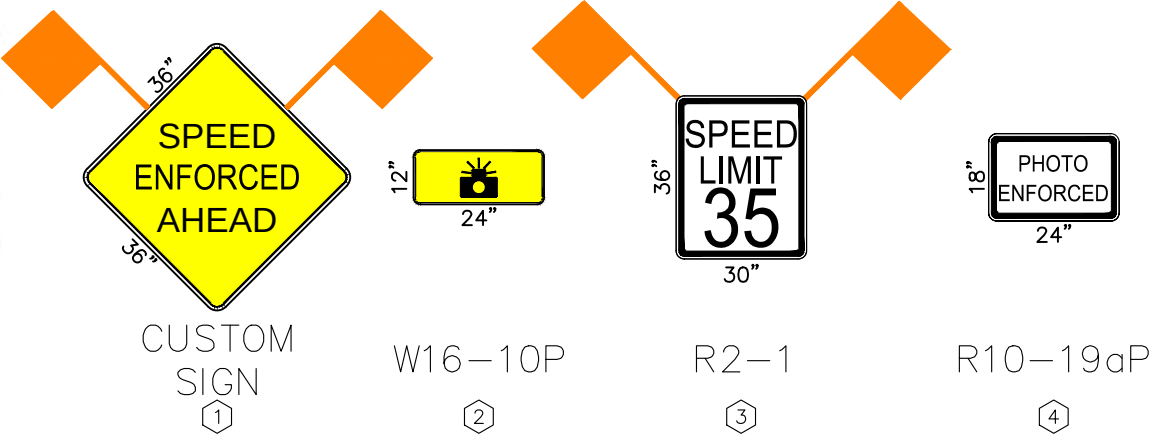
DATE _____

WORK CONFIRMED BY _____

DATE CONFIRMED _____

DESCRIPTION OF WORK

Appendix E - Attachment A: Example Signing Plans for SSC Program - For Reference Only



- GENERAL NOTES:
1. SIGN PROVIDED BY TRAFFIC ENGINEERING AND LOCATED IN THE TE SIGN RACK.
 2. 7'-0" VERTICAL CLEARANCE FROM BOTTOM OF SIGN TO GROUND.
 3. LOCATES WERE REQUESTED.
 4. ORANGE FLAGS CAN BE REMOVED AFTER 90 DAYS.

SIGNING NOTES:

