City of Lynnwood

Automated Traffic Safety Camera Program

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~Proposed Expansion~

Speed Safety Cameras



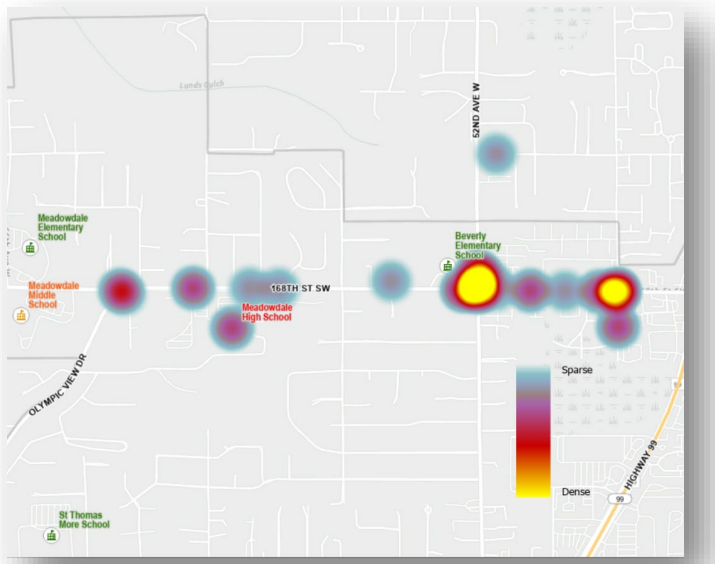
TRAFFIC SAFETY – EXISTING PROGRAM

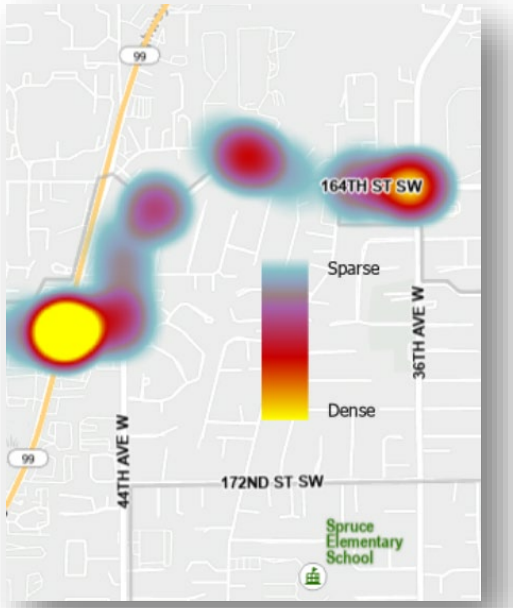
- The existing automated traffic safety camera program operates at nine (9) intersections, and two (2) school zones.
- The Meadowdale area school zone system operates for all three (3) of the neighboring schools (Meadowdale High School, Meadowdale Middle School and Meadowdale Elementary).
  - The existing system at Meadowdale operates only during the scheduled 180 days established by the Edmonds School District, and only during the times surrounding drop-off and pick-up.
  - Total operational time is approximately 1,080 hours during the year, which equates to **only 12.3% of the time**.
  - Lynnwood Elementary's operational time is approximately 540 hours during the year, which equates to **only 6.2% of the time**.
- The existing school zone systems were never intended to solve the greater speed and collision challenges in these areas. They were intended to address the critical times during the school day when a large volume of children were at the greatest risk and in proximity of the roadway as they went to, and left school.

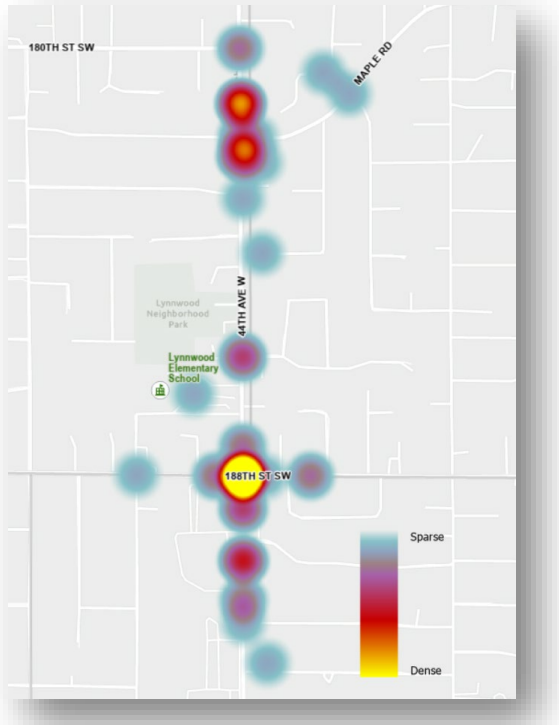
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TRAFFIC SAFETY – THE ANALYSIS

- All three of the proposed Speed Safety Camera corridors demonstrate high collisions rates, AND exist in areas where speeding is a contributing factors, the “S-Curves” the most significantly.
- The two School Walk Zones also have considerable pedestrian challenges with neighboring parks, additional schools, day care facilities, churches, adult care facilities, and city services.







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TRAFFIC SAFETY – SPEED SAFETY CAMERAS

- Speed Safety Cameras are a core principle of the Safe System Approach. Studies have shown they can reduce crashes on urban principal arterials up to:
  - **54%** for all crashes[1] **48%** for injury crashes[1]
- The National Highway Traffic Safety Administration reports that Speed Safety Cameras are a proven Safety Countermeasure per the Federal Highway Administration that can reduce roadway fatalities and injuries by **20%** to **37%**[2].
- The Safe System Approach is an application of the **Vision Zero** plan with a goal of eliminating fatal and serious injuries. One of the five pillars of this plan are safe speeds; speed safety cameras are one mechanism of achieving this[3].
- The Federal Highway Administration recommends the deployment of speed safety cameras in areas demonstrating speed-related crash problems[4].
- The Vision Zero Network provided evidence for 28 independent camera studies from around the world. This review found that speed safety cameras can reduce crashes near their locations by **8-50**%, reduce fatal or serios injury crashes by **11-44%**, and reduce fatal or serious injury crashes over a broader area by **17-58%**[5].

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1 (CMF ID: 2915,2921) Shin et al. "Evaluation of the Scottsdale Loop 101 automated speed enforcement demonstration program." Accident Analysis and Prevention, Vol. 41, (2009).
2 Montella et al, 2015; Li et al., 2015
3 https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/FHWA_SafeSystem_Brochure_V9_508_200717.pdf
4 https://highways.dot.gov/sites/fhwa.dot.gov/files/09-18-2024_Speed_Safety_Camera_FAQs_rescinded_May_25.pdf
5 https://visionzeronetwork.org/promoting-equity-in-speed-safety-camera-programs-from-planning-to-action/

TRAFFIC SAFETY FUND

- A **Traffic Safety Fund** is being established through the proposed ordinance. ALL speed safety camera revenue from the new systems will be deposited into this fund.
- This fund can **ONLY** be used for two (2) purposes:
  1. Costs to administer, install, operate, maintain the cameras and program, including the cost of processing infractions.

  2. Traffic safety activities related to construction and preservation projects and maintenance and operations purposes, changes in infrastructure to reduce speeds, and changes to improve the safety for active transportation users.

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QUESTIONS FOR STAFF?

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