

## CITY COUNCIL STUDY SESSION

Update on Vision Zero program efforts in 2021 and 2022 planned activities.

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## DIRECTION NEEDED FROM COUNCIL

### INFORMATION ONLY

Tonight's Study Session will provide Council with an update on progress toward implementing the Vision Zero Strategic Plan and an overview of the 2022 Vision Zero Action Plan.

## RECOMMENDATION

N/A

## BACKGROUND & ANALYSIS

On June 15, 2020, Council unanimously adopted Resolution No. 9769 approving the Safe Systems approach and strategies to move Bellevue towards Vision Zero. This approach to eliminating traffic deaths and serious injuries from City streets by 2030 focuses on safe people, safe streets, safe speeds and safe vehicles – as well as the supporting elements of leadership, culture, partnerships and data. Following Council's approval of the Safe Systems approach and strategies, staff finalized the Vision Zero Strategic Plan in December 2020.

To keep Bellevue's Vision Zero program efforts on track and to monitor progress, a cross-departmental staff team of City staff develop annual action plans. This presentation will provide an update on plan implementation progress from the 2021 plan and an overview of the 2022 plan.

### 2021 Implementation Progress

The 2021 Vision Zero Action Plan included 17 actions, the primary departments working on the plan implementation (Transportation, City Manager's Office, City Attorney, Community Development, Police, Fire, Development Services, Information Technology, Human Resources) initiated one of the actions and incorporated 14 of the actions into ongoing operations. Two of the actions were completed.

Representative Safe Systems accomplishments from 2021 include:

- **Safe People:** Social media engagement with proactive information on travel safety.
- **Safe Streets:** Construction of roadway safety interventions – including new walkways and bikeways – via-a-vis the Neighborhood Safety and Connectivity Levy.
- **Safe Speeds:** Implementation of a Slow Zone as part of the East Bellevue Demonstration Greenway pilot that, in addition to other interventions, lowered the speed limit to 20 mph. Based on a community survey, the speed limit reduction was the most popular intervention along the corridor.
- **Safe Vehicles:** Use of unmanned aerial systems (UAS) in support of crash scene investigations.

- **Leadership:** Pursuit of grant funding opportunities yielded Federal Highway Administration (FHWA) technical support to conduct road safety assessments (RSAs) on NE 8<sup>th</sup> Street and Factoria Boulevard as well as Washington Traffic Safety Commission grant funding to conduct six RSAs proximate to 12 schools through summer 2023.
- **Culture:** Staff training – through Bellevue Essentials and other opportunities – developed knowledge and competence in the Safe Systems approach and strategies.
- **Partnerships:** Completed a before-and-after evaluation on the safety impacts of Leading Pedestrian Intervals (LPI) in partnership with Microsoft, Advanced Mobility Analytics Group (AMAG), and Jacobs. Results from the study showed a 42 percent reduction in vehicle-pedestrian conflicts after LPI changes were made at the intersections. Because of the favorable results, starting in 2022 Bellevue is expanding the use of LPIs throughout its downtown area.
- **Data:** Updates to Bellevue’s Vision Zero Story Map resulted in multiple enhancements including a new dynamic dashboard that drills down into the collision details with the opportunity to cross-reference with additional datasets (e.g., equity indicators).

Bellevue’s Vision Zero road safety work in 2021 was recognized with a National Roadway Safety Award from the FHWA and Roadway Safety Foundation; an Edmund R. Ricker Organization Award from the Institute of Transportation Engineers Safety Council; and a Transportation Systems Management and Operations award from the National Operations Center of Excellence.

Although progress is being made on Vision Zero activities, preliminary 2021 crash statistics indicate that 26 people were seriously injured and one person was killed on Bellevue City streets. This compares to 12 people seriously injured and four people killed in crashes on Bellevue City streets in 2020. This increase in the number of fatal and serious injury crashes on Bellevue City streets in 2021 is also observed in national trends. Nationally, in the first half of 2021, an estimated 20,160 people died, up 18.4 percent compared to the first six months of 2020.

## 2022 Vision Zero Action Plan

The 2022 Vision Zero Action Plan will build on work initiated in 2021. The plan emphasizes Safe Speeds related actions including the development of a speed management plan; pursuit of grant funding opportunities; and advancing CIP funded rapid-build bicycle and road safety programs. Representative Safe Systems actions in the 2022 plan include:

- **Safe People:** Coordinating with King County to develop and implement messaging that increases compliance with walker and roller laws knowledge of residents about the risks of distracted driving, and knowledge of teens and parents about the risks of driving while under the influence.
- **Safe Streets:** Leveraging Growth Corridor High Comfort Bicycle Network Implementation (CIP Plan No. PW-W/B-85) funding to collaborate with stakeholders to identify and implement bicycle projects in the City’s urban core – focusing on rapid-build solutions to fill network gaps and improve access to light rail stations and Eastrail.
- **Safe Speeds:** Ongoing implementation of the Slow Zone program with speed limit reductions occurring on local streets surrounding Tyee Middle School (approved by Council on March 28). This third slow zone (following similar efforts in Surrey Downs in 2020 and along the East Bellevue

Demonstration Greenway in 2021) informs work currently underway to assess the viability of a Citywide 20 mph local street speed limit, for possible implementation in 2023.

- **Safe Vehicles:** Continued use of UAS in support of crash scene investigations.
- **Leadership:** Continued pursuit of existing (e.g., Highway Safety Improvement Program) and new (e.g., Safe Streets and Roads for All program) grant funding opportunities.
- **Culture:** Continued staff training to develop knowledge in the Safe Systems approach.
- **Partnerships:** Initiating a new partnership with Amazon Web Services, Ouster, Sighthound, AMAG and Fehr & Peers exploring safety metrics from Lidar and 4K video-based edge-compute sensors.
- **Data:** Developing a Count Strategy Report to document the City's overall approach to tracking pedestrian and bicycle activity. This report will assist staff in making data-driven decisions on where to prioritize infrastructure investments that enhance the safety of vulnerable road users.

## POLICY & FISCAL IMPACTS

### Policy Impact

Bellevue Comprehensive Plan Policy TR-61.2 provides direction to “Develop a programmatic approach to Vision Zero that integrates components of Education, Encouragement, Enforcement, Engineering, Equity, and Evaluation.” Consistent with this direction, Council adopted Resolution No. 9769 approving the Safe Systems approach and strategies to move Bellevue towards Vision Zero. This approach to eliminating traffic deaths and serious injuries from City streets by 2030 focuses on safe people, safe streets, safe speeds and safe vehicles – as well as the supporting elements of leadership, culture, partnerships and data.

### Fiscal Impact

Neighborhood Safety and Connectivity Levy funding (CIP Plan Nos. PW-R-199), Vision Zero Rapid Build Data Driven Safety Program (CIP Plan No. PW-R-205), and Growth Corridor High Comfort Bicycle Network Implementation (CIP Plan No. PW-W/B-85) are available to implement safety projects identified in the Bellevue 2022 Vision Zero Action Plan.

## OPTIONS

N/A

## ATTACHMENTS

N/A

## AVAILABLE IN COUNCIL LIBRARY

N/A