



2024 VISION ZERO ACTION PLAN

ONE CITY TOWARDS SAFE STREETS



OUR PLEDGE:

We will lead and implement the Vision Zero Action Plan to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.





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Our process

The City of Bellevue, Washington is a Vision Zero community that has put in place policies, plans and programs to improve safety for the traveling public (see [Section 2, Plan Context](#)). However, there is more that can be done.

Vision Zero calls on government agencies to be proactive, identify risks and take steps to prevent crashes, and eliminate serious injuries and fatalities on our roadways.

The City Council established its Vision Zero goal statement when it adopted [Resolution 9035](#), “to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.” This action was followed with the council adopting [Ordinance 6334](#) incorporating Vision Zero amendments into the Comprehensive Plan.

The City of Bellevue is using a six-step process to develop, implement, monitor and refine its Vision Zero strategy (see Figure 1).



Figure 1: Process to develop Bellevue’s Vision Zero Strategic Plan and annual Action Plans.

Safe System approach

Across the United States, the Institute of Transportation Engineers (ITE) is encouraging Vision Zero communities to adopt the Safe System approach because it results in improved safety outcomes (see [ITE Technical Resources](#)). In Washington, the Safe System approach is endorsed in the statewide [2019 Target Zero Plan](#): “It is time for Washington to adopt the Safe System principles statewide in its policies, programs, projects, activities, and investments. When we do so, we will save lives, provide better stewardship of public resources, and improve the functioning of the transportation system for everyone using it.”

In its advisory role in the development of the city’s Strategic Plan, the Bellevue Transportation Commission examined the attributes of the Safe System approach and concurred that Safe People, Safe Streets, Safe Speeds, Safe Vehicles—as well as the supporting elements of leadership, culture, partnerships and data—all help contribute to reducing the frequency and severity of crashes (see Figure 2). This holistic approach accepts that people will make mistakes and that crashes will continue to occur, but it aims to ensure these do not result in serious injuries or fatalities.



Figure 2: The Bellevue Safe System approach rests on four pillars (Safe Speeds, Safe People, Safe Vehicles and Safe Streets) paired with four supportive elements (Data, Leadership, Partnerships and Culture).

Strategic Plan

In June 2020, the City Council adopted [Resolution 9769](#) approving the Safe System approach and strategies (see pages 6 - 7). The [Vision Zero Strategic Plan](#) was finalized in December 2020 by staff at the direction of the Steering Team—a cross-departmental executive work group guiding Vision Zero implementation.

The Strategic Plan articulates how the city will apply the Safe System approach to eliminate traffic fatalities and serious injuries by 2030 (see Figure 3). The plan coordinates existing efforts and new ideas, evaluates crash data, considers public concerns and identifies strategies that will reduce traffic fatalities and serious injuries to zero by 2030. It articulates a coordinated approach across the city departments, ensuring that transportation engineers, first responders and other key staff work together.

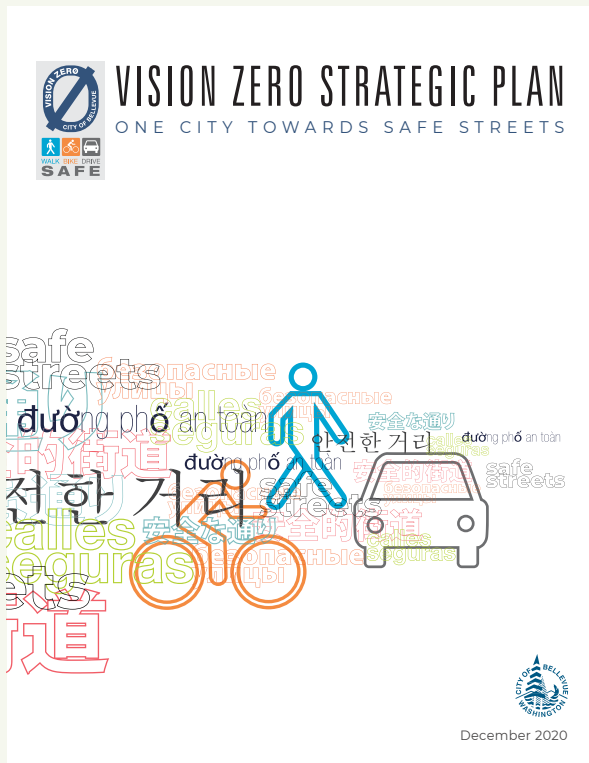


Figure 3: Bellevue's Vision Zero Strategic Plan acknowledges that new vehicle technologies, improved street infrastructure, lower vehicle speeds, enhanced public awareness and more all contribute to reducing the frequency and severity of crashes.