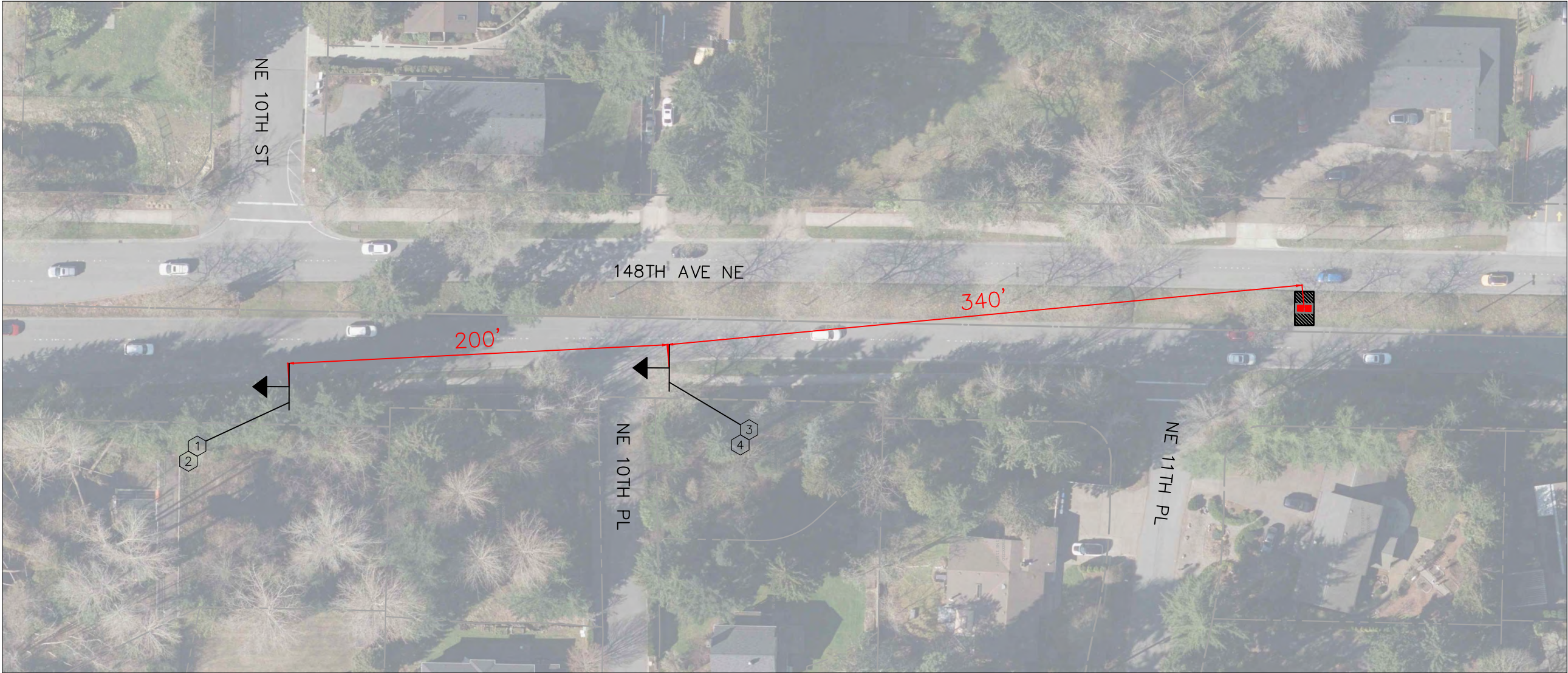
- 1

INSTALL NEW 36"x36" "SPEED ENFORCED AHEAD" SIGN AND NEW ORANGE FLAGS ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
- 2

INSTALL NEW 24"x12" W16-10P SIGN ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
- 3

INSTALL NEW 30"x36" R2-1 SIGN AND NEW ORANGE FLAGS ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
- 4

INSTALL NEW 24"x18" R10-19aP SIGN ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.



148TH AVE NE, BETWEEN NE 13TH PL AND NE 10TH PL (NORTHBOUND)

WORK ORDER

WRITTEN BY Quinn Floyd
APPROVED _____
MAXIMO WO # _____

NO. _____
DATE _____
WORK CONFIRMED BY _____
DATE CONFIRMED _____

DESCRIPTION OF WORK

SIGNING NOTES:

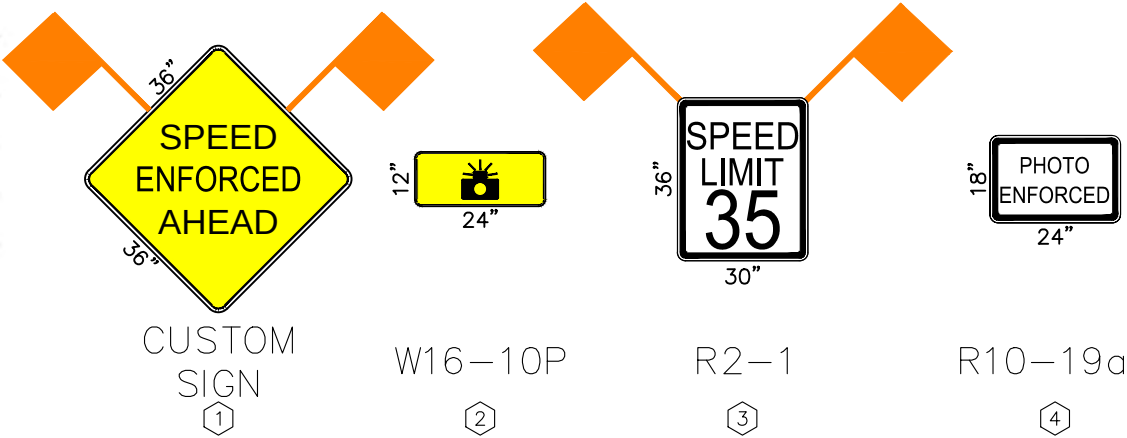
- ① INSTALL NEW 36"X36" "SPEED ENFORCED AHEAD" SIGN AND NEW ORANGE FLAGS ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.

② INSTALL NEW 24"X12" W16-10P SIGN ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
- ③ INSTALL NEW 30"X36" R2-1 SIGN AND NEW ORANGE FLAGS ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.

④ INSTALL NEW 24"X18" R10-19aP SIGN ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.

GENERAL NOTES:

1. SIGN PROVIDED BY TRAFFIC ENGINEERING AND LOCATED IN THE TE SIGN RACK.
2. 7'-0" VERTICAL CLEARANCE FROM BOTTOM OF SIGN TO GROUND.
3. LOCATES WERE REQUESTED.
4. ORANGE FLAGS CAN BE REMOVED AFTER 90 DAYS.



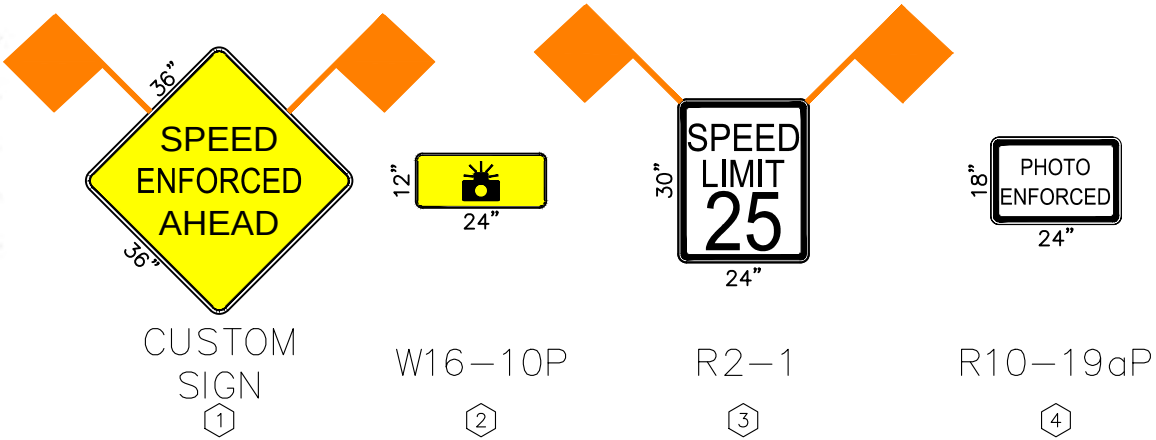
148TH AVE NE, BETWEEN NE 13TH PL AND NE
10TH PL (SOUTHBOUND)

