



# CITY OF LAKE FOREST PARK

## CITY COUNCIL

### AGENDA COVER SHEET

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<b>Meeting Date</b>	December 11, 2025
<b>Originating Department</b>	Executive
<b>Contact Person</b>	Phillip Hill, City Administrator
<b>Title</b>	Resolution 25-2050/Accepting the Speed Analysis and Equity Impact Analysis Studies for State Routes 522 and 104

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#### Legislative History

- First Discussion/Goal Setting – March 23, 2024, City Council Retreat Special Meeting
  - First Presentation – Speed Analysis, August 14, 2025, Regular City Council Meeting
  - Second Presentation– Resolution 25-2050 accepting the Speed Analysis & Equity Impact Analysis, December 11, 2025, Regular City Council Meeting
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#### Attachments:

1. Resolution 25-2050/ Accepting the Speed Analysis and Equity Impact Analysis Studies for State Routes 522 and 104
  2. Transpo Group SR 522 & SR 104 speed analysis
  3. EConorthwest SR 522 & SR 104 Speed Safety Camera Equity Impact Analysis
  4. Current Verramobility contract, AG-19-044 and AG-24-025
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#### Executive Summary

The city council is considering installation of traffic safety cameras along SR 104 (Ballinger Way) near Lake Forest Park Elementary, and along SR 522 (Bothell Way) between Ballinger Way and the Kenmore city border, and between Ballinger Way and NE 165<sup>th</sup> St. as recommended in the evaluation by Transpo Group, dated April 18, 2025.

Lake Forest Park Municipal Code (LFPMC) 10.06.010 authorizes city law enforcement officers and persons commissioned by the Lake Forest Park police chief to use automated traffic cameras and

related automated systems to detect and record the image of violations of traffic ordinances on state highways that are also classified as a city street under Chapter 47.24 RCW.

## **Background**

As required by LFPMC 10.06.010(B), a traffic study analysis showing the engineering necessity of these upgrades was performed by the Transpo Group, a consultant with familiarity of traffic patterns in the city.

As required by RCW 46.63.220(3), an equity study analysis showing the effect of these cameras on the neighborhood was performed for the entire length of Ballinger Way and Bothell Way by ECOnorthwest, a regional firm with experience in equity studies for government agencies.

With direction from council to move forward with installation of traffic safety cameras at these three general locations, the administration, including the police department, and public works would work with Verramobility, the city's traffic camera provider, to identify precise locations, permitting and power needs. Because the current contract does not anticipate this type of camera installation, the contract will require an amendment to include this new camera type. The proposed amendments will be presented to council at a future date.

The fee schedule from the current contract can be found on page 12 of Attachment 4. While the base fee for these proposed cameras has not been determined, the current base fee for the new speed cameras on NE 178<sup>th</sup> St. is \$4,750, which includes the processing of up to 400 citations per month. Verramobility completed an internal pricing study, concluding that the pricing adjustment of \$5.00 for every issued citation would apply for citations above 400 per month, rather than the 800 per month allowed for other camera types, due to the sheer volume of anticipated citations. Given the traffic volumes of these two streets, it is anticipated that a similar fee structure would apply.

## **Staffing**

The speed analysis indicates that 42% of westbound traffic and 39% of eastbound traffic on Bothell Way, between the Kenmore city boundary and the Ballinger Way intersection are exceeding the speed limit by more than 5-mph. Further, 38% of westbound traffic south of the Ballinger Way intersection to NE 165<sup>th</sup> St. and 17% of eastbound traffic, are exceeding the speed limit by more than 5-mph. Given the volume of traffic on Bothell Way, the number of possible citations would overwhelm current staffing levels for review in both the police department and municipal court and result in the need to hire additional staff and potentially lease space to house those employees. State law does allow for money collected from these citations to pay for administrative costs. RCW 46.63.220(13(a)(ii)).

The speed analysis on Ballinger Way indicates that 28% of northbound traffic approaching 35<sup>th</sup> Ave. NE and 48% of traffic southbound from 35<sup>th</sup> Ave. NE are exceeding the speed limit by more than 5-mph. While the volume of traffic on Ballinger Way is significantly less than Bothell Way, the number of possible citations are far greater than those experienced on NE 178<sup>th</sup> St.

Additionally, this increased workload is a mandatory subject of collective bargaining and will need to be bargained with the police guild. The guild will be provided notice of the possible change, and the administration will be bargaining the impacts of implementing these cameras if adopted by the city council.

During discussions with ECOnorthwest, given the higher speeds, the regional nature of Bothell Way and the greater diversity of motorists along this route, it is recommended that all new cameras along Bothell Way be implemented with a 30-day warning period, and the violation threshold along Bothell Way be set to 9-mph or greater for the first 6-months, which would include a warning that at a specified date forward, the camera threshold will be lowered to 6-mph or greater.

New cameras along Ballinger Way would be provided the same 30-day warning period but would be set to a 6-mph or greater threshold on installation, given the lower speeds and pedestrian traffic along that road.

### **Fiscal & Policy Implications**

While there is no outlay of capital to Verramobility for their work and infrastructure as it is included in the monthly fees, there are unknown costs to provide power to these locations. With direction from council, the administration will move forward identifying all associated installation costs and report back to council.

The administration anticipates increased personnel, equipment costs and a very real potential of needing to lease space outside city hall, associated with administering this program.

### **Alternatives**

<i><b>Options</b></i>	<i><b>Results</b></i>
<ul style="list-style-type: none"><li>Accept the two studies related to new locations for traffic safety cameras along Bothell Way and Ballinger Way.</li></ul>	The administration will work with police department, public works, the municipal court, and Verramobility, the city's traffic camera provider, to identify precise locations, permitting and power needs, associated costs and staffing and space needs.
<ul style="list-style-type: none"><li>Do not accept the two studies related to new locations for traffic safety cameras along Bothell Way and Ballinger Way, and provide the administration with any requests for additional information.</li></ul>	The administration will gather any additional information required and report back to council.

### **Staff Recommendation**

Review the included studies and the current traffic camera contract. Staff will be on hand to answer any questions the city council may have. Council will then need to determine whether to accept the two studies and direct the administration to commence with the necessary steps to install and activate the speed safety cameras through Resolution 25-2050.