Annual Action Plan

The development of annual Vision Zero Action Plans balances Safe System actions with other competing city priorities and sensitivity to available funding. The Vision Zero Steering Team is focused on providing the highest priority government programs, services and capital investments (see Pages 8 - 13).

In this context the Steering Team is working to find the best solution that delivers measurable improvement, is affordable and can be implemented in a reasonable time frame (see Figure 4). Annual Action Plans are living documents, to be continually updated as new data becomes available and as new Safe System actions prove to be successful in making Bellevue streets safer.



Figure 4: Annual Action Plans build on the Safe System approach and Strategic Plan—a yearly recommitment to address systemic traffic safety challenges holistically through interdepartmental “One City” collaboration.

Safe System strategies

In June 2020, the City Council adopted [Resolution 9769](#) “approving the Safe System approach and strategies to move Bellevue towards Vision Zero”. Nested within the Safe System approach are 36 strategies—reflected on the following two pages. The strategies build upon the Council’s Vision Zero goal by articulating the programmatic steps staff should pursue to eliminate traffic fatalities and serious injuries in Bellevue by 2030.

Safe People

Strategy SP1 - Launch citywide campaigns to build awareness around safety and Vision Zero.

Strategy SP2 - Improve motorist training on safety and rules of the road.

Strategy SP3 - Educate pedestrians, bicyclists and scooter riders on safety and rules of the road.

Strategy SP4 - Educate children and students on safety and rules of the road.

Strategy SP5 - Foster and promote safety champions in the community.

Strategy SP6 - Use data to inform coordinated actions across city departments to influence public commitment to Vision Zero.

Safe Streets

Strategy SS1 - Implement projects citywide that make it safer to walk, bicycle and take transit (and where relevant to make it more comfortable and accessible).

Strategy SS2 - Implement projects citywide to make it safer to drive.

Strategy SS3 - Create public spaces that are safe and attractive for people walking and bicycling

Strategy SS4 - Establish clear priorities for curb usage.

Safe Speeds

Strategy SSP1 - Design or redesign roads and intersections to manage speeds as appropriate for the intended use.

Strategy SSP2 - Access and evaluate speed limits citywide and create a speed management program to address speeding concerns based on applicable data.

Strategy SSP3 - Educate people on the link between speed and safety, and in the process, change drivers’ risk perceptions of enforcement actions or causing a crash.

Strategy SSP4 - Create and promote neighborhood-based programs that aim to lower traffic speed.

Strategy SSP5 - Use and expand automated speed enforcement (ASE).

Strategy SSP6 - Employ High Visibility Enforcement actions to increase compliance of safe speeds.

Safe Vehicles

Strategy SV1 - Improve safety of private vehicles operated on our roads.

Strategy SV2 - Improve safety of public vehicles on our roads.

Strategy SV3 - Improve safety of shared mobility.

Strategy SV4 - Leverage new technologies for safety data collection.

Strategy SV5 - Create a safe environment for autonomous vehicle (AV) testing and implementation.

Strategy SV6 - Implement safety enforcement technologies on public vehicles.

Leadership

Strategy L1 - The Mayor, elected officials and department leaders commit to collaborating to strive for zero traffic fatalities and serious injuries within a specific timeframe.

Strategy L2 - Employ meaningful and accessible community engagement toward Vision Zero with a focus on equity.

Strategy L3 - The Vision Zero Action Plan guides work and includes clear goals, measurable strategies, comprehensive data collection, timelines, and responsible stakeholders.

Strategy L4 - Decision-makers and system designers advance projects and policies that keep safety as a key priority.

Culture

Strategy C1 - Encourage city staff to fully embrace the goal of striving for zero fatalities and serious injuries by 2030.

Strategy C2 - Prioritize safety improvements on roadways for all people in historically underserved communities.

Strategy C3 - Ensure enforcement, outreach and education are equitable across the city's diverse populations.

Strategy C4 - Systematically reach out to the community to build a culture of safety.

Partnerships

Strategy P1 - Work with partner safety agencies to develop a more complete crash database.

