

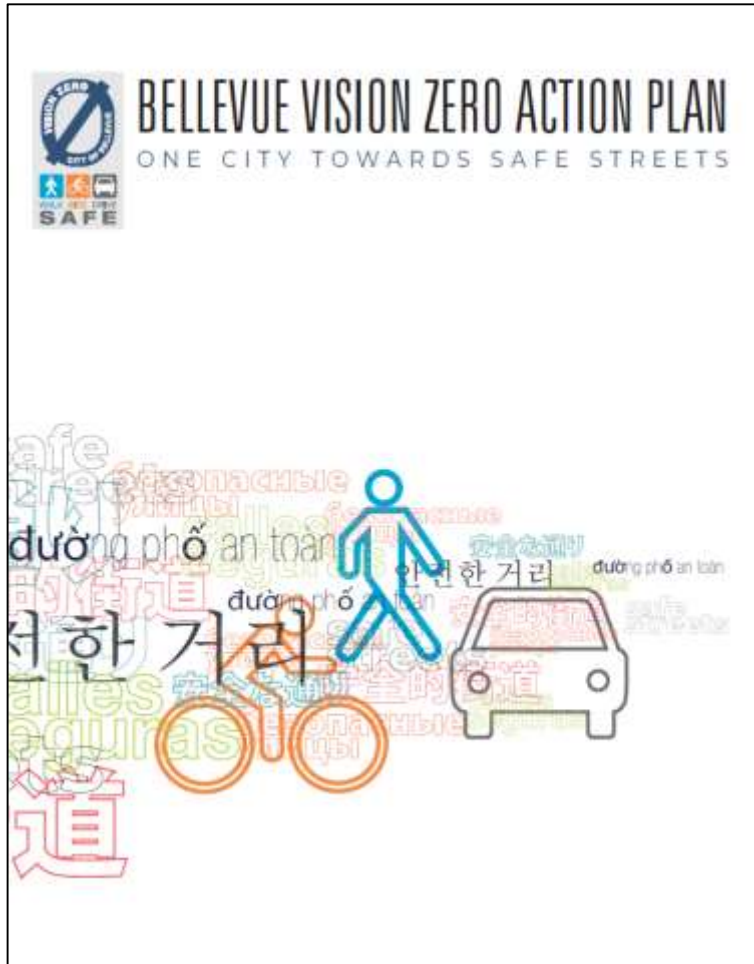
Bellevue Vision Zero Action Plan



Bellevue Transportation Commission
December 12, 2019

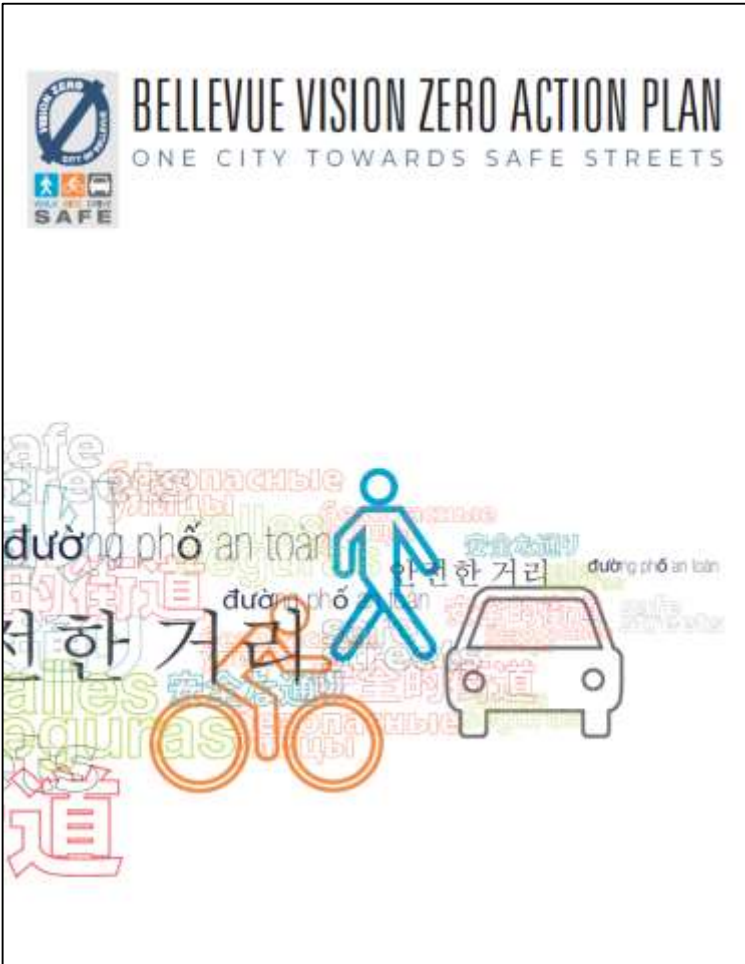
Franz Loewenherz
Principal Transportation Planner
City of Bellevue

Project Context

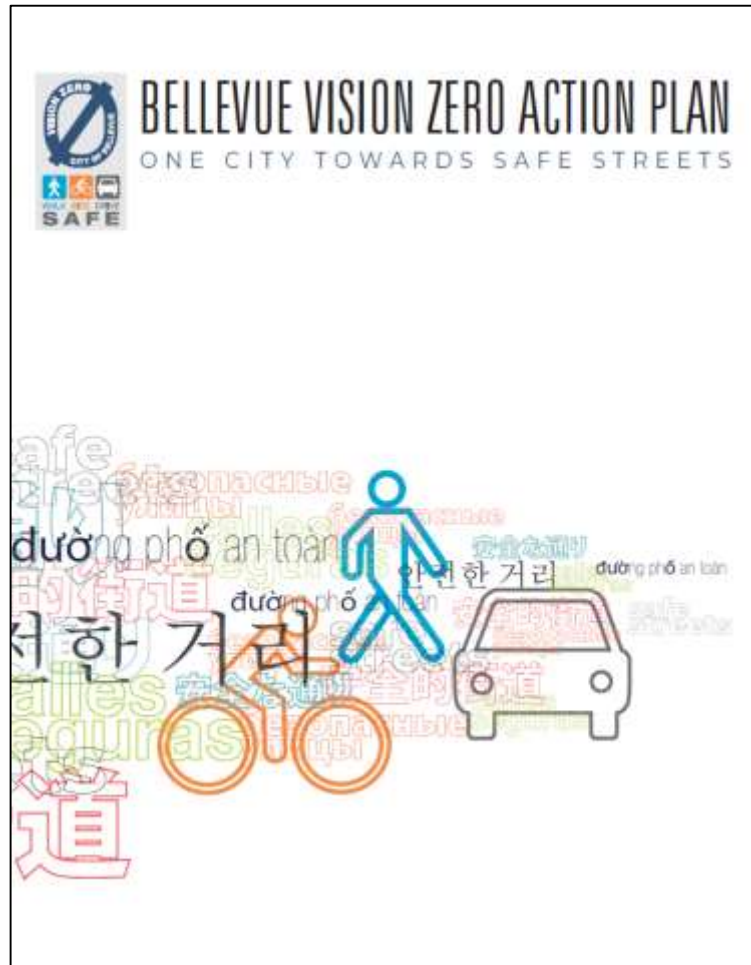


The Vision Zero Action Plan is a citywide, transportation safety initiative that leverages safe systems strategies and actions to advance the goal of eliminating traffic fatalities and serious injuries in Bellevue by 2030.

