



2025 VISION ZERO PROGRESS REPORT

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.



Bellevue's Vision Zero Initiative

To achieve its goal of eliminating traffic deaths and serious injury collisions on city streets by 2030, the Bellevue City Council adopted the Safe System approach (Figure 1). This holistic-based approach to road safety bundles strategies focused on safe people, safe streets, safe speeds and safe vehicles—as well as the supporting elements of leadership, culture, partnerships and data (Appendix C).

Following council's adoption of the Safe System approach, staff developed and the City Manager approved the Vision Zero Strategic Plan that articulates a coordinated approach across city departments, ensuring that transportation engineers, first responders and other key staff work together. To keep Bellevue's program on track and to monitor progress, a cross-departmental team of city staff develops annual action plans that are approved by the city's Vision Zero Steering Team comprised of department directors and deputy city managers.

This progress report provides updates on road safety trends in the city and Safe System actions completed in 2025.



Figure 1: The City of Bellevue's Safe System approach has four pillars (safe people, safe streets, safe speeds and safe vehicles) and four supporting elements (leadership, culture, partnerships and data).

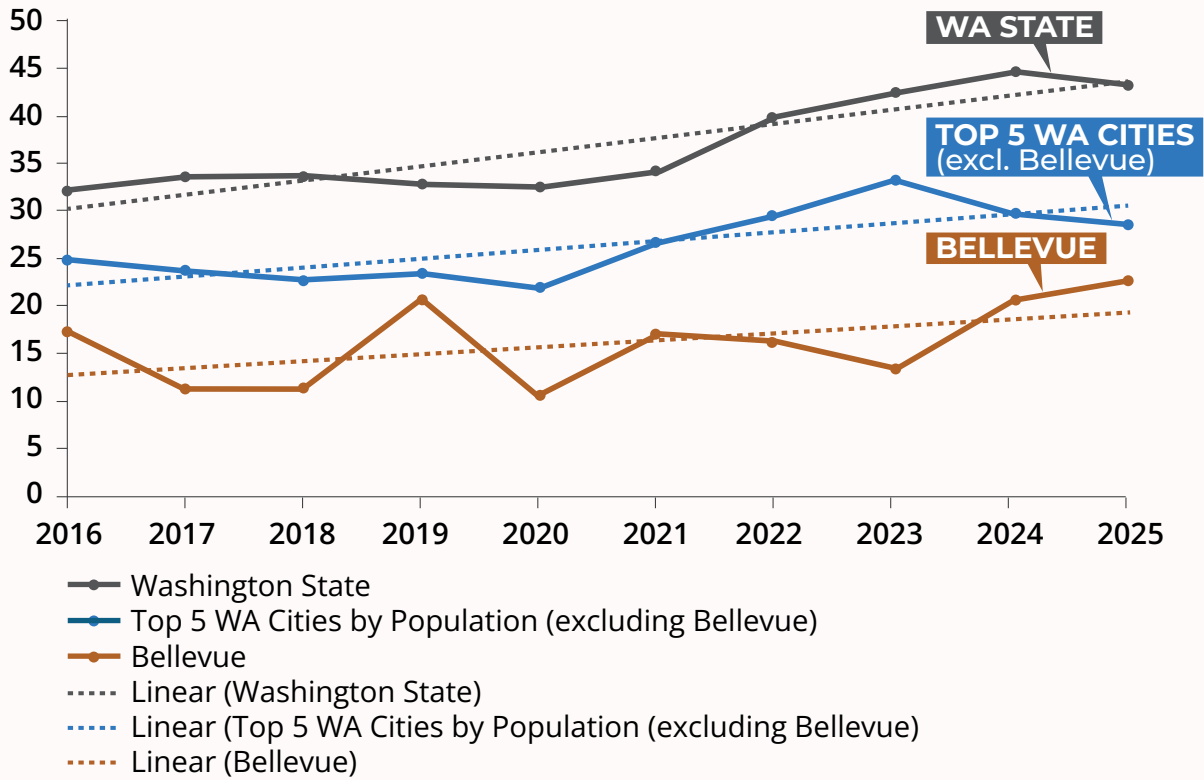
2025 Road Safety Trends

With three fatalities and 38 serious injuries, **2025 had the highest total number of fatal and serious injury collisions in the past decade.** This follows 2024, which previously had the highest number of fatal and serious injury collisions in the past decade. From 2016-2025, 273 people were killed or seriously injured in traffic collisions on Bellevue's streets. This means that someone was killed or seriously injured on Bellevue's streets **every 13 days.**

Overall, the rate of fatal and serious injury collisions (per 100,000 population) has increased over the past decade, with a higher increase in the most recent years (Figure 2). Total fatalities and serious injuries ranged from as low as 16 to as high as 41 between 2016 and 2025 in Bellevue (Figure 3).

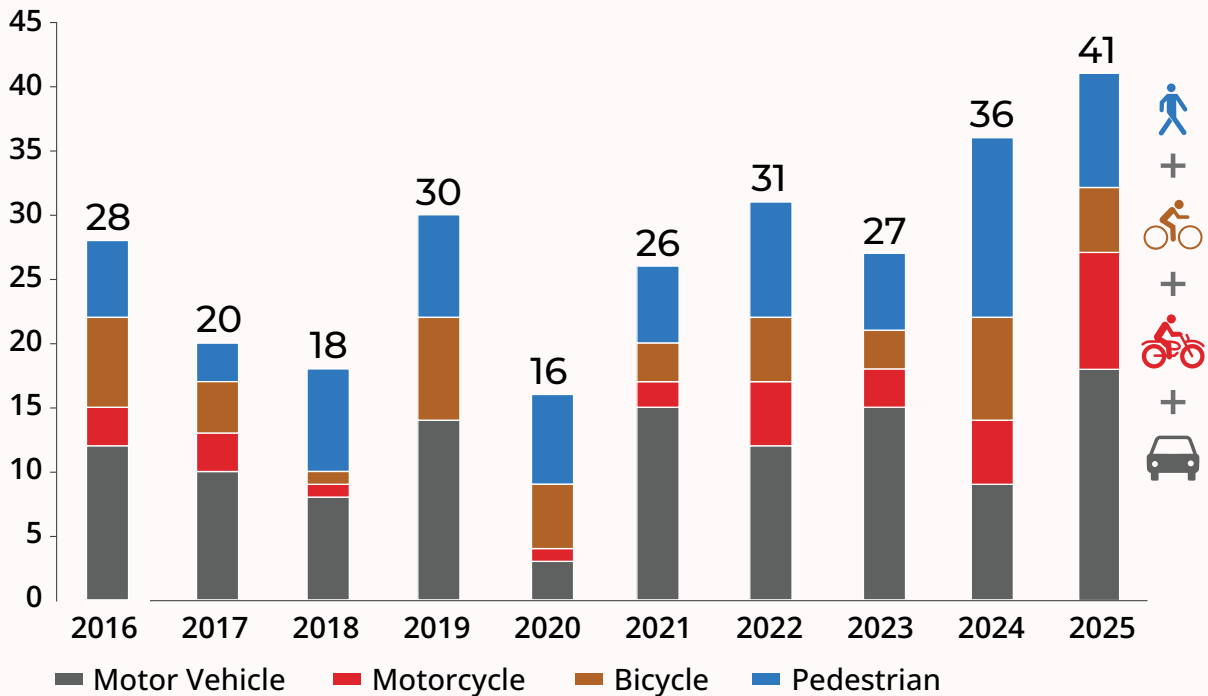
This increase has disproportionately affected vulnerable road users, including people walking, biking and riding motorcycles. Compared to the 2015-2024 average, deaths and serious injuries among people in a vehicle increased by 67%, while deaths and serious injuries among people riding a motorcycle increased by 291%.