Strategy P2 - Revise/standardize crash reporting data for consistent results across all modes.

Strategy P3 - Continually identify new transportation safety partners.

Data

Strategy D1 - The performance and implementation of all safety actions are routinely evaluated, made public and shared with decision-makers to inform priorities, budgets and updates to the Vision Zero Action Plan.

Strategy D2 - Collect and analyze crash data to inform evidence-based strategies and interventions.

Strategy D3 - Apply a proactive, system-based approach to identify and address top crash factors and mitigate potential crashes and crash severity.

2024 Actions

The Vision Zero Steering Team approved the following Vision Zero actions that the City of Bellevue will pursue in 2024. The table identifies for each of the 2024 actions: (i) Related strategies - how the action aligns with City Council adopted Safe System strategies (see pages 6-7); (ii) Task description – activities arising from current actions; (iii) Target (2025) +Key Performance Indicator (KPI) – what we intend to accomplish (the target) and how we track progress (the KPI); and(iv) Lead + partners – the responsible parties

#	2024 Action	Related strategies	2024 Task description	Target + KPI	Lead + partners
1	Continue educational campaigns to build Vision Zero awareness.	SP1, SP2, SP3, SP4, SP5, SP6	Task 1.1: Coordinate with King County Target Zero to develop and implement Vision Zero education and media/messaging in English and appropriate languages that: (i) increase compliance of public with walker and roller laws; (ii) increase the knowledge of residents about the risks of distracted driving behavior; and (iii) increase knowledge of teens and parents about the risks of driving while under the influence of alcohol and/or cannabis [Note: Grant funded program administered by King County Target Zero].	Target: Implement three educational campaigns. KPI: Number of campaigns launched/year. Number of impressions for radio and social media.	TRANS (Lead) + PD + CAO (Support) in collaboration with King County and BSD
		SP6, SSP6	Task 1.2: Coordinate with King County Target Zero and 26 other police departments in King County to engage in high visibility messaging and enforcement events throughout the region and state on impaired driving (monthly –local events), locally led speed events, state and locally led distracted driving events, and state-level motorcycles events. [Note: Grant funded program with an agreement between Bellevue Police Department and Washington Traffic Safety Commission].	Target: Participate in four (4) HVE target zero events in 2024. KPI: Three (3) contacts/hour for each HVE event.	PD (Lead) + TRANS, CAO (Support)
		SP4	Task 1.3: Continue to promote and support the Bellevue School District on the annual Walk & Roll to School Day event (October 2024).	Target: Encourage BSD schools to participate in Walk to School Day with a goal of increasing participation compared to last year. KPI: Number of BSD schools engaged in Walk to School Day.	TRANS (Lead) + PD (Support) in collaboration with Bellevue School District
2	Implement and track progress on counter-measure project(s) to improve safety on High Injury Network (HIN) corridors.	SS1, SS2	Task 2.1: Design and implement prioritized Safe Streets improvements identified in Road Safety Assessments leveraging Vision Zero Rapid Build Data Driven Safety Program (CIP PW-R-205), other appropriate CIP programs and grant opportunities.	Target: Design and implement safestreets improvements on one (1) HIN corridor. KPI: Number of safety countermeasures designed and implemented per year on HIN.	TRANS (Lead)
		SS1, SS2	Task 2.2: Establish the work program for Safe Streets improvements, including the process for scoring and scoping feasibility of suggested improvement from the Road Safety Assessments (RSA)s, as well as posting annual progress reports through the city website. Participate in national best practice review of RSA approaches/methodologies to inform development of Bellevue's Standard Operating Procedure for RSAs and Safe Streets Improvements, to inform future RSAs conducted with SS4A funding.	Target: Processes for scoring, scoping, and tracking progress are established and supported. KPI: SOP and work program materials produced.	TRANS (Lead)