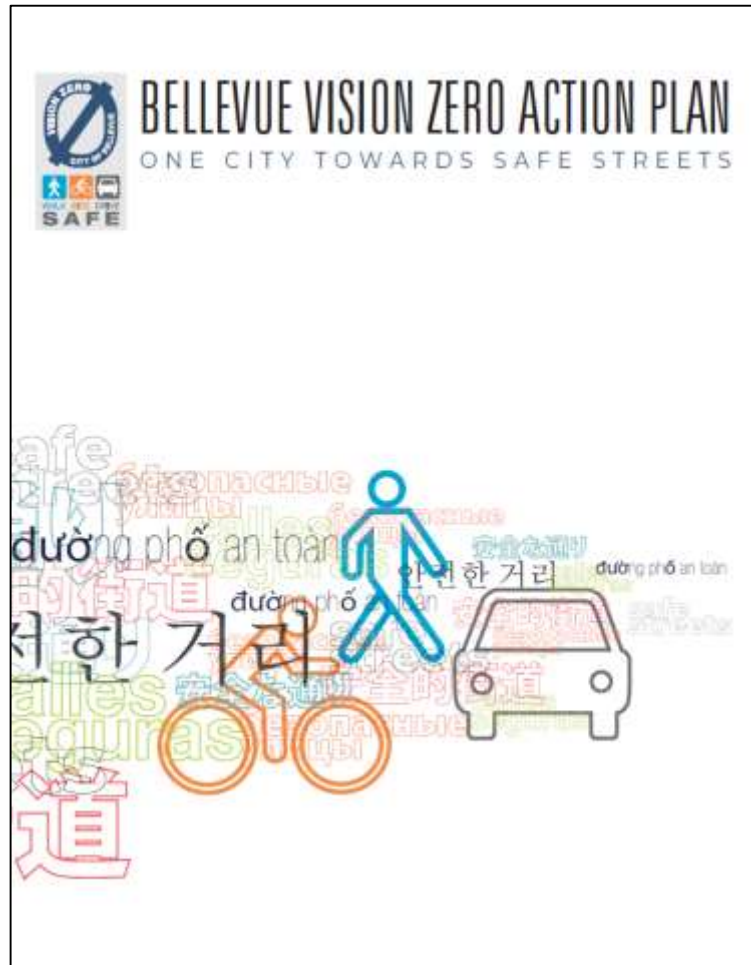
Meeting Agenda



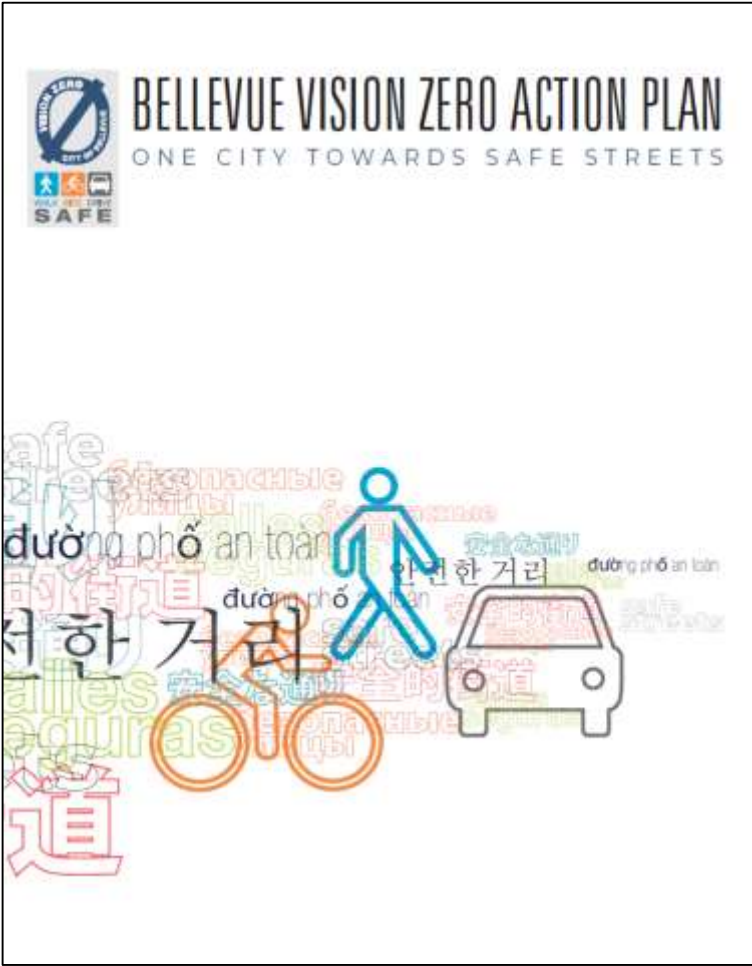
Transportation Commission | November 14, 2019