WORK ORDER

WRITTEN BY Quinn Floyd
APPROVED _____
MAXIMO WO # _____

NO. _____
DATE _____
WORK CONFIRMED BY _____
DATE CONFIRMED _____

DESCRIPTION OF WORK

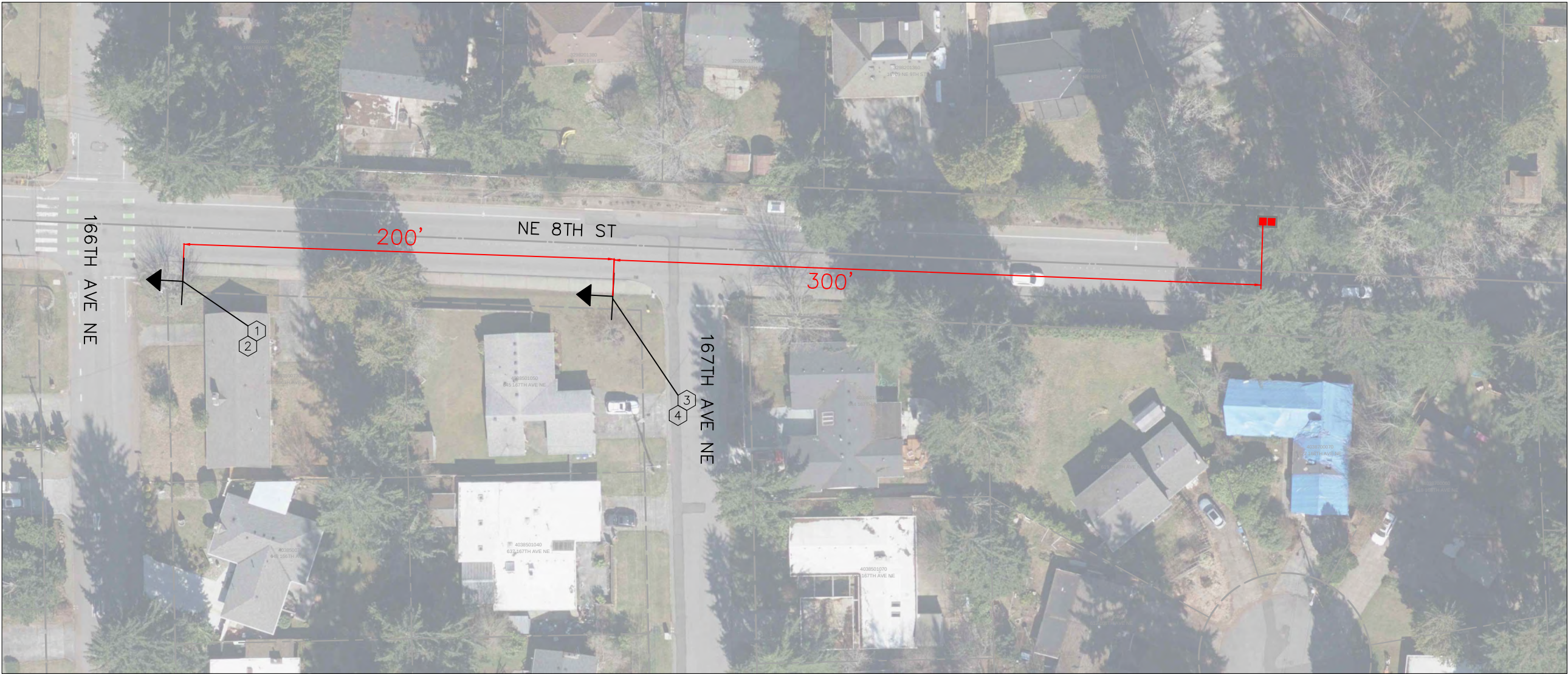


GENERAL NOTES:

1. SIGN PROVIDED BY TRAFFIC ENGINEERING AND LOCATED IN THE TE SIGN RACK.
2. 7'-0" VERTICAL CLEARANCE FROM BOTTOM OF SIGN TO GROUND.
3. LOCATES WERE REQUESTED.
4. ORANGE FLAGS CAN BE REMOVED AFTER 90 DAYS.