3	Implement bicycle network safety and comfort improvements citywide.	SS1	Task 3.1: Implement infrastructure that improves safety and comfort for people bicycling. Projects built outside of the Growth Corridor area will leverage funding from the Neighborhood Safety, Connectivity, and Congestion Levy program (R-199), Pedestrian and Bicycle Access Improvements program (W/B-56) and discrete CIP projects. Additionally, through the development review process consider incorporating best practices.	Target: Finalize design for three (3) miles of bikeway improvements. KPI: Miles of bikeway improvements that meet or exceed the bicycle level of traffic stress (LTS) target for project corridors.	TRANS (Lead) + DS (Support)
		SS1	Task 3.2: Leveraging CIP PW-WB-85 funding collaborate with stakeholders to identify and implement Bike Bellevue projects in city's urban core –focusing on rapid-build solutions to fill network gaps and improve access to light rail stations and Eastrail.	Target: Community consensus on implementation plan. KPI: Finalized report.	TRANS (Lead) + CD, FD, PD (Support)
4	Refine approach to flashing settings on stationary radar signs to maximize effectiveness of speed reduction	SSP1	Task 4.1: Conclude data analysis of radar signs that were sampled in 2023 to determine efficacy of flashing threshold on radar feedback signs and/or identify additional locations for testing.	Target: Based on analysis, deploy data-informed, consistent programming of speed thresholds across all radar signs. KPI: Analysis of before and after study published in city's radar sign report.	TRANS (Lead)
5	Develop and implement the arterial speed management work program.	SS1, SSP2	Task 5.1: Complete speed studies on four (4) HIN arterials and evaluate potential speed management approaches for arterials recommend for a speed reduction. [Note: These are focused on 30+ MPH arterial corridors].	Target: Assess prioritized corridors for speed limit setting and speed management. KPI: Complete assessment and potential speed limit modifications on four (4) arterials.	TRANS (Lead) + PD, FD, CAO (Support)
		SS1, SSP2	Task 5.2: Advance next steps programmatic activities identified in the Bellevue Speed Management Plan.	Target: Complete three (3) programmatic safe speeds activities identified in the plan. KPI: Number of programmatic safe speeds activities completed.	TRANS (Lead) + PD, FD, CAO (Support)
6	Advance citywide efforts to implement a local street speed limit reduction policy reducing speed limits on local streets to 20 mph.	SSP4	Task 6.1: Continue advancing work for a citywide local street speed limit reduction [non-arterial streets]. Present the citywide local street speed limit reduction policy ordinance changes to council for approval in 2024. Pending Council concurrence, commence design for speed limit reduction to 20 mph on local streets, and prepare for implementation in 2025.	Target: Secure Council approval of a citywide local street speed limit reduction policy, to be implemented in 2025. KPI: Council approval and start design in 2024.	TRANS (Lead) + CAO, PD, CMO, CD (Support)

7	Continue using unmanned aerial system (UAS) in support of fatal and serious injury crash scene investigations.	SV4	Task 7.1: Police Department staff will continue to use UAS for fatal and serious injury crash scene investigations.	Target: Complete fatal and serious injury crash in-field scene investigations with UAS. KPI: Enhanced forensic documentation (e.g., speed calculations) when paired with Pix4D software and FARO Scene to achieve 3D modeling of fatal and serious injury crashes.	PD (Lead)
8	Continue to participate in and contribute to the national Vision Zero cities network; share new ideas and approaches with industry professionals about Bellevue's Safe System practices.	L1	Task 8.1: Explore additional opportunities to bring new concepts, ideas and solutions to the forefront through participation in events and initiatives with Vision Zero organizations. In 2024 Bellevue will collaborate with: (i) Federal Highway Administration Vision Zero Community of Practice program; (ii) National Academies Transitioning Evidence-based Road Safety Research into Practice consensus study committee; and (iii) United States Department of Transportation Commit to Action campaign.	Target: Participate in at least one (1) external program or event. KPI: Number of programs or events.	TRANS (Lead)
9	Publish an annual Vision Zero Action Plan and progress report.	L3	Task 9.1: Prepare an annual Vision Zero Action Plan for Vision Zero Steering Team approval. Publish an annual progress report to track performance on prior year action.	Target: Produce report documenting progress on 2024 Action Plan. KPI: Produce Vision Zero Action Plan and Progress Report.	TRANS (Lead) + CAO, PD, CMO, CD, DS, HR, FD, ITD (Support)
10	Pursue additional resources through outside funding programs to implement new Vision Zero projects and programs.	L4	Task 10.1: Develop a 2024 Local Road Safety Plan (LRSP) based on the guidelines from WSDOT. Utilize this plan to apply to the Highway Safety Improvement Program (HSIP) grant application.	Target: Produce the 2024 LRSP and apply to the HSIP grant program. KPI: Final 2024 Local Road Safety Plan produced, and grant application submitted.	TRANS (Lead) + CAO (Support)
		L4, SV4	Task 10.2: Apply for the USDOT's Saving Lives with Connectivity: Accelerating Vehicle to Everything (V2X) Deployment notice of funding opportunity.	Target: Produce the proposal and apply to the USDOT grant program. KPI: Final proposal produced and grant application submitted.	TRANS (Lead) + CAO, CMO, ITD (Support)
		L4	Task 10.3: Continue to pursue mobility safety funding opportunities (e.g., grants or direct allocations); and, following awards, ensure proper administration during project implementation.	Target: Pursue at least two (2) funding opportunities that provide critical safety features for the city's transportation system. KPI: Number of funding opportunities evaluated, pursued, and secured.	TRANS (Lead) + CAO (Support)