The City of Bellevue is committed to advancing annual Vision Zero Action Plans to achieve Vision Zero by 2030. Appendix A features all actions included in the 2025 Action Plan with information on the target and key performance indicators to track progress for each action. Appendix B includes a map of the road safety improvements implemented in 2025.



Source: WSDOT Collision Data (2016-2025)

Figure 2: Fatal and serious injury collisions per 100,000 population for Bellevue, Top 5 Washington Cities and Washington State (2016–2025).



Source: WSDOT Collision Data (2016-2025)

Figure 3: Fatalities and serious injuries by injured person in Bellevue, 2016–2025.

2025 Progress at a Glance

Secured over \$1.8 million in grant funding to advance safe transportation projects citywide.

Enhanced pedestrian infrastructure with **four** completed sidewalk and intersection improvement projects.

Upgraded traffic safety measures citywide, including **17** signal improvements, **48** road safety countermeasures and **two** Road Safety Assessments.

Launched the Safe Speeds Bellevue program, reducing speed limits on **four** streets previously posted at 35 mph.

Implemented the Safe Routes to School program, completing the strategic plan and engaging **22** schools in the SchoolPool spring and fall campaigns.

Expanded the Speed Safety Camera program, with approval for **14** new cameras at **seven** locations in 2026.

Modernized micromobility regulations, clarifying e-scooter operating locations, standardizing rules of use and improving community awareness of e-bike, e-scooter and electric motorcycle safety practices.



2025 Annual Progress on Vision Zero

From launching [Safe Speeds Bellevue](#) and expanding the [Speed Safety Camera program](#) to conducting [Road Safety Assessments](#) on [High Injury Network](#) corridors and piloting [Safer Signals](#)—intersections that respond in real time to people walking—2025 marked a significant step forward in advancing Bellevue’s Safe System approach to Vision Zero (Figure 4). These actions demonstrate a continued shift toward system-level strategies that anticipate human error, manage speed and reduce the likelihood and severity of fatal and serious-injury crashes.

At the same time, experience in Bellevue and [peer Vision Zero](#) cities demonstrates that incremental progress alone is insufficient to eliminate traffic fatalities and serious injuries. While many 2025 initiatives laid critical groundwork, achieving Vision Zero by 2030 will require scaling proven strategies beyond pilot efforts and delivering consistent improvements each year, particularly on streets with a history of fatal and serious injury crashes.

Of the 41 tasks in the [2025 Vision Zero Action Plan](#), 46% (19) were completed, 49% (20) are in progress and 5% (2) were not completed or required limited city action. Collectively, these efforts advanced speed management, corridor-based safety planning, signal operations and policy updates that will support more substantial implementation in 2026, including additional speed safety cameras, local street speed reductions, innovative crosswalk treatments and new bicycle facilities.

This section highlights representative actions completed by the City of Bellevue and its partners in 2025, organized by the most relevant Council-adopted Safe System strategy (Appendix C).



Figure 4: Community participants on the Road Safety Assessment along Northeast First and Northeast Second streets in Downtown.

Credit: City of Bellevue.

Safe Streets

People make mistakes. Streets should be designed to encourage safer behaviors, mitigate human mistakes and minimize the risk of death or serious injury for all people.

Key Safe Streets Actions in 2025

- ▶ Constructed or upgraded 2.38 miles of sidewalks and pedestrian paths and 1.45 miles of bicycle facilities, including buffered, protected and striped bike lanes, along with 3.28 miles of shared lane markings.
- ▶ New facilities for people walking were built through four key projects: [123rd Avenue Southeast](#) sidewalk gap infill (Southeast 60th Street to Southeast 65th Place), [South Bellevue Station](#) access sidewalk improvements and pedestrian enhancement projects at [156th Avenue Southeast and Lake Hills Boulevard](#) and [Northeast Eighth Street over I-405](#). The [Northwest Bellevue Walkways project](#) was awarded a construction contract in 2025 (Figure 5).
- ▶ Installed 48 new road safety countermeasures citywide, including one new school zone (166th Avenue Southeast between Southeast 24th Street and Southeast 27th Street); one school zone Rectangular Rapid Flashing Beacon (RRFB)-equipped crosswalk; 12 curb extensions; four painted corners; eight speed cushions across two corridors (112th Avenue Southeast and 119th Avenue Southeast); 20 radar sign upgrades and two entry treatments.
- ▶ Implemented 17 signal-related improvements citywide, including 11 Rectangular Rapid Flashing Beacons (RRFB), three No-Right-Turn-On-Red signs, two Leading Pedestrian Intervals (LPI) and one School Zone Flashing Beacon.



Figure 5: New sidewalks, curb bulb-outs and radar feedback signs installed between Southeast 60th Street and Southeast 65th Place in 2025.

Credit: City of Bellevue.

- ▶ Installed Glance technology across all flashing beacons citywide, enabling remote programming and real-time adjustments during weather events and schedule changes. This represents a significant upgrade from previous manual, once-per-year updates and improves safety by ensuring beacons accurately reflect when students are present.
- ▶ Of the 416 suggested improvements from the 2021-2024 road safety assessments conducted in Bellevue, 44% have advanced by the end of 2025. That group includes 75 that have been completed, 64 planned for future projects or in progress, 22 being studied and 20 evaluated and determined to not advance.
- ▶ Secured over \$1.8 million in grant funding to support safe transportation projects, including \$1,628,418 for the Northeast Second Street [Urban Core Bike Network](#) project (Bellevue Way to 108th Avenue Northeast) and \$180,912 for an [upgraded RRFB crosswalk](#) at Lakemont Boulevard Southeast and Southeast 58th Street near Lewis Creek Park.
- ▶ Completed the [Safe Routes to School Strategic Plan](#) in 2025, aligned with the [Vision Zero Strategic Plan and Annual Action Plans](#).
- ▶ Completed two [Road Safety Assessments](#) (RSAs) on [High Injury Network](#) corridors, including [156th Avenue Northeast](#), [BelRed Road and Northeast 20th Street in Crossroads](#) and the [South Downtown Loop](#) (Main Street, Northeast First/Second Street and 108th Avenue Northeast). Community members participated in walking audits, including the Kin On older adults' group for the Crossroads RSA (Figure 6).
- ▶ Advanced design for three [Safe Streets Corridor Studies](#)—[Northeast Eighth Street](#), 164th Avenue Northeast and 156th Avenue Northeast. Northeast Eighth Street is [funded through the Highway Safety Improvement Program \(HSIP\)](#) for full design and construction in 2027.
- ▶ Launched the [creative crosswalk treatment demonstration](#), completing artist selection and design development, with installation planned for 2026.
- ▶ Advanced the [Grand Connection Crossing](#) design to the 30% milestone in September 2025.