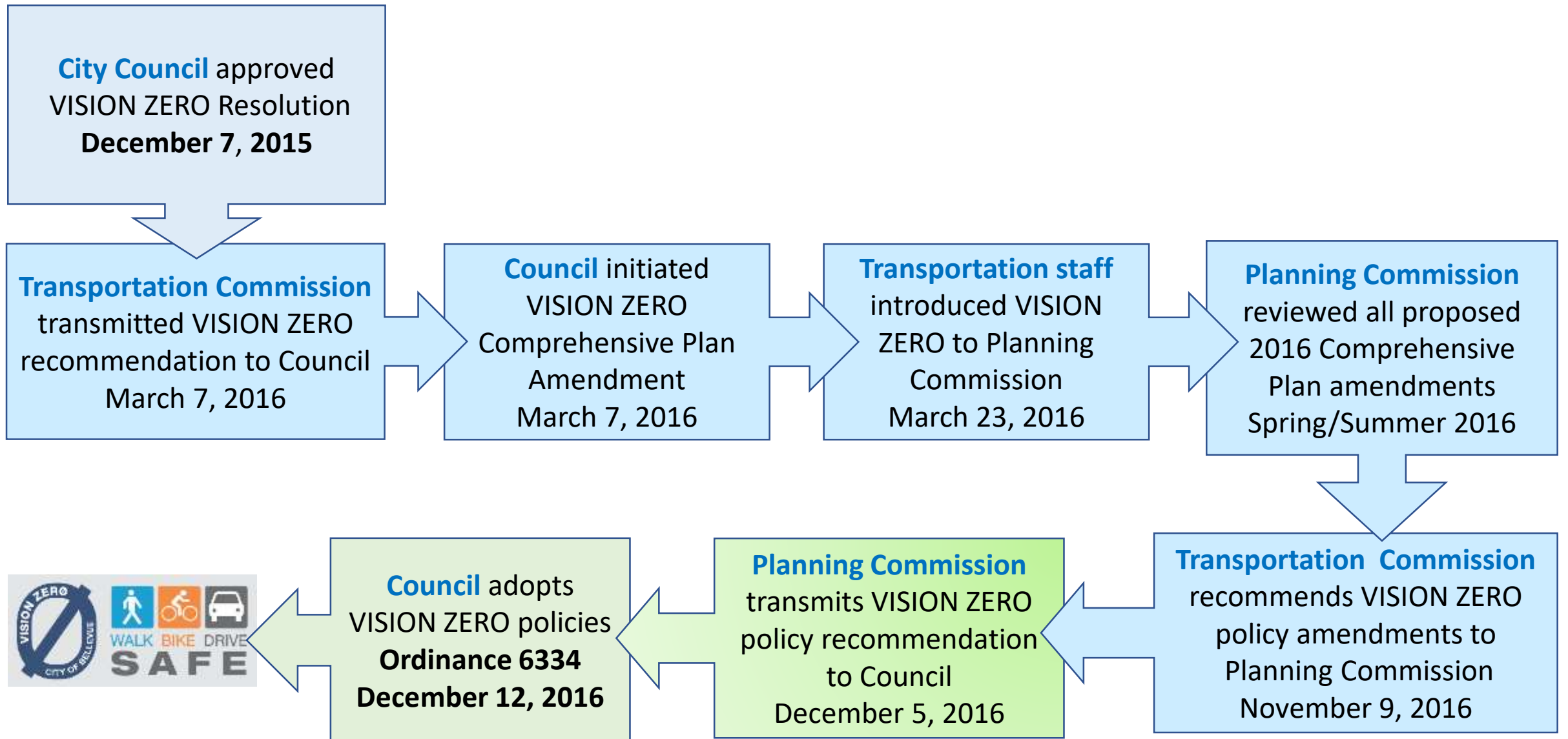
Transportation Commission | December 12, 2019



Next Steps



Path to Vision Zero in Bellevue



Safe Systems Approach

“Develop a programmatic approach to Vision Zero that integrates components of Education, Encouragement, Enforcement, Engineering, Equity, and Evaluation.”

- Comprehensive Plan, Policy TR-61.2



National Guidance | Safe Systems Approach



Log In

Join ITE

Pay Dues

Search



About

Membership

Technical Resources

Professional Development

Careers

Events / Meetings

Publications

Connect

Technical Resources

[Home](#) > [Technical Resources](#) > [Topics](#) > [Safe Systems](#)

Safe Systems

This webpage was developed in partnership with the [Road to Zero Coalition](#) and members of the [RTZ Safe Systems Working Group](#).



Safe Systems Explanation

The Safe Systems approach differs from conventional safety practice by being human-centered, i.e. seeking safety through a more aggressive use of vehicle or roadway design and operational changes rather than relying primarily on behavioral changes – and by fully integrating the needs of all users (pedestrians, bicyclists, older, younger, disabled, etc.) of the transportation system. Safe Systems provide a *safety-net* for the user by:

1. Anticipating Human Error – Safe Systems are designed to anticipate and accommodate errors by drivers and other road users.

Example: Even a momentary distraction can prevent a driver from seeing vulnerable road users or vice-versa. Separating vulnerable road users, such as pedestrians and bicyclists, from traffic wherever possible reduces the likelihood that such predictable errors will lead to a deadly collision.

Example: On rural highways the application of rumble strips can recapture the driver's attention when they drift out of the lane due to distraction or fatigue. In newer vehicles, lane-keeping technologies can provide similar benefit.