11	Develop staff knowledge and competence in the Safe System approach and strategies to move Bellevue towards Vision Zero.	C1	Task 11.1: Continue to share and apply new knowledge and skills of the Safe System approach and strategies in support of Bellevue's learning culture. The Vision Zero Program Manager will review and recommend opportunities for shared learning with the Vision Zero Steering Team, Vision Zero Core Team, and staff. For example, hosting BQR sessions, peer-to-peer and lunch and learn events, and sharing materials through Bellevue Essentials and the PLaCE.	Target: Develop a continuous learning program. Develop a micro-course on the PLaCE for new staff hires that introduces them to the goals and data informing the city's Safe System approach and how they can productively support the One City initiative. KPI: Number of staff participants in educational programs.	TRANS and HR (Lead) + CAO, PD, CMO, CD, DS, FD, ITD (Support)
12	Sustain Vision Zero leadership, collaboration, and accountability through regular meetings with the Vision Zero Steering Team and Vision Zero Subject Matter Experts.	C1	Task 12.1: Advance a coordinated "One City" approach to Vision Zero involving regular meetings of the Vision Zero Steering Team and Vision Zero Subject Matter Experts.	Target: Summarize Vision Zero meeting outcomes. KPI: Meetings occur at a frequency consistent with the Vision Zero Charter.	TRANS (Lead) + CAO, PD, CMO, CD, DS, HR, FD, ITD (Support)
13	Implement the Vision Zero communications strategy to notify public about upcoming Vision Zero events, campaigns, projects, and safety concerns.	C4	Task 13.1: Leveraging the Vision Zero Communications Strategy Report, staff will: (i) document Vision Zero related Safe People communications in the 2024 copy of the communications action plan; (ii) create a one-page summary about Vision Zero to be shared through existing city channels; (iii) send emails and post on InsideVue to remind staff of and encourage participation in Vision Zero related events, such as National Bike Month and Bike Everywhere Day in May; and (iv) recognize World Day of Remembrance for Road Traffic Victims.	Target: Complete four (4) activities in description. KPI: Number of individuals who are signed up to receive e-alerts from the Vision Zero webpage and number of website views.	TRANS (Lead) + CAO, CMO, PD, FAM (Support)
14	Establish new Safe System partnerships with public, private, and non-profit organizations to advance Vision Zero priorities.	P3, D2	Task 14.1: Pursue new partnership opportunities that align with Bellevue's Safe System approach and strategies and (following implementation) assess outcomes and lessons learned.	Target: Dependent on external organizations. KPI: Number of new partnerships established/year.	TRANS (Lead) + ITD, CAO (Support)
		P3, D2	Task 14.2: Work with private industry to develop and test new technology for real-time safety interventions including passive pedestrian detection to activate a signal phase extension for slower moving pedestrians to delay the introduction of a conflicting vehicle phase.	Target: Deploy pilot at one intersection and study effectiveness of safety application. KPI: Number of pilots completed/year.	TRANS (Lead) + ITD, CAO (Support)