SIGNING NOTES:

1. INSTALL NEW 36"x36" "SPEED ENFORCED AHEAD" SIGN AND NEW ORANGE FLAGS ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
2. INSTALL NEW 24"x12" W16-10P SIGN ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
3. INSTALL NEW 24"x30" R2-1 SIGN AND NEW ORANGE FLAGS ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
4. INSTALL NEW 24"x18" R10-19dP SIGN ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.



NE 8TH ST, BETWEEN 167TH AVE NE AND
168TH AVE NE (EASTBOUND)

WORK ORDER

WRITTEN BY Quinn Floyd
APPROVED _____
MAXIMO WO # _____

NO. _____
DATE _____
WORK CONFIRMED BY _____
DATE CONFIRMED _____

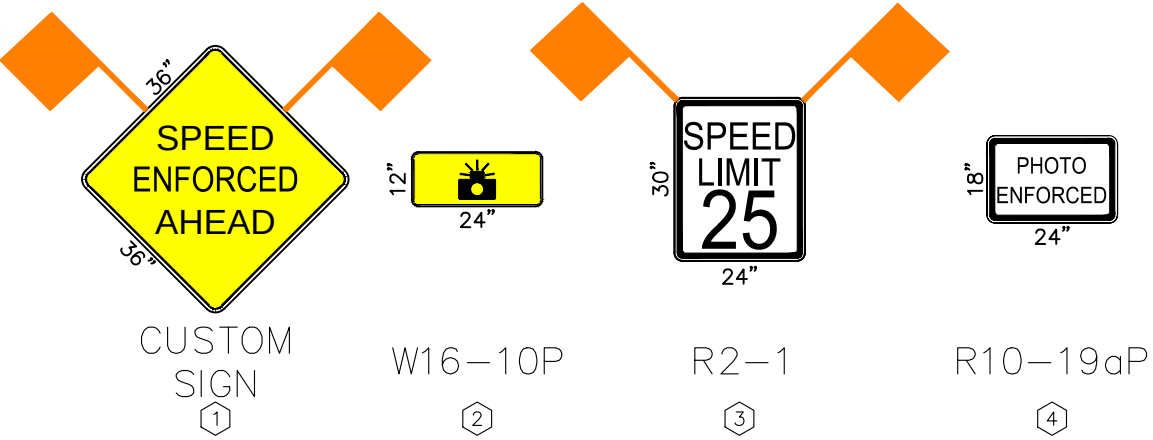
DESCRIPTION OF WORK

SIGNING NOTES:

- ① INSTALL NEW 36"X36" "SPEED ENFORCED AHEAD" SIGN AND NEW ORANGE FLAGS ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.

② INSTALL NEW 24"X12" W16-10P SIGN ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.
- ③ INSTALL NEW 24"X30" R2-1 SIGN AND NEW ORANGE FLAGS ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.

④ INSTALL NEW 24"X18" R10-19aP SIGN ON NEW METAL POST PER CITY OF BELLEVUE DRAWING NUMBER SG-100-1.



GENERAL NOTES:

1. SIGN PROVIDED BY TRAFFIC ENGINEERING AND LOCATED IN THE TE SIGN RACK.
2. 7'-0" VERTICAL CLEARANCE FROM BOTTOM OF SIGN TO GROUND.
3. LOCATES WERE REQUESTED.
4. ORANGE FLAGS CAN BE REMOVED AFTER 90 DAYS.



NE 8TH ST, BETWEEN 167TH AVE NE AND
168TH AVE NE (WESTBOUND)



Appendix F

Date: April 14, 2026
To: City of Bellevue
From: Chris Breiland and Taylor Whitaker; Fehr & Peers
Subject: Bellevue B-Safe Appendix F: Program Evaluation Plan

Bellevue B-Safe SP-4

This appendix outlines the current practices and considerations involved in tracking program performance, evaluation, and improving Bellevue's SSC operations over time. This document also addresses long-term strategies for maintaining public confidence and operational continuity.

Evaluation is critical to the success of any SSC program. Per guidance from the FHWA and based on the experience of long-running SSC programs, evaluations should be conducted regularly to determine if programs are accomplishing their original safety goals, to identify whether changes in strategy or scheduling are necessary, and to understand how the program is perceived by the public.

Traffic safety is dynamic—changes in development, new transportation technologies, and changing traveler behaviors all affect safety outcomes. Therefore, a thoughtful approach to program evaluation will allow agencies to shift priorities and deployments as part of a flexible and responsive traffic safety management program.

This document covers several key elements related to program evaluation and reporting:

- Summary of the data that is required to be reported by state and city law
- Evaluation approach to monitor program performance and guide program adjustments and evolution
- Best practices for reporting data to the public to build understanding and trust

Required Reporting

According to RCW 46.63.220(6)(b)(ii), local SSC programs are required to report specific datasets to the Washington Traffic Safety Commission (WTSC), which are



used to create annual safety reports that are provided to the state legislature. Additionally, Bellevue City Code adopted by City Council in 2025 reaffirms data collection protocols. Clearly communicating required data collection, analysis, and reporting to the public also builds transparency and trust.

As of March 2026, **Table 1** identifies data metrics that are required by the WTSC. This table is subject to change based on modifications to state and local laws and nationwide.