Featured Resources

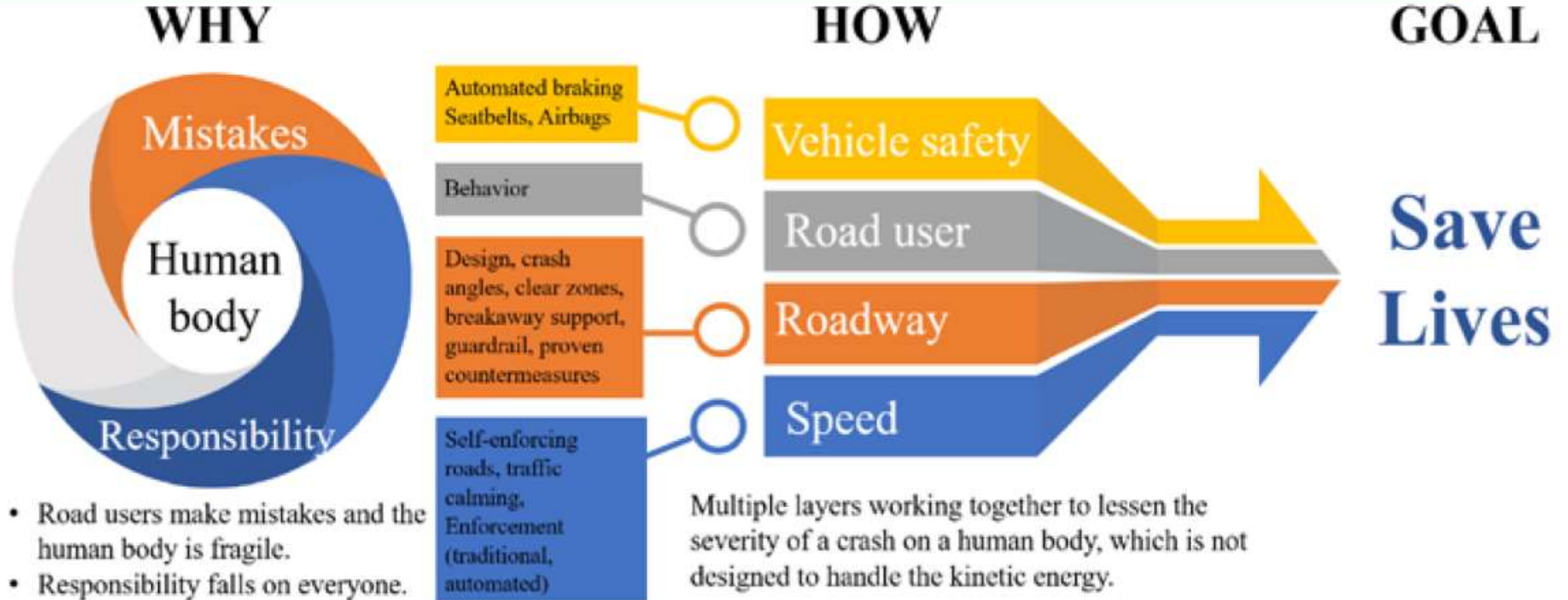


[Safe Systems Explanation](#)
Safe Systems Explanation



National Guidance | Safe Systems Approach

The Safe Systems approach to eliminating fatal and serious injury crashes.



- Road users make mistakes and the human body is fragile.
- Responsibility falls on everyone.

Multiple layers working together to lessen the severity of a crash on a human body, which is not designed to handle the kinetic energy.