15	Coordinate Bellevue's Vision Zero actions with the Washington State Target Zero Plan.	P3, SP1, SP2, SP3, SP4, SP5, SP6, SSP6	Task 15.1: Maintain representatives on King County Target Zero Steering Committee, Target Zero Engineering Committee, and the Evaluation and Data Support Workgroup for the Target Zero Task Force.	Target: Participate and represent Bellevue in King County Target Zero committees. KPI: Number of meetings/year.	TRANS (Lead) in collaboration with King County Target Zero, WSDOT, WTSC
16	Utilize Pedestrian Signal Operations Guidelines to assess all intersections.	SS1	Task 16.1: Assess all signalized intersections in the city based on the new Pedestrian Signal Operations guidelines. Begin the process of updating signal timing for all intersections based on the new guidelines, to be continued through 2025.	Target: Assess all intersections with the Pedestrian Signal Operations guidelines. KPI: Number of intersections assessed.	TRANS (Lead)
17	Develop ways to share safety data with the public in a transparent and regular manner to establish trust and reliability.	D1	Task 17.1: Expand the Vision Zero story map dashboard to include an interactive map of countermeasures implemented for road safety, in addition to existing collision data.	Target: Vision Zero Story Map featuring countermeasures implemented for road safety and collision data. KPI: Dashboard produced/maintained.	TRANS (Lead) + ITD (Support)
		D2	Task 17.2: Update the 2019 High Injury Network (HIN) map to reflect most current data.	Target: Update HIN map. KPI: HIN map produced.	TRANS (Lead)
		D1	Task 17.3: Conduct a gap analysis and update the Mobility Implementation Plan (MIP) dashboard and interactive maps to reflect current infrastructure and gaps. Supports Transportation Facilities Plan Update.	Target: Update MIP story map. KPI: MIP story map updated.	TRANS (Lead) + ITD (Support)
18	Establish regular pedestrian and bicyclist counts at consistent locations.	D3	Task 18.1: Develop Count Strategy Report to document the city's overall approach to tracking pedestrian and bicycle activity. This report will assist staff in making data-informed decisions on where to prioritize infrastructure investments that enhance the safety of vulnerable road users. Update the Ped-Bike interactive map with additional facilities.	Target: Final Count Strategy Report and updated dashboard. KPI: Report produced. Dashboard produced/maintained.	TRANS (Lead) + ITD (Support)
19	Complete a grant agreement with the USDOT for the 2023 awarded Safe Streets and Roads for All (SS4A) grant program.	L4, SS1, SS2, SSP2, SSP5, SV1, SV2, SV3	Task 19.1: Complete and execute an agreement with the USDOT detailing the terms of the city's SS4A FY23 grant award. This agreement will enable staff to implement the supplemental planning (road safety assessments, speed studies, bike lane design guidance and speed safety camera procedures) and demonstration (protected turn phasing for pedestrians, adaptive pedestrian signal control, pavement paint and cellular vehicle-to-everything) activities awarded through the SS4A grant program.	Target: Complete and execute a grant agreement with USDOT; after which, staff team commences implementing the supplemental and demonstration activities associated with the SS4A grant award. KPI: Grant agreement produced.	TRANS (Lead) + ITD, CAO (Support)

20	Enhance Vulnerable Road User (VRU) safety through the use of Connected Vehicle-to-Everything (C-V2X) technologies.	L4, SSI, SS2, SSP2, SSP5, SV1, SV2, SV3, SV4	Task 20.1: Continue to advance existing C-V2X Pilot with T-Mobile and Applied Information that is aligned with the USDOT's goals in "Saving Lives with Connectivity" through the acceleration of C-V2X deployment. This C-V2X pilot - initiated in 2023 - improves safety in school zones, pedestrian crossings and at traffic signals.	Target: Complete installation of 29 road side units (RSUs) associated with C-V2X pilot. KPI: Number of RSUs installed.	TRANS (Lead) + ITD (Support) in collaboration with T-Mobile and Applied Information
21	Enhance Vulnerable Road User (VRU) safety through the intersection safety technologies.	L4, SSI, SS2, SSP2, SSP5, SV1, SV2, SV3, SV4	Task 21.1: Collaborate with the University of Washington (UW) on the "Comprehensive and Cooperative Intersection Safety System" associated with the USDOT's Intersection Safety Challenge. The Challenge aims to transform roadway intersection safety by incentivizing new and emerging technologies that identify and address unsafe conditions involving vehicles, and vulnerable road users at intersections.	Target: Advance beyond Stage 1B (System Assessment and Virtual Testing) in the USDOT's Intersection Safety Challenge. KPI: Successfully collaborate with the UW Team on Stage 1B (System Assessment and Virtual Testing) that involves developing, training and improving algorithms for the detection, localization and classification of vulnerable road users and vehicles using U.S. DOT-supplied sensor data collected at a controlled test roadway intersection.	TRANS (Lead) + CAO, ITD (Support) in collaboration with the University of Washington.



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安全街道

안전가도

safe street

安全的街

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