Figure 6: Members of the Kin On group participate in the Road Safety Assessment of 156th Avenue Northeast. Credit: City of Bellevue.

Safe Speeds

Speed increases the likelihood of crashes and the severity of them when they occur. Safe speeds can be achieved with a combination of roadway design, education, outreach and enforcement.

Key Safe Speeds Actions in 2025

- ▶ Launched the [Safe Speeds Bellevue](#) program in May 2025 to evaluate speed limits and speed management strategies on all streets posted at 30 mph or higher.
- ▶ Expanded the Speed Safety Camera program under updated Washington state legislation, coordinating with multiple city departments and King County. Following extensive public outreach and engineering analysis, the City Council approved seven locations for implementation in 2026 (Figures 7 and 8).
- ▶ [City Council approved speed limit reductions](#) on four 35 mph corridors: 124th Avenue Southeast / Southeast 38th Street (35 mph to 25 mph), Northup Way (35 mph to 25 mph), Village Park Drive Southeast (30 mph to 25 mph) and Northeast 40th Street (35 mph to 30 mph) (Figure 9). Before-and-after speed studies showed a 19-42% reduction in high-end speeding (40 mph or greater) across the four corridors.
- ▶ Completed 118 speed studies using [Safe Streets and Roads for All \(SS4A\) funding](#), covering nearly all streets posted at 30 mph or higher and establishing a consistent dataset for speed limit evaluations.



Figure 7 and 8: Transportation Department staff share information with the Bellevue community about Safe Speeds Bellevue and Speed Safety Camera programs.
Credit: City of Bellevue.

- ▶ Evaluated existing speed limits on all streets posted at 30 mph or higher using national best practices and guidance. [Based on this evaluation](#), staff developed context-sensitive speed limit recommendations to be presented to City Council in January 2026.
- ▶ Conducted public outreach and engagement on speed management, including speed limit reductions and the Speed Safety Camera program. Across both efforts, outreach included five surveys and multiple in-person events, such as Bellevue Family 4th, the International Festival and the Crossroads Farmers Market.
- ▶ Completed the installation of remote-controlled modules in all School Zone Flashing Beacons, which allows the city to instantly modify flashing beacon timing for inclement weather and district schedule changes.



Figure 9: Transportation Department staff replacing 35 mph speed limit signs with 25 mph signs on Northup Way. Credit: City of Bellevue.

Safe People

Responsibility to prevent crashes is shared by road users, vehicle manufacturers and people who plan, design, build, operate and maintain streets.

Key Safe People Actions in 2025

- ▶ [Expanded school-focused safety engagement](#) through Walk & Roll to School Day and SchoolPool, engaging 22 Bellevue schools and shifting outreach to increase high school participation (Figures 10 and 11).
- ▶ Shared Vision Zero updates with community partners and organizations, including the Bellevue Downtown Association, Bellevue Network on Aging, Bellevue Youth Link Council, Eastside Easy Rider Collaborative, St. Thomas School and others.
- ▶ Expanded public engagement through Vision Zero channels, adding 822 [email subscribers](#)—a 44% increase from 2024; providing ongoing updates on citywide Vision Zero initiatives.
- ▶ Developed [e-scooter](#) and [e-bike](#) webpages, as well as a [safety flyer](#) to share clear guidance with community members and local businesses. Safety resources were distributed through private-sector partners, including DoorDash and Uber Eats, and local organizations such as the Bellevue School District and Bellevue Downtown Association.
- ▶ Conducted high-visibility enforcement (HVE) and safety campaigns in coordination with King County Target Zero and 26 regional police departments to address unsafe driving behaviors. Bellevue PD



*Figure 10 and 11: Students enjoying the 2025 Walk and Roll to School Day celebrations.
Credit: City of Bellevue.*

hosted the county's annual "[100 Safe Days of Summer](#)" campaign (36 Driving Under the Influence arrests, 116 traffic infractions, three Driving While License Suspended arrests, and one arrest warrant) and participated in "[On the Road, Off the Phone](#)" (205 traffic infractions, including 102 electronic device violations), "[Drive Sober](#)" (two arrests), and "[Click It or Ticket](#)" campaigns to support regionally coordinated efforts to reduce fatal and serious injury crashes (Figure 12).

- ▶ Developed a new series of seven [traffic safety yard signs](#) which [residents can request](#) up to two to be installed in their yard (Figure 13). City staff also install traffic safety yard signs and [Park Smart yard signs](#) proactively at locations reported to have a traffic concern, and received a grant from King County and WTSC to install these signs at schools and libraries across the city.



Figure 12: Bellevue Police officers conduct traffic stops as part of the "100 Safe Days of Summer" campaign.
Credit: City of Bellevue.



Figure 13: Sandy, a resident of Bellevue, appreciates the "Slow Down, My Dog Lives Here" traffic safety yard sign. This yard sign is one of a new set of yard signs with Vision Zero messages, which can be installed to remind drivers to drive slowly and carefully in neighborhoods, thereby improving the safety of children, runners, and even dogs!
Credit: City of Bellevue.

Safe Vehicles

Innovations in vehicle systems that reduce crash impacts and alert drivers to road dangers can improve safety for people inside and outside of vehicles.

Key Safe Vehicle Actions in 2025

- ▶ Finalized agreements with the University of Washington, Applied Information and T-Mobile for the 2026 SS4A-funded cellular vehicle-to-everything (C-V2X) demonstration project, testing vehicle-pedestrian detection to guide broader deployment in Bellevue.
- ▶ Launched next-generation transit signal priority technology [in coordination with King County Metro](#). The system eliminates the need for roadside equipment to detect approaching buses, improving reliability and scalability while supporting safer signal operations.
- ▶ Following the [micromobility code amendment](#), city staff began developing a request for qualifications to select a vendor to operate Bellevue's Shared Micromobility Program starting in 2026.
- ▶ Partnered with King County Metro to advance the [K-Line Locally Preferred Alternative](#), a milestone in planning the future Bellevue-Kirkland transit corridor.
- ▶ Supported the [Link 2 Line extension to Downtown Redmond](#) by advancing station-area access improvements near the South Bellevue and BelRed stations and promoting safe, convenient use of high-capacity transit (Figure 14).



Figure 14: People board a Redmond-bound Link train in Downtown Bellevue.
Credit: City of Bellevue.

Leadership

It is necessary to prioritize road safety among competing interests and foster sustained leadership, collaboration and accountability to reach the Vision Zero goal.

Key Leadership Actions in 2025

- ▶ The Vision Zero Steering Team approved the [2026 Vision Zero Action Plan](#), which outlines 41 Safe System tasks for the year.
- ▶ The Bellevue City Council supported the launch of [Safe Speeds Bellevue](#), directing staff to begin public outreach and prepare ordinances to reduce speeds on four evaluation corridors: 124th Avenue Southeast / Southeast 38th Street, Northup Way, Village Park Drive Southeast and Northeast 40th Street.
- ▶ The City Council approved funding for the [Safe Routes to School](#) and Vision Zero Safe Speeds Program in the [2025-2026 Budget](#).
- ▶ The City Council approved expanding the [Speed Safety Camera](#) program beyond school zones, with seven locations authorized for implementation in 2026.
- ▶ The City Council approved a micromobility code amendment to enhance safety by clarifying where e-scooters may operate (e.g., roadways and bike lanes) and aligning local rules with state law.
- ▶ The [City Council proclaimed](#) Sunday, Nov. 16, 2025, as World Day of Remembrance for Road Traffic Victims, honoring those killed or impacted by traffic collisions. In the proclamation, the Council affirmed its support for Bellevue's Vision Zero initiative (Figure 15).