Source: ITE, Safe Systems Explanation

Safe People



Safe Streets



Safe Speeds

HIT BY VEHICLE
TRAVELING AT
**20
MPH**
10%
DEATH RISK



HIT BY VEHICLE
TRAVELING AT
**30
MPH**
40%
DEATH RISK



HIT BY VEHICLE
TRAVELING AT
**40
MPH**
80%
DEATH RISK



Safe Vehicles

ON THE ROAD TO ZERO CRASHES

SAFETY SYSTEM FIELD EFFECTIVENESS

HIGH-INTENSITY DISCHARGE (HID) HEADLIGHTS

▼ 21% NIGHTTIME ANIMAL/PEDESTRIAN/BICYCLIST CRASHES

INTELLIBEAM

▼ 35% NIGHTTIME ANIMAL/PEDESTRIAN/BICYCLIST CRASHES

FORWARD AUTOMATIC BRAKING W/ FORWARD COLLISION ALERT

▼ 46% REAR-END STRIKING CRASHES

FORWARD COLLISION ALERT

▼ 21% REAR-END STRIKING CRASHES



LANE KEEP ASSIST W/ LANE DEPARTURE WARNING

▼ 20% LANE DEPARTURE CRASHES

LANE CHANGE ALERT W/ SIDE BLIND ZONE ALERT

▼ 26% LANE CHANGE CRASHES

REAR VISION CAMERA

▼ 21% BACKING CRASHES

REAR PARK ASSIST

▼ 38% BACKING CRASHES

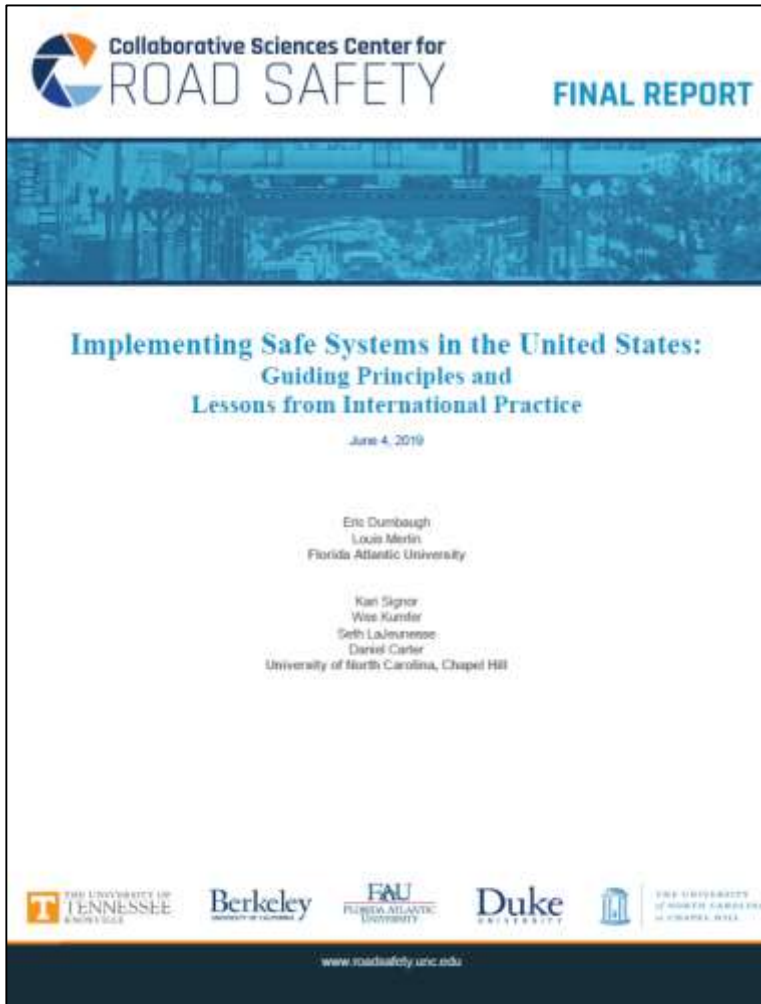
REAR CROSS TRAFFIC ALERT W/ REAR VISION CAMERA & REAR PARK ASSIST

▼ 52% BACKING CRASHES

REVERSE AUTOMATIC BRAKING W/ REAR CROSS TRAFFIC ALERT, REAR VISION CAMERA & REAR PARK ASSIST

▼ 81% BACKING CRASHES

Safe Systems Approach | Effectiveness



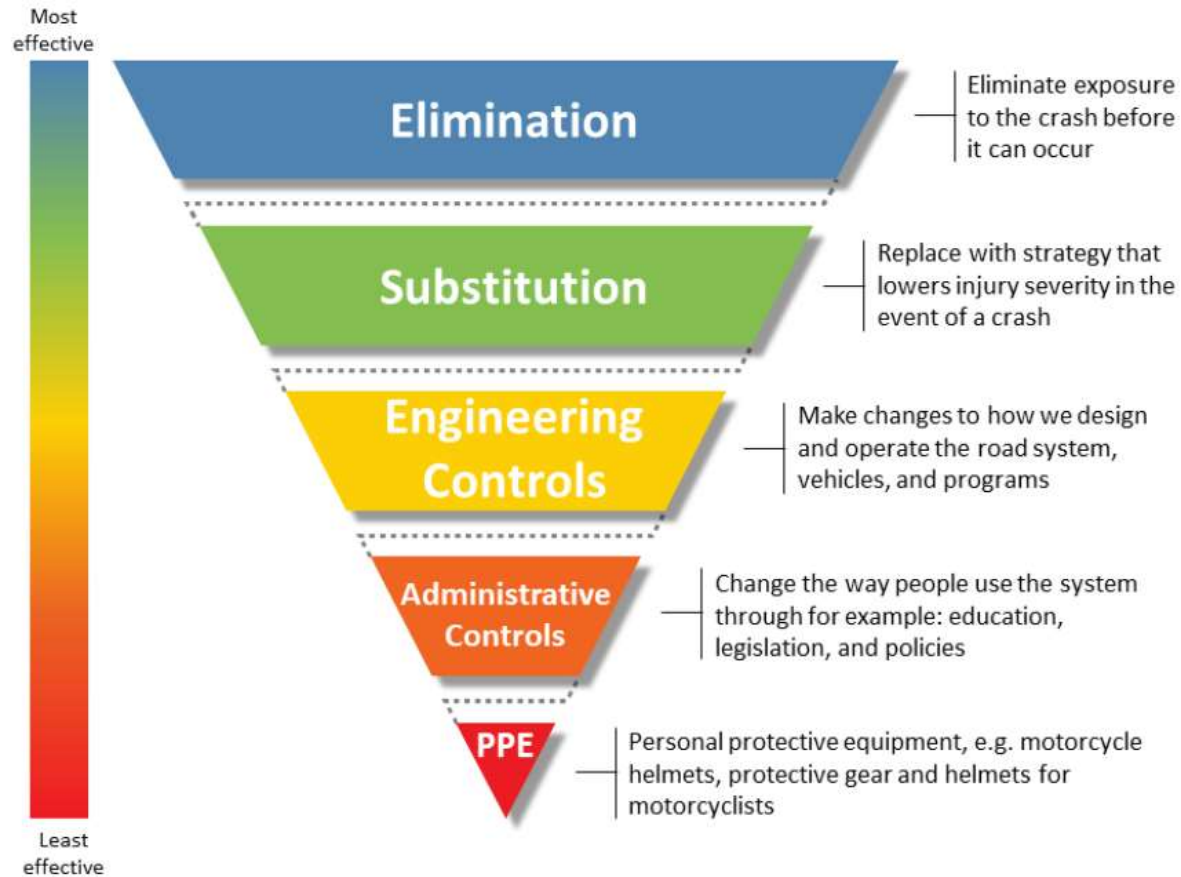
- **Sweden** – Fatalities declined by 50% between 2000 and 2014, and pedestrian fatalities, specifically, declined by 50% between 2009 and 2014.
- **The Netherlands** – Between 1997 and 2007 road traffic fatalities were reduced by 30%.
- **Australia** – Outcomes between 2001-2010 varied across states and territories, with the greatest 10-year reduction in road fatalities (per 100,000) occurring in Tasmania (47.5%) while the Northern Territory experienced the least overall reduction (16.1%).
- **New Zealand** – Between 2009 and 2012, road deaths declined 20%, and 284 fatalities in 2011 marked the lowest road toll since 1952. Deaths of young drivers (ages 15-24) decreased 38%.

Safe Systems Approach | Effectiveness



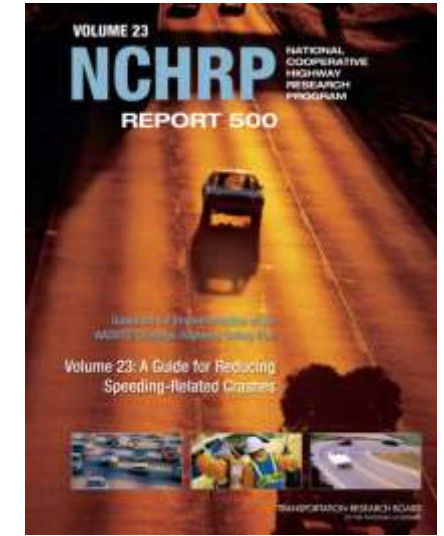
Analysis in 53 countries found that those that have taken a “Safe System” based approach have achieved both the lowest rates of fatalities per 100,000 inhabitants and the greatest reduction in fatality levels over the past 20 years.

Safe Systems Approach | Effectiveness



Hierarchy of Controls for Traffic Safety, adapted from Hierarchy of Controls (National Institute for Occupational Safety and Health, 2017). Transportation system examples added to graphic.

Source: 2019 Target Zero Plan



[Skip to main content](#) | [Site Map](#) | [Home](#) | [Sign Up for our e-Newsletter](#) | [Home](#)

Search for:

in

Countermeasure Name:

Next Step:

CMF Webinar

CMF How-tos: Planning, Multiple Treatments and API - Oh My!

The webinar will take place from 2:00 p.m. to 3:30 p.m. on Monday, December 16, 2019. Registration can be found [HERE](#).



City of Bellevue | Safe Systems Approach



The Transportation Commission approved the “four pillars” to comprehensively move towards zero fatalities and serious injuries and the “four supportive elements” to become a road-safety leader that is community-focused, partnership-based, and data-driven.



Educate people to take a shared role in Vision Zero by ensuring they use the transportation system as intended, know how to utilize the safety systems of their vehicles, and to ‘personalize’ transportation safety.

Transportation Commission | March 28, 2019



1. Launch citywide campaigns to build awareness around safety and Vision Zero
2. Improve motorist training on safety and rules of the road
3. Educate bicyclists and scooter riders on safety and rules of the road
4. Educate children and students on safety and rules of the road
5. Foster and promote safety champions in the community
6. Use data to inform coordinated actions across city departments to influence public commitment to Vision Zero



Educate people to take a shared role in Vision Zero by ensuring they use the transportation system as intended, know how to utilize the safety systems of their vehicles, and to 'personalize' transportation safety.

Safe People | Strategies

1. Launch citywide campaigns to build awareness around safety and Vision Zero.
2. Improve motorist training on safety and rules of the road.
3. Educate bicyclists and scooter riders on safety and rules of the road.
4. Educate children and students on safety and rules of the road.
5. Foster and promote safety champions in the community.
6. Use data to inform coordinated actions across city departments to influence public commitment to Vision Zero.