Table 1 WTSC Required Reporting Metrics

<i>Data Point/Metric</i>	<i>Description</i>
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 the SSC program.
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 125 th 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.

<i>Data Point/Metric</i>	<i>Description</i>
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.
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.
Ticketing 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 Ticketing 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. As of 2026, Bellevue issues only flat fines based on either regulatory speeding (\$124) or school zone speeding (\$248).
Fine for additional thresholds	Fine for a violation for this deployment and threshold.
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; 2026

Based on best practice review of reporting metrics from other jurisdictions with SSC programs, **Table 2** lists additional metrics that Bellevue staff will consider for reporting and tracking. Along with the metric, a description is provided to demonstrate how the metric could be valuable in assessing program operations, planning for future changes, or providing information that could be valuable to the public.

Table 2 Additional Reporting Metrics

Data Point/Metric	Description
Location of contested violations	For each violation contested by the registered vehicle owner, identify specific camera location, including direction. This will help identify SSCs that have an unusual number of contested violations, which could help in identifying engineering or operations refinements to reduce the number of contested violations.
Number of violations unpaid	The number of violations that went unpaid and whether the unpaid violation was sent to collections. This metric helps track and forecast program revenues.
Vehicles exceeding violation threshold	Using pre-camera data and updated annually thereafter, identify the proportion of vehicles traveling at 8 or more mph above the speed limit. Report separately for school speed zone enforcement periods and regulatory enforcement periods.
Evaluation of violation rejections	Review of the location, number, percentage of total, and type (e.g., license plate not visible, glare, emergency vehicle, etc.) of potential violations that are rejected by the reviewing staff. This will help identify engineering or operations refinement that can be used to reduce rejections.
Speed and volume changes	Compare average speeds and volumes on corridors with SSCs to corridors without SSCs. Note the degree of deviation due to SSC installation. Data will require big data sources or an ongoing speed data collection program for accurate tracking.
Review Time	Document the average time to review a violation by city staff. This can be helpful to identify training needs and for forecasting program operations costs.
Low Income Requests	Document the number and frequency of low-income fine reduction requests.
Bellevue Police Department Speeding Enforcement	Evaluate the number and location of officer-issued speeding enforcement events. Areas where high number of enforcement events continue to occur could be a candidate for a new or relocated SSC.

Source: Fehr & Peers, 2026

Data Evaluation Approach

The data that are required to be collected by the WTSC and comply with the city code provide the core of what is helpful to analyze to ensure that Bellevue's SSC program is achieving its goal of improving traffic safety. This section outlines a recommended approach and nominal timeline for data analysis to ensure strong program operations and continued refinement.

Pre-Installation

As required by the RCW, data evaluation in the period prior to camera installation is expected to focus on the following:

- Identifying the geographic scope of traffic safety issues caused by speeding
- Applying thresholds and prioritization frameworks to determine if a SSC is an appropriate strategy to reduce traffic safety risks at a given location
- Engaging with the public to understand their perception of traffic safety issues and their potential concerns with SSCs (this type of engagement will be an ongoing city effort)

Key data to collect in the pre-installation phase could include the following:

- Crash history
- Speeds
- Traffic volumes
- Police speed enforcement events
- Equity data
- Public input

Using the pre-installation data and evaluation process outlined in Appendix C and following the engagement process outlined in Appendix D, Bellevue staff will be able to clearly identify the following:

- Potential SSC locations
- Prioritization strategy for implementing SSCs
- Equitable implementation of SSCs
- Public outreach efforts:
 - When and where outreach occurred
 - Who responded to the outreach
 - Outreach response summaries
- Initial implementation plan for SSCs

For the 2026 initial program launch, pre-implementation data collection and evaluation has already occurred. The detailed results of this stage are documented in Appendices C and D.

Warning Period

Once SSCs locations have been identified and appropriate engineering, permitting, and local neighborhood engagement have taken place, SSCs are installed and begin operations. For the first 30 days, the SSCs are operating where they capture speeding event data but issue warnings rather than citations. At this stage, several important pieces of data are expected to be collected:

- Speeds
- Traffic volumes
- Number of speeding events that exceed speed threshold

- Number of speeding events that are rejected by review staff; reason for rejection
- Number of warnings issued
- Anonymized data on registered vehicle owners who receive a warning (e.g., location where vehicle is registered, if registered vehicle is a rental car, etc.)

Table 3 summarizes the recommended data evaluations during the warning period and the objective of the analysis.

Table 3 Warning Period Data Evaluation

<i>Evaluation</i>	<i>Objective</i>
Speed and traffic volume data should be continuously collected and recorded at each SSC location	Allows for long-term tracking to confirm that speeding is reduced and to also determine if traffic is shifting to other routes (potentially avoiding the camera and generating impacts elsewhere). Where relevant, speed and volume data at a SSC should be independently collected for school zone and regulatory speed enforcement.
Evaluate the total number of speeding violations detected by the SSC and compare against the number of speeding violations rejected by review staff	Determine if the SSC has an abnormally high number of rejected speeding violations. Identify an approach to reduce the number of rejected violations (e.g., adjust camera angles, adjust lighting, address view blockages, trim landscaping, etc.).
Track the number of warnings issued	Allows for comparison in speed compliance in the warning period compared to the enforcement period to track reduction in overall speeding events.