Figure 15: City staff, leaders and advocates at the 2025 World Day of Remembrance for Road Traffic Victims in Bellevue City Hall.

Credit: City of Bellevue.

Culture

How we think and talk about traffic safety matters. Cultivating an organizational culture around Vision Zero creates shared values and understanding across departments and organizations.

Key Culture Actions in 2025

- ▶ Strengthened staff safety expertise through professional certification. In 2025, six Transportation Department staff achieved [Road Safety Professional Level 1 \(RSP1\)](#) certification from the Transportation Professional Certification Board, expanding in-house capacity to apply Safe System principles and evidence-based safety practices.
- ▶ Hosted a [Safe System Speaker Series event featuring Kristin White](#) (Google Transportation Industry Executive) on how artificial intelligence is transforming transportation to support safer communities. Over 75 participants attended (Figure 16).
- ▶ Hosted representatives from the Oahu Metropolitan Planning Organization during a federally funded delegation visit to showcase how Puget Sound-region communities are advancing a Safe System approach to Vision Zero.



Figure 16: Participants at the Safe System Speaker Series in May 2025.
Credit: City of Bellevue.

- ▶ Distributed Vision Zero materials at all Bellevue libraries and community centers, city events, City Hall, Mini City Hall in Crossroads and through the non-profit Jubilee REACH.
- ▶ Updated existing safe driving yard signs to include Vision Zero messaging. Distributed 58 traffic safety signs to schools and libraries, installed 44 speed limit reduction signs along corridors and fulfilled 70 resident yard sign requests. Secured \$2,000 in King County Target Zero grant funding and coordinated with the King County Library System to support installations at schools, libraries and community centers.
- ▶ Fostered internal Vision Zero culture through staff learning and reflection, including a book club that reinforced safety-centered street design (Figure 17).
- ▶ The Training and Employee Development (TED) team coordinated a staff site visit to the multimodal [130th Avenue Northeast project](#), for Transportation and Community Development staff to share lessons learned.
- ▶ Staff presented the city's [Safer Signals Pilot Program](#) at multiple conferences organized by the Transportation Research Board, North American City Transportation Officials, Institute for Transportation Engineers and Intelligent Transportation Society of America.



Figure 17: Transportation Department staff book club.
Credit: City of Bellevue.

Data

Proactively prevent safety problems by leveraging crash and conflict data alongside community input. Identify potential risks, select appropriate safety countermeasures and monitor impact.

Key Data Actions in 2025

- ▶ Established quarterly crash reports ([Q1](#), [Q2](#), [Q3](#) and [Q4](#)) that highlight a rise in fatal and serious injury collisions in 2025, driven largely by speeding, right-of-way violations and motorcycle crashes on higher-speed streets, disproportionately impacting younger and older road users.
- ▶ Updated the [High Injury Network](#) to reflect 2015-2024 crash patterns using a revised methodology for evaluating corridors and intersections (Figure 18). The High Injury Network covers 8% of city streets but accounts for 68% of fatal and serious injury collisions. High Injury Intersections, representing 25% of intersections, account for 43% of intersection fatalities and serious injuries.
- ▶ Published a Vision Zero Insights resource focused on [pedestrian safety trends](#) in Bellevue, highlighting intersections and marked crosswalks near activity centers as key locations for severe crashes.
- ▶ Updated the [Vision Zero StoryMap](#) with crash analysis, safety projects, [metrics](#) and quarterly reports.
- ▶ Completed fatal and serious injury crash in-field scene investigations using unmanned aerial systems (UAS), achieving enhanced forensic documentation—including speed calculations and high-detail 3D modeling—through integrated use of UAS, [Pix4D](#) and [FARO Scene](#). Police secured a new [FARO 3D laser scanner](#), funded through the Driving Under the Influence (DUI) reimbursement account, enabling consistent use of advanced 3D reconstruction tools for every crash call-out.
- ▶ Updated the [Mobility Implementation Plan](#) with a Pedestrian Level of Traffic Stress target, enabling staff to assess walking infrastructure and identify priority gaps on the arterial street network. Coordinated the [Mobility Implementation Plan \(MIP\) dashboard](#) update with 2025 data.
- ▶ Implemented digital tools on the city's snowplow fleet for a more efficient weather response.
- ▶ Initiated development of the 2026 Local Road Safety Plan, including an evaluation of 2020-2024 fatal and serious injury crash data, a citywide network screening and identification of potential projects for the 2026 Highway Safety Improvement Program grant.