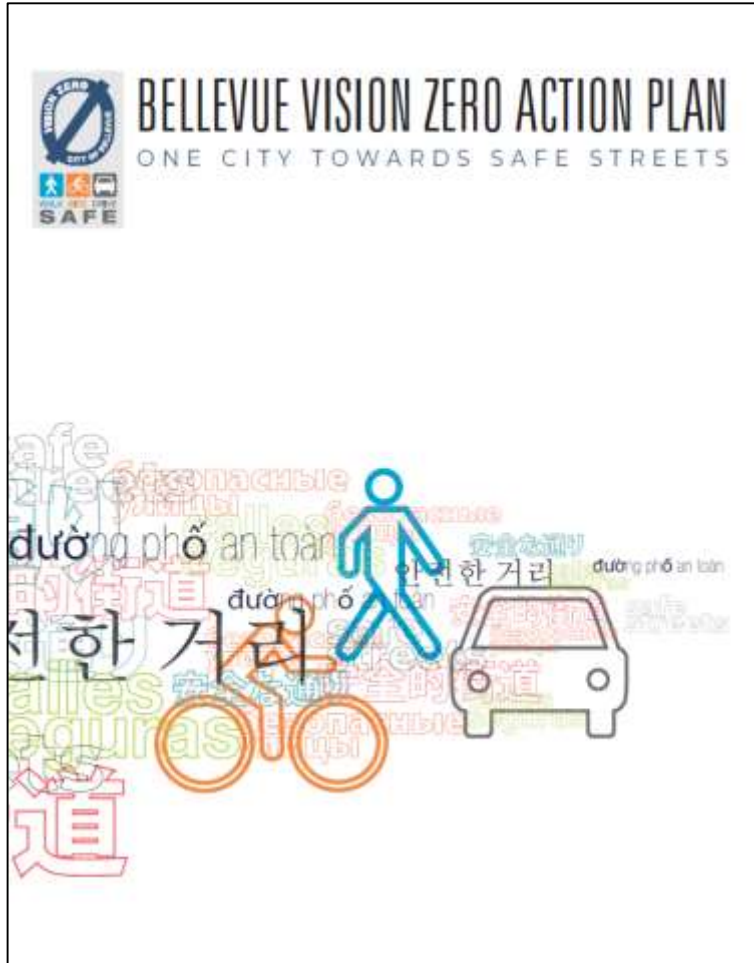


SEE PROPOSED LEAD-IN MESSAGING IN ATTACHMENT 3

Leadership | Strategies

1. The Mayor, elected officials, and department leaders commit to collaborating to achieve zero traffic fatalities and serious injuries within a specific timeframe.
2. Employ meaningful and accessible community engagement toward Vision Zero with a focus on equity.
3. A Vision Zero Action Plan guides work and includes clear goals, measurable strategies, timelines, and responsible stakeholders.
4. Decision-makers and system designers advance projects and policies that prioritize safety over conflicting transportation goals.

Tonight's Actions



The Transportation Commission is asked to:

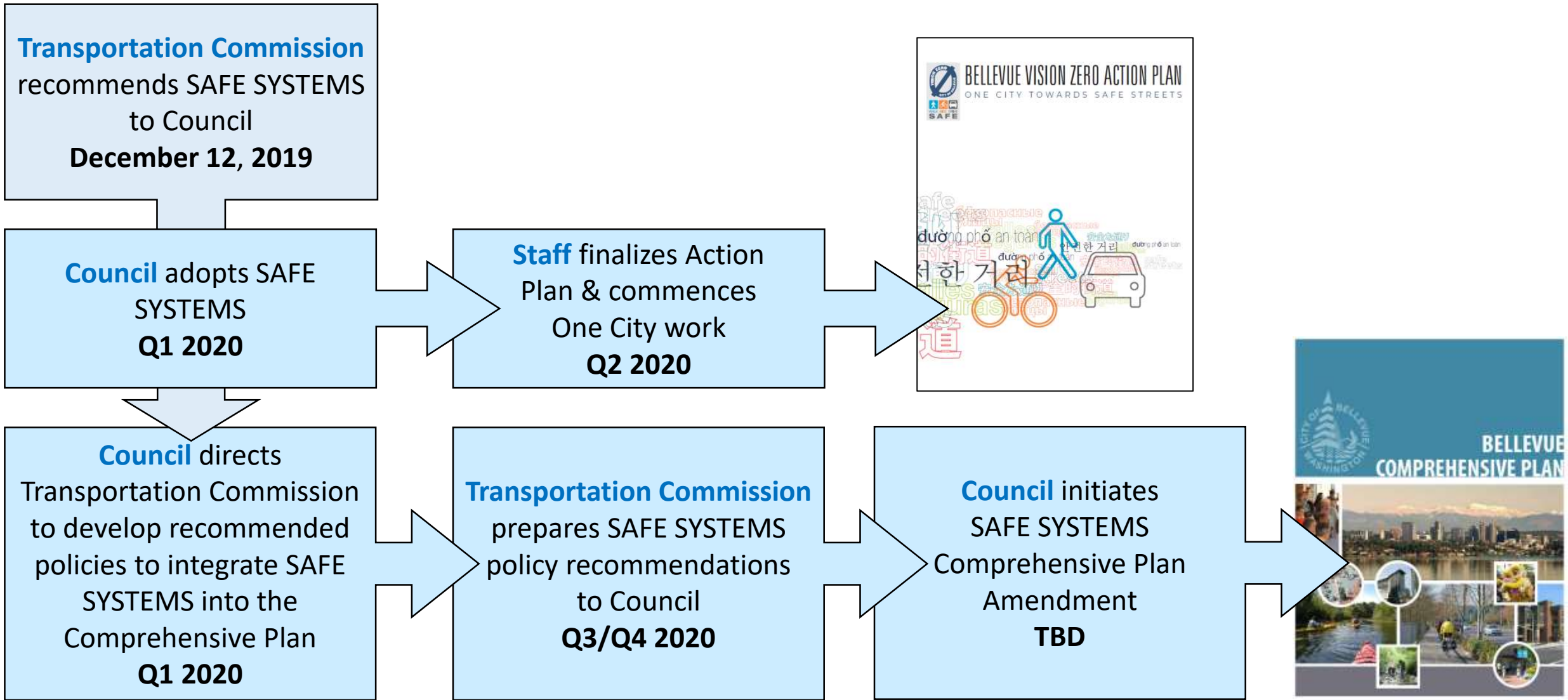
- 1. review and approve the Safe Systems approach;**
- 2. review and approve the Safe Systems strategies; &**
- 3. review and approve the Safe Systems transmittal letter to the City Council.**

Tonight's Action



Tonight's action – affirming the Safe Systems strategies – builds upon the City Council's "why" statement (i.e., the Vision Zero goal) by articulating "what" steps (i.e., Safe Systems strategies) the Transportation Commission and staff should pursue to eliminate traffic fatalities and serious injuries in Bellevue by 2030.