Source: Fehr & Peers, 2026

Operations Period

Following the warning period, SSCs enter regular operations and begin to issue notices of infraction (NOI) for vehicles that exceed the speeding threshold. This is the core section of the evaluation plan. At this stage, program evaluation will focus on the following:

- Compliance with state and city laws around data reporting
- Ensuring the program is operating as planned, with respect to:
 - o Operations of SSC systems
 - o Proper issuance of notices of infraction
 - o Costs and revenues
- Evaluating traffic safety outcomes around SSCs and identifying emerging traffic safety hotspots

- Evaluating traffic conditions on arterials near the SSCs (to identify potential diversion or changing speed patterns on other streets)
- Evaluating public input on SSC locations

During regular SSC operations, there are several distinct phases of data evaluation. Based on a review of other programs and best practice documents, the following evaluation plan elements have been identified.

WTSC Required Reporting

The city will collect and analyze SSC the data required for WTSC reporting as identified in Table 1. Currently, the WTSC is requesting data in the spring, which will require that staff prepares for this reporting in the winter.

Operational Review

City staff will continuously monitor data related to SSC operations to ensure the cameras are functioning as expected, violations are being captured accurately, and NOIs are being issued in accordance with state and city law.

Specifically, issues related to SSC operations city staff will work with the vendor to ensure the SSC systems are operating as expected. Primary examples of continuous data monitoring include, but could change as the program matures:

- Camera is offline
- Camera view is blocked/distorted or camera angle has shifted
- Camera is damaged or vandalized

In these instances, the camera vendor or city staff can be alerted to restore camera operations.

At least annually, the evaluations identified in **Table 4** are recommended.

Table 4 Camera Operations Data Evaluation

<i>Evaluation</i>	<i>Objective</i>
Speed and volume data	Continually evaluate speeds and volumes at each SSC (separately evaluate school zone and regulatory speed enforcement where relevant).
Verify that SSC speeds are within defined tolerances of independently measured speeds	Ensures that SSCs are accurately capturing speeding event data.

Evaluate the outcome of all verified speeding violations. Specifically determine: Was citation mailed on-time? Was citation contested in court? Was citation dismissed? Was low-income adjustment requested? Did citation go unpaid?	Helps to determine vendor performance with respect to citation issuance. Contested/dismissed citations might help identify signage or operations issues that could improve compliance. Tracking low-income adjustment requests and unpaid citations is important for revenue forecasting and tracking.
Evaluate costs of running the SSC program, specifically: Violation review costs Court costs Vendor costs Data analysis and reporting costs	This evaluation is required by WTSC, but it can also help identify opportunities for training of city staff. Monitoring court and vendor costs is important for program budgeting.
Evaluate anonymized citation data	Understanding the geographic distribution of where citations are issued can inform education and outreach efforts. State law requires that cities invest in low-income communities relative to the proportion of citations issued in those communities. This analysis is required to ensure compliance. If available, recidivism data can help determine if fine levels are set at an appropriate level to modify behavior.
Evaluate speeding violation data at each SSC	Over time, monitoring trends in violations can help refine camera placement and spacing, understand how land use or seasonal changes affect violation rates, and will build understanding for how roadway design affects speed limit compliance. This evaluation is also critical for before/after analysis.

Source: Fehr & Peers, 2026

Safety Outcome Review

The goal of Bellevue's SSC program is to reduce FSI crashes. This section outlines an approach to track safety outcomes. Because safety outcomes can take time to change compared to existing conditions, the evaluation approach identified in Table 5 highlights different timelines for when evaluations could be updated.

Table 5 Safety Outcomes Data Analysis

<i>Timing</i>	<i>Evaluation</i>	<i>Objective</i>
Annual	Number and type of all crashes within the “collision prevention zone”	Understand how traffic safety within the vicinity of the SSC is changing
	Citywide crashes. Also specifically evaluate crashes within the “collision prevention zone” of future candidate SSC locations.	Allows for general understanding of overall citywide crash trends. Separate evaluation of candidate SSC locations provides data for before/after and with/without crash analysis.
	Citywide speeds	Aggregate SSC data and report overall speeds at camera locations. Could include average and 85 th percentile speeds, if available. This is helpful in tracking trends in speeds at SSC locations. Using speed surveys or remotely collected “big data” (e.g., Iteris ClearGuide), evaluate speed trends across the city.
	Public input	Reviewing and responding to public requests for new or relocated SSCs is an important element of transparency and responsiveness. Public requests may also be able to identify emerging safety issues that are not yet evident in the data.
Every 2-4 years	Update the High-Speeding Crash Network, Speeding Risk Network, and Police Speeding Enforcement map	These networks (defined in Tech Memo #3) are critical in identifying where SSCs are warranted and how they are prioritized. Periodic updates of these networks will inform how the city phases in new SSCs and relocates existing SSCs. Updating these networks over time can also track the effectiveness of any engineering solutions that have been installed to reduce speeding and to track speeding compliance at locations where SSCs have been removed.
	Travel patterns	Using speed and volume data, determine how speeds and volumes have changed on streets with SSCs as compared to adjacent streets without SSCs. This can help identify enforcement, traffic calming, or other strategies to ensure that SSCs are lowering speeds across the city and not relocating speeding issues to other areas.