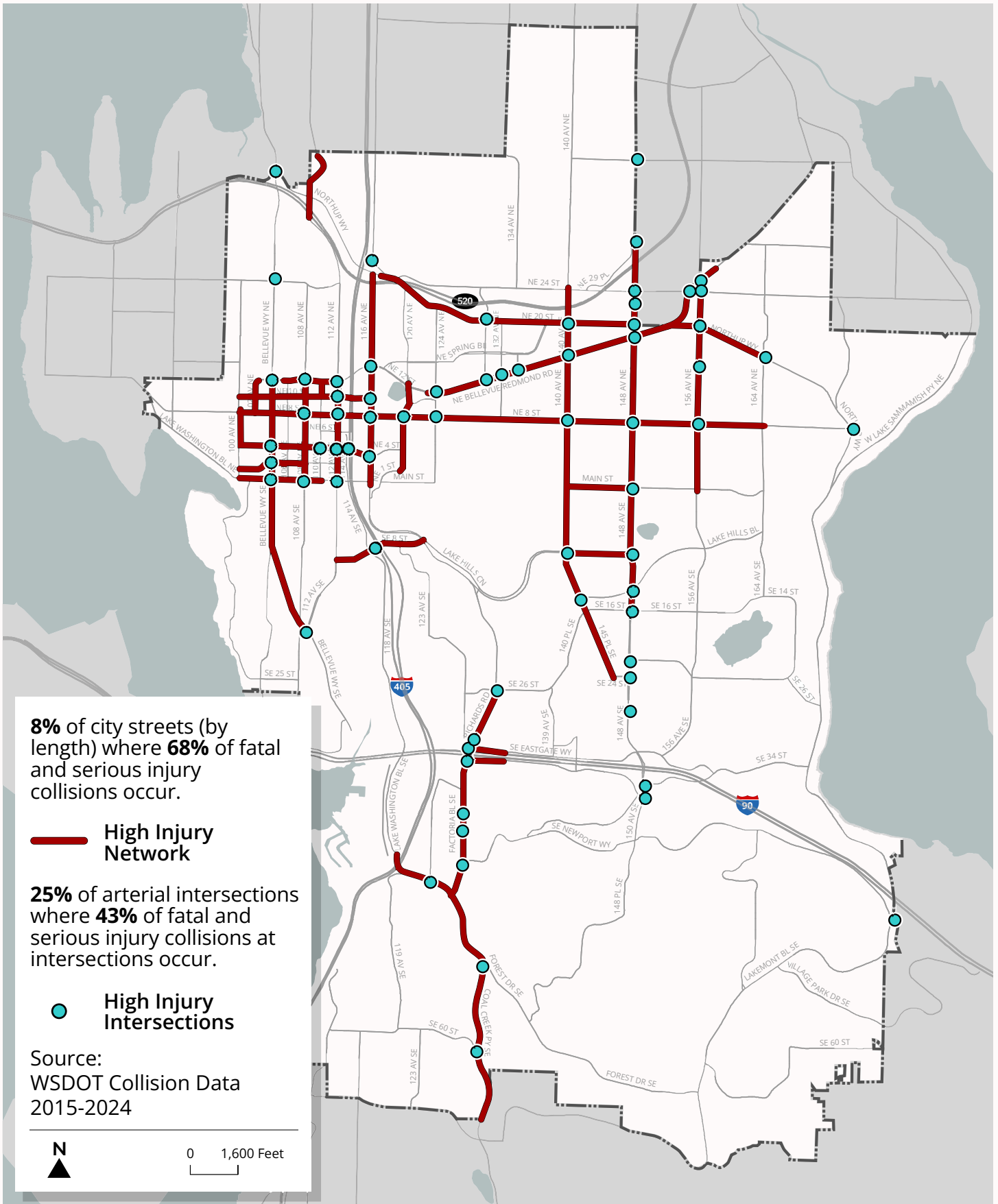


Figure 18: The 2015-2024 High Injury Network.
Credit: City of Bellevue.

Partnerships

Cooperation and coordination across the city, the general public and the private and public sectors is needed to advance effective Vision Zero projects, programs, initiatives and campaigns.

Key Partnership Actions in 2025

- ▶ Coordinated High Visibility Enforcement with King County Target Zero and regional law enforcement partners, including King County, Washington State Patrol and local agencies.
- ▶ Maintained city representation on six King County Target Zero committees and workgroups covering education/outreach, engineering, evaluation/data and law enforcement to align Bellevue's Vision Zero priorities with regional strategies.
- ▶ Collaborated with the Insurance Institute for Highway Safety to conduct before-and-after evaluations of Dynamic No-Right-Turn-on-Red (NRTOR) and Walk Extension demonstration treatments funded by the U.S. Department of Transportation's Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program to assess impacts on driver-pedestrian conflicts.
- ▶ Established a training collaboration with WSDOT, enabling six city staff to participate in WSDOT's Safety Analysis training series.
- ▶ Continued collaboration with research and technical partners to evaluate safety countermeasures—including signal operations and intersection-focused interventions—to inform scale-up and standard practices.
- ▶ Partnered with vendors and institutions to pilot intersection sensing and analytics deployments (e.g., LiDAR/video-based systems) to improve detection, awareness and proactive vulnerable road user response (Figure 19).



Figure 19: LiDAR sensor capabilities on our RTSSI project allows the traffic signal system to detect every pedestrian and their associated walk speed. This, in turn, allows the traffic signal system to apply real-time interventions such as additional walk time or phase extensions to mitigate real-time risks to vulnerable road users.

Reflections for 2026

Over the past 10 years, 273 people have been fatally or seriously injured on Bellevue streets. With four years remaining to achieve the city's 2030 Vision Zero goal, experience from Bellevue and peer cities makes clear that sustained, accelerated and systemwide action is essential.

The actions detailed in this report represent meaningful progress toward Vision Zero; however, continued and expanded implementation each year is necessary to eliminate traffic fatalities and serious injuries. Data from [across the country](#) demonstrates that speed management, corridor-based investment and Safe System design are among the most effective strategies for reducing severe and fatal crashes.

The [2026 Vision Zero Action Plan](#) reflects this understanding by prioritizing the scaling of proven strategies, including expanded deployment of speed safety cameras, advancement of Real-Time Smart Signal Infrastructure, implementation of speed limit reductions and continued investment along the High Injury Network. The plan also advances partnerships, project delivery, data-informed decision-making and policy alignment to ensure safety improvements reach the locations and communities experiencing the greatest risk.

By moving beyond pilot efforts and delivering consistent, measurable safety improvements, Bellevue will continue building momentum toward its Vision Zero goal and reinforcing its commitment to eliminating traffic fatalities and serious injuries by 2030 (Figure 20).



Figure 20: Community participants on the Road Safety Assessment along Main Street in Downtown. Credit: City of Bellevue.

Appendix A

The table below provides a summary of progress on the [2025 Vision Zero Action Plan](#). Of the 41 tasks in the 2025 Vision Zero Action Plan, 46% (19) were completed, 49% (20) are in progress and 5% (2) were not achieved or required limited action by the City of Bellevue.

Key:

- Achieved target
- In progress to achieve target
- Did not achieve target
- Limited action required or unable to complete

#	2025 Action	Target + Key Performance Indicator	Progress
1	Continue educational campaigns to build Vision Zero awareness.	<p>Target: Participate in four (4) high visibility enforcement (HVE) target zero events in 2025.</p> <p>KPI: Three (3) contacts/hour for each high visibility enforcement (HVE) event.</p>	<p>Target: Achieved.</p> <p>KPI: Participated in “On the Road, Off the Phone” (205 traffic infractions, including 102 electronic device violations); “100 Safe Days of Summer” (36 driving under the influence arrests, 116 traffic infractions, three Driving While License Suspended (DWLS) arrests, one warrant arrest), “Drive Sober” (two arrests) and “Click It or Ticket.”</p>
		<p>Target: Encourage Bellevue School District schools to participate in Walk to School Day with a goal of increasing participation compared to last year.</p> <p>KPI: Number of Bellevue School District schools engaged in Walk to School Day.</p>	<p>Target: Achieved.</p> <p>KPI: 22 schools participated in 2025 (19 in 2024).</p>
2	Assess, design, implement and monitor progress on countermeasure project(s) to improve safety on High Injury Network corridors.	<p>Target: Complete a Road Safety Assessment on one (1) High Injury Network corridor.</p> <p>KPI: Number of Road Safety Assessments completed/year.</p>	<p>Target: Achieved.</p> <p>KPI: Completed two Road Safety Assessments in 2025 – for 156th Avenue Northeast and the south Downtown loop along Main Street and Northeast First/Second streets.</p>