Path to Vision Zero in Bellevue



Action Item #1 | Safe Systems Approach



Educate people to take a shared role in Vision Zero by ensuring they use the transportation system as intended, know how to utilize the safety systems of their vehicles, and to 'personalize' transportation safety.



Improve the safety of our streets to significantly reduce the likelihood of crashes occurring and to minimize the consequences of those crashes that do occur.



Implement, educate, and enforce speeds that reduce the risk of bodily harm for people inside and outside of vehicles.



Implement improvements to vehicle design and technology to reduce risk of injury to passengers and people outside the vehicles.



Commit all levels of the organization to always keep learning, refining our skills, and expanding our toolbox with the best available policies, strategies, and actions as we make measurable progress towards Vision Zero.



Develop a shared language and understanding about traffic collisions, which begins by acknowledging that zero is the only acceptable number of deaths and serious injuries on our streets, that collisions are preventable incidents, and that we all have a role in achieving this goal.



Promote interdepartmental "One City" collaboration and partnerships between the City of Bellevue and the broader Vision Zero community to achieve optimal outcomes.



Collect and analyze data to understand the factors that impact the safety of our transportation system and leverage this insight to identify improvements and evaluate outcomes.

Action Item #1 | Chair & Vice Chair Meeting

**Clarification request for what is meant by 'personalize' in Safe People lead-in statement:
To take responsibility for one's actions to create a safe environment for all.**



**Proposed revision to Safe Streets lead-in statement:
Improve the safety of our streets by significantly reducing the likelihood of crashes occurring and minimizing the consequences of those crashes that do occur.**

Discuss and Vote

Action Item #2 | Approve Strategies

Safe People | Strategies

1. Launch citywide campaigns to build awareness around safety and Vision Zero.
2. Improve motorist training on safety and rules of the road.
3. Educate bicyclists and scooter riders on safety and rules of the road.
4. Educate children and students on safety and rules of the road.
5. Foster and promote safety champions in the community.
6. Use data to inform coordinated actions across city departments to influence public commitment to Vision Zero.

Safe Speeds | Strategies

1. Design or redesign roads and intersections to manage speeds.
2. Assess and evaluate speed limits citywide and create a speed management program to address speeding concerns.
3. Educate people on the link between speed and safety, and, in the process, change drivers' risk perceptions of getting a ticket or causing a crash.
4. Create and promote neighborhood-based programs that aim to lower traffic speeds.
5. Use and expand automated speed enforcement (ASE).
6. Implement other speed enforcement strategies to help fund Vision Zero efforts.

Safe Streets | Strategies

1. Implement projects citywide that make it more comfortable, accessible, and safe to walk, bicycle, and take transit.
2. Implement projects citywide to make it safer to drive.
3. Create public spaces where pedestrians and bicyclists are given priority greater than or equal to motorists.
4. Establish clear priorities for curb usage.

Safe Vehicles | Strategies

1. Improve safety of private vehicles operated on our roads.
2. Improve safety of public vehicles on our roads.
3. Improve safety of shared mobility.
4. Leverage new technologies for safety data collection.
5. Create a safe environment for autonomous vehicle (AV) testing and implementation.
6. Implement safety enforcement technologies on public vehicles.

Leadership | Strategies

1. The Mayor, elected officials, and department leaders commit to collaborating to achieve zero traffic fatalities and serious injuries within a specific timeframe.
2. Employ meaningful and accessible community engagement toward Vision Zero with a focus on equity.
3. A Vision Zero Action Plan guides work and includes clear goals, measurable strategies, timelines, and responsible stakeholders.
4. Decision-makers and system designers advance projects and policies that prioritize safety over conflicting transportation goals.

Partnerships | Strategies

1. Work with partner safety agencies to develop a more complete crash database.
2. Revise/standardize crash reporting data for consistent results across all modes.
3. Continually identify new transportation safety partners.

Culture | Strategies

1. Ensure city staff fully embrace the goal of reaching zero fatalities and serious injuries by 2030.
2. Prioritize safety improvements on roadways for people walking and bicycling and in historically underserved communities.
3. Ensure enforcement, outreach, and education are equitable across the city's diverse populations.
4. Systematically reach out to the community to build a culture of safety.

Data | Strategies

1. The performance and implementation of all safety interventions is routinely evaluated, made public, and shared with decision-makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.
2. Collect and analyze crash data to inform evidence-based strategies and interventions.
3. Apply a proactive, systems-based approach to identify and address top crash factors and mitigate potential crashes and crash severity.



Action Item #2 | Chair & Vice Chair Meeting

Proposed revision to Safe People strategy #6:

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

Clarification request for Safe Streets strategy #3:

This strategy builds upon existing city programs (e.g., Neighborhood Enhancement Program) by developing pilot projects that integrate public art, green infrastructure, and/or neighborhood amenities with traffic safety projects. This strategy supports actions that expand upon Bellevue's Grand Connection (NE 6th Street downtown) to include streets in other parts of the City (e.g., NE 8th Street Eastrail crossing).



106th & NE 6th Street "Exceptional Intersection" Project

Action Item #2 | Chair & Vice Chair Meeting

Clarification request for Safe Speeds strategy #5:

In 2009, the City Council adopted Ordinance 5868, adding a new Bellevue Code Chapter 11.49 authorizing the use of automated traffic safety and school speed zone cameras for the issuance of notices of red-light infraction at arterial intersections and speeding infractions at elementary schools.

Location	Camera Type
WB NE 8th @ 143rd (Stevenson Elementary)	Speed Zone Enforcement
WB SE 8th @ 143rd Pl (Lake Hills Elementary)	Speed Zone Enforcement
NB 148th @ Bel-Red Road	Red-Light Enforcement
SB 148th @ Bel-Red Road	Red-Light Enforcement
SB 148th @ Main Street	Red-Light Enforcement
EB NE 8th @ 112th Ave NE	Red-Light Enforcement
WB NE 8th @ 112th Ave NE	Red-Light Enforcement
WB NE 8th @ 116th Ave NE	Red-Light Enforcement
SB West Lake Sammamish Parkway (Sunset Elementary)	Speed Zone Enforcement

Automated Enforcement:
A Compendium of Worldwide
Evaluations of Results



The National Highway Traffic Safety Administration (NHTSA) reports that fixed speed cameras reduce injury crashes by 20 to 25 percent.