Source: Fehr & Peers, 2026

Prior to System Expansion or Adjustment; Post SSC Removal

State law requires a thorough evaluation of conditions prior to installing any new SSCs. As Bellevue phases in additional SSCs, the evaluations identified in the pre-installation section of this memo should be followed to ensure that the new expansions are addressing high-priority traffic safety issues, ensure equitable distribution of SSCs across the city, and otherwise comply with state and city laws.

Furthermore, as SSCs are able to fund traffic safety improvements, some locations may no longer warrant an SSC. In other cases, emerging traffic safety issues caused by travel pattern changes or new development could require that a SSC be relocated. In instances where an SSC is relocated or removed, a speed evaluation should be prepared approximately one year after removal or relocation to determine how speeds have changed following removal of the SSC and required warning signs.

Public Transparency

Successful SSC programs provide the public with clear and easily accessible data on the SSC program's operations and how SSCs are improving safety in the city. To provide a recommendation on which data to share, how to share it, and how frequently to update the data, the B-Safe team reviewed the practices of several communities with well-established SSC programs. Highlights from these programs are shared along with a recommended set of data that Bellevue could consider sharing as part of a dashboard or infographic on the city website.

Examples from Other Agencies

A best practice review for sharing SSC program data with the public was conducted across five agencies. Notably, each agency reported the following key metrics:

- **Safety Outcomes:** whether or not there was a decrease in speeding, crashes, FSIs at locations with cameras.
- **Behavioral Change:** Trends in the number of speeding violations over time.
- **Placement:** Camera distribution.
- **Operational Details:** Costs and revenues.
- **Methodology:** The evaluations occasionally feature "before-and-after" analyses, comparing crash and speed data from before a camera was installed to after. More mature programs do not tend to show this information.
- **Key Performance Indicators:** Highest violation camera locations

In terms of reporting, some of the agencies the team reviewed present the data through interactive dashboards or maps, while others present summary reports or presentations. Washington, DC updates the data on its dashboard monthly, while most of the other agencies provide annual updates.



Arlington, VA

Arlington County's **Vision Zero Dashboard** highlights the county's crash data, Infrastructure efforts (such as PhotoRED, PhotoSPEED, roundabouts), Initiatives (such as HIN, quick builds, safety projects), Speed limit reductions (planned and current), and upcoming outreach events in one dashboard. The dashboard is based in ESRI and each map is interactive, allowing viewers to zoom in and explore where crashes, or speed-enforcement infrastructure is concentrated relative to neighborhoods, schools, and major travel routes.

<https://experience.arcgis.com/experience/d8b9b1276cb64e6d8b5f9aa5f1b538a9/page/Infrastructure?views=PhotoSPEED>

Washington, DC

The **Automated Safety Camera (ASC) Locations and Violations Tracker** provides a comprehensive overview of Washington, D.C.'s automated traffic-enforcement infrastructure. A central map displays the geographic distribution of ASC sites across all wards, with icons representing different enforcement types including speed, red-light, stop-sign, and truck-restriction cameras. A large indicator highlights the **current count of cameras** for the selected enforcement categories, while a bar chart breaks down the number of cameras by type — showing that speed cameras are the most prevalent, followed by red-light and stop-sign cameras. Filters at the top allow users to examine trends by **ward**, **enforcement type**, and **issuing status**, enabling customizable exploration of camera deployment across the city.

On the right side of the dashboard, a time-series chart visualizes **violations issued by month**, distinguishing between citations issued as fines and warnings. The chart highlights monthly fluctuation in violations, suggesting seasonal or behavioral patterns in driver compliance. Users can click camera locations on the map to view additional detail for each site, making the dashboard an interactive tool for understanding enforcement activity and identifying spatial trends. Overall, the dashboard integrates infrastructure data with violation records to support transparency, policy evaluation, and Vision Zero-aligned safety planning.

<https://dcgis.maps.arcgis.com/apps/dashboards/0f587a34bdf34c5495c26482f6277f35>

Portland, OR

Portland's Vision Zero dashboard provides a comprehensive, interactive view of the city's progress toward eliminating traffic deaths and serious injuries. It brings together datasets related to safe streets projects, speed limit changes, crash statistics, and deadly-crash response. The dashboard displays safety improvements completed or underway across the High Crash Network—such as pedestrian head starts, raised crossings, left-turn calming, and major corridor redesigns—and visualizes speeding trends, enforcement data, and outreach activity. It is updated quarterly, allowing

residents and policymakers to monitor changes, track enforcement levels, and better understand how infrastructure investments and behavior-change strategies intersect to reduce risk on Portland streets.