#	2025 Action	Target + Key Performance Indicator	Progress
		<p>Target: Design and implement safe streets improvements on one (1) High Injury Network corridor.</p> <p>KPI: Number of safety countermeasures designed and implemented per year on High Injury Network corridors.</p>	<p>Target: In progress.</p> <p>KPI: Design is advancing on three High Injury Network corridors: Northeast Eighth Street, 164th Avenue Northeast and 156th Avenue Northeast. The Northeast Eighth Street corridor project is funded through the Highway Safety Improvement Program (HSIP) and is estimated for construction in 2027.</p>
		<p>Target: All new suggested improvements are scored and provided to appropriate team or in queue for corridor study for scoping; outstanding suggested improvements are up-to-date in the tracking spreadsheet.</p> <p>KPI: Number of suggested improvements scored/sorted/tracked.</p>	<p>Target: In progress.</p> <p>KPI: Of the 416 suggested improvements from the 2021-2024 road safety assessments conducted in Bellevue, 44% have advanced by the end of 2025. That group includes 75 that have been completed, 64 planned for future projects or in progress, 22 being studied, and 20 that were evaluated and determined not recommended.</p>
		<p>Target: Complete demonstration and full evaluation of crosswalk art treatment.</p> <p>KPI: Percent change in driver yielding; percent change in pedestrian-vehicle conflicts.</p>	<p>Target: In progress.</p> <p>KPI: Completed procurement, artist selection, public engagement and <i>Technical Memo 1</i>. Implementation anticipated in 2026.</p>
3	<p>Implement pedestrian and bicycle network safety and comfort improvements citywide.</p>	<p>Target: Implement pedestrian improvements at ten (10) intersections and along two (2) lane -miles.</p> <p>KPI: Number of intersections and lane-miles meeting/exceeding Mobility Implementation Plan sidewalk/crossing performance targets and/or filling gaps.</p>	<p>Target: In progress.</p> <p>KPI: Completed the 123rd Avenue Southeast sidewalk gap (south of Southeast 60th Street to Southeast 65th Place), Northeast Eighth Street I-405 Pedestrian Enhancements, Lake Hills Boulevard and 156th Avenue Southeast Pedestrian Improvements and the South Bellevue Station Sidewalk Access project (pending substantial completion). The Northwest Bellevue Walkways project awarded a construction contract, with estimated completion in 2027. The High Visibility Intersections project is estimated for construction in 2027.</p>

#	2025 Action	Target + Key Performance Indicator	Progress
		<p>Target: Implement bikeway improvements at five (5) intersections and along two (2) lane miles.</p> <p>KPI: Number of intersections and lane miles of bikeway improvements meeting/exceeding Mobility Implementation Plan level of stress (LTS) targets and/or filling gaps.</p>	<p>Target: In progress.</p> <p>KPI: Bike improvements along four (4) intersections and five (5) corridors are in progress through the 2025 overlay. Design advanced for three (3) Urban Core Bike Network corridors (Lake Washington Boulevard, Northeast First/Second streets and 116th Avenue Northeast) with estimated construction in 2026 and the Southeast Eighth Street Alternatives Analysis. The Main Street Multipurpose Path project (anticipated in 2026) and the Northwest Bellevue Walkways project advanced towards construction (anticipated in 2027). Secured a Transportation Improvement Board (TIB) grant award for the Urban Core Bike Network project along Northeast Second Street (Bellevue Way to 108th Avenue Northeast) with estimated construction in 2027-2028.</p>
		<p>Target: Commence work on the Bicycle Facility Design and Signal Operations Guide.</p> <p>KPI: Finalized Guide.</p>	<p>Target: In progress.</p> <p>KPI: The Bicycle Facility Design and Signal Operations Guide is advancing and will be developed in 2026.</p>
4	<p>Develop and implement the arterial speed management work program.</p>	<p>Target: Evaluate all 30+ mph streets for speed limit setting and speed management.</p> <p>KPI: Number of 30+ mph streets with completed speed studies and speed limit assessment.</p>	<p>Target: Achieved.</p> <p>KPI: Completed 118 speed studies across nearly all streets with a speed limit of 30 mph or higher. Evaluated speed limits for every street with a speed limit of 30 mph or higher.</p>
		<p>Target: Establish the speed management countermeasure program and secure approval of target speeds from City Council.</p> <p>KPI: Finalized programmatic approach for speed management countermeasures and funding.</p>	<p>Target: In progress.</p> <p>KPI: Launched Safe Speeds Bellevue in May 2025 and received direction in June 2025 to reduce speed limits on four (4) corridors in July 2025. Conducted public outreach and before-after studies. Will present citywide proposal to Bellevue City Council in January 2026. Secured a new funding program in the 2025-2030 budget for Vision Zero Safe Speeds.</p>

#	2025 Action	Target + Key Performance Indicator	Progress
		<p>Target: Produce Speed Safety Camera Program Operations Guide.</p> <p>KPI: Finalized Speed Safety Camera Program Operations Guide.</p>	<p>Target: In progress.</p> <p>KPI: The Speed Safety Camera Program Operations Guide is under development, to be completed in 2026. Bellevue City Council approved program expansion in 2025, with 14 cameras at seven (7) locations for 2026 implementation.</p>
5	<p>Advance citywide efforts to implement a local street speed limit reduction policy reducing speed limits on local streets to 20 mph.</p>	<p>Target: Implementation of citywide local street speed limit reduction policy.</p> <p>KPI: Number of local streets with speed limit implemented.</p>	<p>Target: In progress.</p> <p>KPI: Completed final design in 2025, with installation planned for 2026.</p>
6	<p>Continue using unmanned aerial systems (UAS) in support of fatal and serious injury crash scene investigations.</p>	<p>Target: Complete fatal and serious injury crash in-field scene investigations with unmanned aerial systems.</p> <p>KPI: Enhanced forensic documentation (e.g., speed calculations) when paired with Pix4D + FARO Scene to achieve 3D modeling.</p>	<p>Target: Achieved.</p> <p>KPI: Unmanned aerial systems (UAS) utilized for every call-out crash scene and continual use of the FARO 3D scanner. PD secured a new FARO 3D laser scanner, funded through the Driving Under the Influence (DUI) reimbursement account, to enable high-detail 3D rendering when combined with UAS and Pix4D/FARO Scene tools.</p>
7	<p>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.</p>	<p>Target: Participate in at least one (1) external program or event.</p> <p>KPI: Number of programs or events.</p>	<p>Target: Achieved.</p> <p>KPI: City staff participated in the U.S. Department of Transportation Office of the Secretary efforts related to national transportation digital infrastructure planning, as well as a Transportation Research Board (TRB) Planning Committee Workshop Series on accelerating deployment of transportation technologies and innovations.</p>

#	2025 Action	Target + Key Performance Indicator	Progress
8	Publish an annual Vision Zero Action Plan and progress report.	<p>Target: Produce report documenting progress on 2025 Action Plan.</p> <p>KPI: Produce Vision Zero Action Plan and Progress Report.</p>	<p>Target: Achieved.</p> <p>KPI: Published the 2024 Vision Zero Progress Report, 2025 Vision Zero Action Plan and the 2026 Vision Zero Action Plan.</p>
9	Pursue additional resources through outside funding programs to implement new Vision Zero projects and programs.	<p>Target: Pursue at least two (2) funding opportunities that provide critical safety features for the city's transportation system.</p> <p>KPI: Number of funding opportunities evaluated, pursued and secured.</p>	<p>Target: Achieved.</p> <p>KPI: Applied for the Transportation Improvement Board (TIB) Complete Streets grant program and the TIB Active Transportation Program. Received over \$1.8 million in grant awards: \$1,628,418 for the Northeast Second Street (Bellevue Way to 108th Avenue Northeast) project and \$180,912 for the upgraded rectangular rapid flashing beacon (RRFB) crosswalk project at Lakemont Boulevard Southeast and Southeast 58th Street.</p>
10	Develop staff knowledge and competence in the Safe System approach and strategies to move Bellevue toward Vision Zero.	<p>Target: Develop a continuous learning program for city staff; develop a micro-course on The Performance Learning and Career for Employees (PLaCE).</p> <p>KPI: Number of staff participants in educational programs.</p>	<p>Target: In progress.</p> <p>KPI: Communications staff initiated Vision Zero staff onboarding training content. City staff hosted a Safe System Speaker Series presentation on May 28, featuring a Google Public Sector transportation executive speaking on AI, smart tech and safety [75 attendees]. Six staff acquired Road Safety Professional 1 (RSP1) certification.</p>
		<p>Target: Establish collaboration with the Federal Highway Administration.</p> <p>KPI: Achieve maturity level L3 (Mainstreamed) with consistent performance supported by formal processes/procedures.</p>	<p>Given the City of Bellevue's limited role, the progress for this action is attributed to the University of Washington.</p>

#	2025 Action	Target + Key Performance Indicator	Progress
11	Sustain Vision Zero leadership, collaboration and accountability through regular meetings with the Vision Zero Steering Team and subject matter experts.	<p>Target: Summarize Vision Zero meeting outcomes.</p> <p>KPI: Meetings occur consistent with the Vision Zero Charter.</p>	<p>Target: Achieved.</p> <p>KPI: Conducted monthly Vision Zero Core Team meetings consistent with established cadence.</p>
		<p>Target: Develop and receive approval from city leadership/city attorney office for crash report format and content.</p> <p>KPI: Finalized crash report template; number of crash reports/year.</p>	<p>Target: Achieved.</p> <p>KPI: Completed quarterly fatal and serious injury crash reports, published on the Vision Zero dashboard.</p>
12	Implement the Vision Zero communications strategy to notify the public about upcoming Vision Zero events, campaigns, projects and safety concerns.	<p>Target: Complete four (4) activities in description.</p> <p>KPI: Finalized 2025 communications action plan, number of people reached at Vision Zero meetings, World Day of Remembrance proclamation and number of staff using Vision Zero slides.</p>	<p>Target: In progress.</p> <p>KPI: Completed 2025 Communications Action Plan. Reached hundreds of people at in-person and virtual events to share about Vision Zero. Bellevue City Council held World Day of Remembrance. A Vision Zero slide deck was not created in 2025.</p>
		<p>Target: Plan for rollout of Vision Zero messaging on city-owned vehicles.</p> <p>KPI: Number of city-owned vehicles with Vision Zero messaging.</p>	<p>Target: Not Achieved.</p> <p>KPI: No advancement of this action. Due to competing priorities, this action was removed from the 2026 Vision Zero Action Plan.</p>
		<p>Target: Updated yard sign designs with Vision Zero messaging.</p> <p>KPI: Number of individuals who request Vision Zero-related yard signs.</p>	<p>Target: Achieved.</p> <p>KPI: Updated yard signs with Vision Zero messaging, proactively posted over 100 citywide and completing 70 public requests for free yard signs. Received a \$2,000 grant from King County Target Zero to proactively install signs at schools, community centers and libraries.</p>
		<p>Target: Establish a template and cadence of Vision Zero Insights documents; publish two (2) insights in 2025.</p> <p>KPI: Routine release and number published.</p>	<p>Target: In progress.</p> <p>KPI: Completed one Vision Zero Insights in 2025, with one under development.</p>

#	2025 Action	Target + Key Performance Indicator	Progress
13	Establish new Safe System partnerships with public, private and non-profit organizations to advance Vision Zero priorities.	<p>Target: Dependent on external organizations.</p> <p>KPI: Number of new partnerships established per year.</p>	<p>Target: Achieved.</p> <p>KPI: Built and maintained partnerships with Mothers Against Drunk Driving, the American Automobile Association Washington, the Bellevue School District, King County, the Insurance Institute for Highway Safety and Eastside Easy Rider Coalition.</p>
14	Coordinate Bellevue's Vision Zero actions with the Washington State Target Zero Plan.	<p>Target: Participate and represent Bellevue in King County Target Zero committees.</p> <p>KPI: Number of meetings per year.</p>	<p>Target: Achieved.</p> <p>KPI: Bellevue maintained representation on King County Target Zero workgroups (Steering, Law Enforcement, Engineering, Educator & Outreach, Bicycle & Ped, Advisory, Evaluation/Data) and contributed to materials, including the King County Active Transportation Safety Champions Walker/Roller Toolkit and the Regional Road Safety Action Plan.</p>
15	Test, evaluate and implement signal operations improvements to improve road safety.	<p>Target: Evaluate protected turn phasing at three (3) signalized intersections.</p> <p>KPI: Finalized report with findings and recommendations.</p>	<p>Target: In progress.</p> <p>KPI: Established a collaboration agreement with the Insurance Institute for Highway Safety, secured a vendor and initiated video analytics system work.</p>
		<p>Target: Evaluate adaptive pedestrian control signals at two (2) intersections.</p> <p>KPI: Finalized report with findings and recommendations.</p>	<p>Target: In progress.</p> <p>KPI: Established a collaboration agreement with the Insurance Institute for Highway Safety, secured a vendor and initiated video analytics system work.</p>
		<p>Target: Complete two (2) Rest in Red pilots.</p> <p>KPI: Finalized summary of findings and recommendations.</p>	<p>Target: In progress.</p> <p>KPI: Completed a conditional Rest in Red test at BelRed Road and Northeast 30th Street, showing an average 10% reduction in speeding, while also developing a Synchro model to evaluate broader traffic impacts. Completed a conditional Rest in Red test, but new equipment is needed due to technology limitations. Next phase of testing anticipated in 2026.</p>

#	2025 Action	Target + Key Performance Indicator	Progress
		<p>Target: Research three (3) intersection locations for turn restriction/operation evaluation.</p> <p>KPI: Finalized No Turn on Red Standard Operating Procedures.</p>	<p>Target: Achieved.</p> <p>KPI: The No Turn on Red Standard Operating Procedures is complete and is currently being implemented on a request or individual project basis.</p>
16	<p>Develop ways to share safety data with the public in a transparent and regular manner to establish trust and reliability.</p>	<p>Target: Vision Zero <i>StoryMap</i> features updated with countermeasures and collision data.</p> <p>KPI: Dashboard maintained and data updated.</p>	<p>Target: Achieved.</p> <p>KPI: Completed and maintained the Vision Zero <i>StoryMap</i> updates, including new Vision Zero graphs, monthly data and four (4) quarterly reports.</p>
		<p>Target: Update High Injury Network map.</p> <p>KPI: High Injury Network map produced.</p>	<p>Target: Achieved.</p> <p>KPI: Developed 2015-2024 <u>High Injury Network</u> (HIN) to reflect current crash patterns, with an updated methodology. The update includes High Injury Intersections.</p>
		<p>Target: Update Mobility Implementation Plan dashboard with sidewalk and bicycle performance targets.</p> <p>KPI: Finalized Mobility Implementation Plan dashboard update.</p>	<p>Target: In progress.</p> <p>KPI: Coordinated the update of the <u>Mobility Implementation Plan (MIP) dashboard</u> with the 2025 MIP information.</p>
17	<p>Establish regular pedestrian and bicyclist counts at consistent locations.</p>	<p>Target: Updated count strategy and updated dashboard.</p> <p>KPI: Report updated; dashboard updated.</p>	<p>Target: In progress.</p> <p>KPI: Report and dashboard update in production.</p>
18	<p>Enhance vulnerable road user safety through Connected Vehicle-to-Everything (C-V2X) technologies.</p>	<p>Target: Complete installation of 19 roadside units associated with Connected Vehicle-to-Everything (C-V2X) pilot.</p> <p>KPI: Number of roadside units installed.</p>	<p>Target: In progress.</p> <p>KPI: Completed contracting and pre-deployment for the Connected Vehicle-to-Everything (C-V2X) roadside unit effort, with installation anticipated in 2026.</p>