Complementing the dashboard, Portland's Speed and Intersection Safety Cameras page explains how automated enforcement supports Vision Zero by targeting dangerous speeds and red-light violations along the city's most hazardous corridors. PBOT emphasizes that speeding is a top contributor to deadly crashes and concentrates cameras on the High Crash Network. The page also outlines FAQs, public engagement, and directs users to the Vision Zero dashboard.

<https://www.portland.gov/transportation/vision-zero/safety-cameras> and https://public.tableau.com/app/profile/portland.bureau.of.transportation/viz/VisionZeroDashboard_16179023789280/VisionZeroDashboard

San Francisco, CA

SFMTA's GIS dashboard shows the locations and rollout status of city's Automated Speed Enforcement (ASE) pilot program. This interactive web map shows all 33 approved speed safety camera locations across San Francisco, camera status by location, and placement along high-injury corridors, school zones, and streets with a history of speed-related collisions. While data summaries (such as violations, warnings, and trends) are released monthly, the map itself only updates when a locations status changes. Paired with the dashboard is a website that contains detailed information about the program, ticket amounts and FAQs.

<https://sfgov.maps.arcgis.com/apps/mapviewer/index.html?webmap=f9be1ec666404ecfb77c429f8c800dca> and <https://data.sfgov.org/Transportation/Map-of-Automated-Speed-Enforcement-Citations/azzr-m3nm> and <https://www.sfmta.com/projects/speed-safety-cameras>

Recommendations for Bellevue

Based on the examples from other communities, along with Bellevue's already robust [Vision Zero](#) reporting, it is recommended that key performance indicators related to the SSC program be added to the city's Vision Zero storymap. The existing storymap provides robust data on crash data, contributing factors, and safety improvements that the city has implemented. Consistent with the city code, the team recommends that the following information be included in the Vision Zero storymap:

- Map of each camera location with details for each camera:
 - o Speed history (including speed evaluated prior to camera issuing citations); could be average or 85th percentile speed
 - o Crash history
 - o Citation history
 - o Camera type (fixed or mobile)

- o Installation date
- Clearly identify which safety improvements were funded through SSC revenues

As required by city code, a full suite of data reporting for the SSC program can be released annually as either a stand-alone report, storymap, or infographic. The timing of this more detailed reporting can be aligned to support WTSC reporting for staff efficiency. This report would include all required WTSC data

Evaluation of Public Awareness

Long-term sustainability of the SSC Program depends on maintaining public confidence, ensuring operational continuity, and demonstrating measurable safety outcomes over time. Any automated enforcement program requires ongoing transparency, accountability, and performance monitoring to retain community trust and political support.

Public support in the SSC program may vary over the course of time, especially after initial system deployments. Overall political confidence in the program could be supported through the following strategies:

Transparent Reporting

In addition to state-required reporting, this memo documents how Bellevue can provide the public with clear data that demonstrates where SSCs are located, how they are performing, and how revenues are being reinvested into safety improvements via the Vision Zero dashboard and annual reporting.

Communications

Active public engagement for the SSC program is crucial to gathering input, managing complaints, and messaging SSC efficacy. Per the team's evaluation of other SSC programs, best-practice communication strategies include newsletters, publications, social media posts, and data dashboards highlighting key performance metrics. Ongoing messaging that the program is safety-focused and not revenue-centric will be important for awareness. Leveraging existing platforms like the It's Your City newsletter, the Vision Zero web page, and social media/press release announcements of new SSC-funded investments are all important avenues to share how SSCs are improving safety across the city. Additional best practices are highlighted in Technical Memo #4.

Public Information Officers representing BPD and Transportation will collaborate to determine messaging content and frequency.

Surveys

Surveys are a common method for measuring public awareness and acceptance of safety programs. Bellevue should consider measuring public acceptance prior to SSC installation, at program start-up/major expansion or modification, and periodically during operations to identify any changes in acceptance. Information from surveys should be disaggregated across demographics and neighborhoods/zip codes. Early survey results can provide a baseline for comparison and evaluation. Data collected for SSC surveys could include the following types of elements:

- Awareness of the program's existence.
- Awareness of companion marketing and media campaign.
- Sources of information (i.e., how did respondents learn about the program).
- Awareness of program features and operational aspects.
- Presence of incorrect beliefs (i.e., misconceptions) of SSC features and operations.
- Perceptions of the purpose of SSC.
- Perceived appropriateness of site selection and amount of enforcement.
- General attitudes toward safety, speeding, and enforcement.
- Perceived likelihood of self or others being cited.
- Perceptions of changes in own driving behavior corresponding to SSC deployment.
- Perceptions of changes in behaviors of other drivers.
- Perceptions of equitable implementation of the SSC program.
- Level of support for the SSC program.
- Perceptions of others' support for the SSC program.
- Awareness of effects of SSC on road safety.
- Desired changes to SSC program.
- Survey questions could also potentially be developed to help track community perceptions about the SSC program and equity.

Surveys related to program startup/expansion are likely best addressed through a stand-alone outreach effort. A good option to measure public support for SSCs as part of regular operations is through the existing survey the city issues as part of its regular community survey.