#	2025 Action	Target + Key Performance Indicator	Progress
19	Enhance vulnerable road user safety through intersection safety technologies.	<p>Target: Deploy pilot at five (5) intersections and study effectiveness.</p> <p>KPI: Number of pilots completed/year.</p>	<p>Target: In progress.</p> <p>KPI: Deployed LiDAR and video-analytics sensors at five (5) intersections and completed initial testing. Anticipated to study effectiveness in 2026.</p>
		<p>Target: Advance beyond Stage 1B in U.S. Department of Transportation Intersection Safety Challenge.</p> <p>KPI: Successfully collaborate with University of Washington Team on Stage 1B.</p>	<p>Target: Achieved.</p> <p>KPI: Completed collaboration, although little involvement required from City of Bellevue. Due to limited involvement, this action is not included in the 2026 Vision Zero Action Plan.</p>
20	Establish safe environment for micromobility devices through code evaluation, data share requirements and educational materials.	<p>Target: Complete code evaluation for micromobility devices.</p> <p>KPI: Finalized summary of findings and recommendations.</p>	<p>Target: Achieved.</p> <p>KPI: Coordinated with the Transportation Commission on the proposed code amendment. The Bellevue City Council approved and adopted the code change.</p>
		<p>Target: Contact entities with educational materials.</p> <p>KPI: Number of entities reached with educational materials.</p>	<p>Target: Achieved.</p> <p>KPI: Conducted outreach and shared educational materials on electric bicycle laws and safety practices with DoorDash, Uber Eats, Bellevue Downtown Association (BDA), Bellevue School District and internal staff that oversee Rideshare/Parking and TDM. Distributed materials at Bike Everywhere Day/Week events and at the BDA kick-off event.</p>
		<p>Target: Evaluate regulatory best practices to ensure safe operations by delivery companies using e-bikes and scooters.</p> <p>KPI: Finalized technical memo with findings and recommendations.</p>	<p>Target: In progress.</p> <p>KPI: Conducted research and outreach to delivery companies. Continuing coordination in 2026.</p>

Appendix B

The map below (Figure 21) shows all road safety improvements implemented on city streets in 2025. For an interactive version, visit the Vision Zero StoryMap (URL: <https://storymaps.arcgis.com/stories/14093429038345039816d6d72a02df77>).

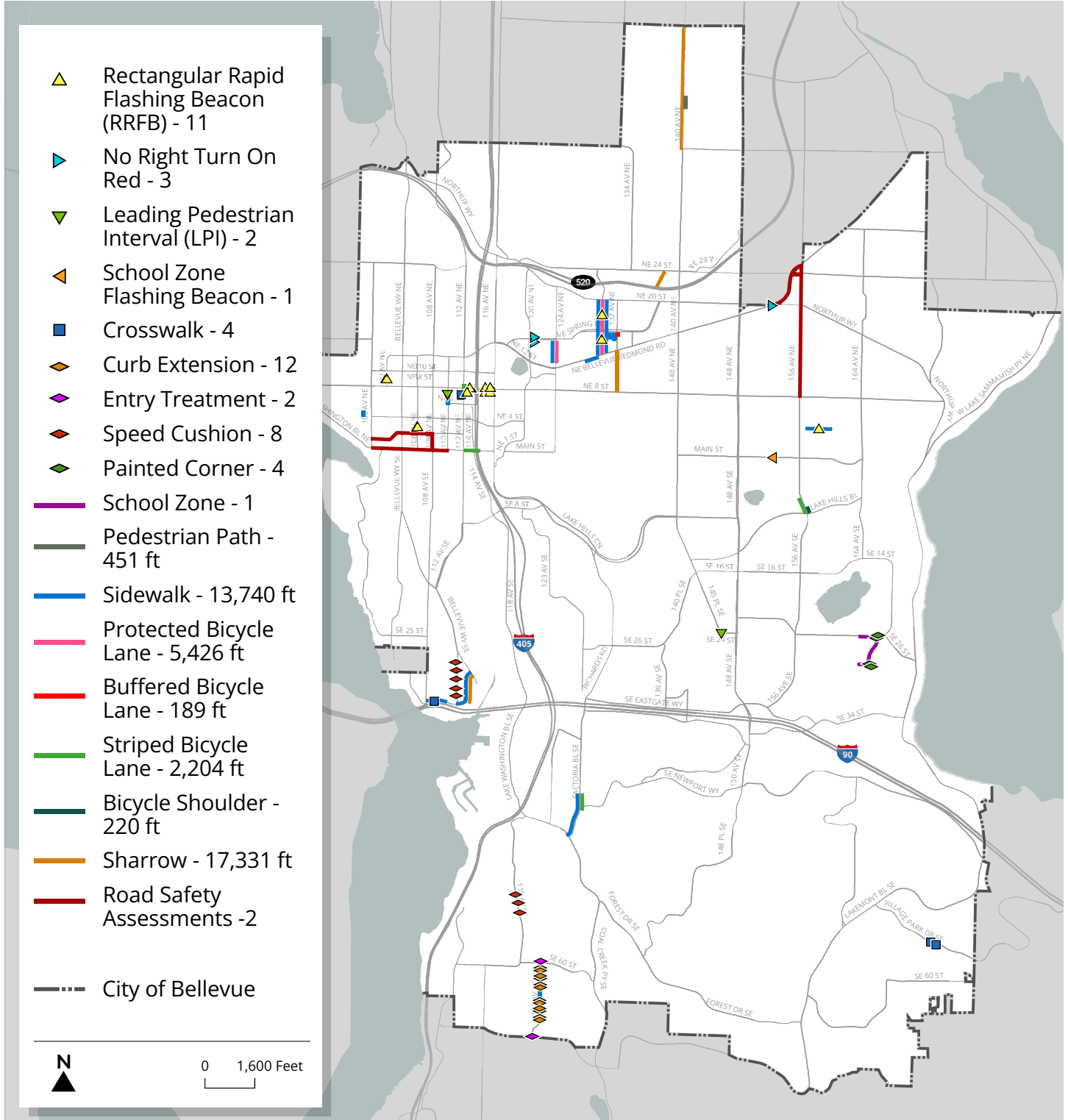


Figure 21: Safe System improvements implemented on city streets in 2025.
Credit: City of Bellevue.

Appendix C

Safe System strategies adopted by the Bellevue City Council.

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 – Assess 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.

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.

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.

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.



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For more project information, please contact Service First at 425-452-6800.

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