Action Item #2 | Chair & Vice Chair Meeting

Clarification request for Safe Speeds strategy #6:

High Visibility Enforcement (HVE) actions are designed to create deterrence and change unlawful traffic behaviors. HVE approaches might include instituting “double” fines for repeat speeding offenders or in areas where speeding is particularly risky such as construction zones, school zones, and downtown areas. This strategy involves partnering with the Washington Traffic Safety Commission (WTSC) in evaluating and potentially implementing HVE strategies at locations on Bellevue’s High Injury Network (HIN) corridors where speeding related crashes are more prevalent.

Staff proposed text change to Safe Speeds strategy #6:

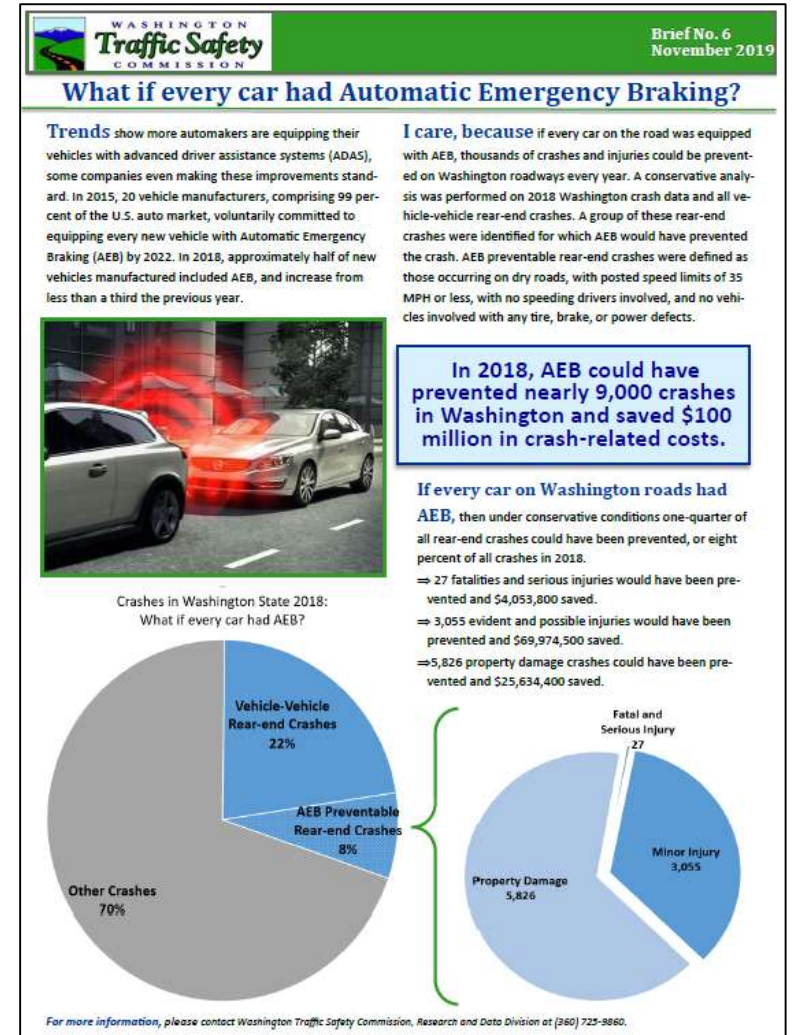
Employ High Visibility Enforcement actions to increase compliance of safe speeds.

DC's new traffic laws increase fines, make 30 mph over speed limit a criminal offense



Action Item #2 | Chair & Vice Chair Meeting

Clarification request for Safe Vehicles strategy 1: *Currently available Advanced Driver-Assistance Systems (ADAS) – such as automatic emergency braking, lane departure warning, and side blind zone alert – have demonstrated real-world effectiveness in preventing or mitigating these types of crashes. Washington State agencies are tracking progress in this area, engaging in national dialogue, and considering opportunities to demonstrate and apply new safety solutions as they develop. This strategy includes working with Target Zero partners to identify actions to promote statewide adoption of these collision avoidance systems.*



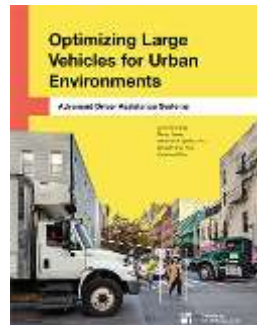
Action Item #2 | Chair & Vice Chair Meeting

Clarification request for Safe Vehicles strategy 2:

There are currently 660 licensed vehicles and trailers in the City of Bellevue's fleet. This strategy involves conducting an evaluation of existing City vehicles, assessing equipment safety (e.g., side and rear guards, convex and crossover mirrors, backup cameras, and telematic technologies that records dangerous driving behaviors), determining the appropriateness of retrofitting city vehicles with such systems, developing an implementation plan, and prioritizing the purchase of safer vehicles for Bellevue's new fleet.



The City of Chicago reports that side guards be installed on every large fleet vehicle owned by the city and its contractors. Photo courtesy of City of Chicago.



New York City's new vehicles are purchased with automatic braking technology. A change that hasn't increased procurement costs.


CITY OF BOSTON • MASSACHUSETTS
OFFICE OF THE MAYOR
MARTIN J. WALSH

December 3, 2019

The Honorable Robert L. Sumwalt
Chairman
National Transportation Safety Board (NTSB)
490 L'Enfant Plaza, SW
Washington, DC 20594

Dear Chairman Sumwalt,

Thank you for the National Transportation Safety Board's leadership in exploring the causes and ways to reduce cyclist crashes, injuries, and fatalities in the upcoming Bicyclist Safety Research Report. This work is critical to eliminating traffic fatalities and serious injuries on our streets (Vision Zero), and to creating environments that enable people to choose safe cycling as a healthy, affordable, and sustainable means of transportation.

One issue that has come to our attention over the years is the role of large trucks and tractor trailers in severe and fatal cyclist and pedestrian crashes. Every year we see a disproportionate number of severe and fatal crashes involving large trucks, and the consequences are tragic, not only for the people walking and biking who are run over, but also for the drivers whose lives are forever changed.

We partnered with the Volpe Center to research what we could do as a city to help with this problem, and in 2015 passed a City Ordinance to require that city-owned and contracted vehicles be equipped with side guards and convex mirrors. This Ordinance has no doubt saved lives already, but has only limited reach, as most of the trucks on our streets are not owned or contracted by the city.

We respectfully request that NTSB consider adding to the final report a request for National Highway Traffic Safety Administration to adopt national standards requiring side guards on large trucks and tractor trailers. The research to date by Volpe supports the safety benefits as well as the low cost of retrofitting vehicles. It is truly a small price to pay to save lives and protect drivers from the devastating consequences of being at the wheel in a fatal crash.

Sincerely,

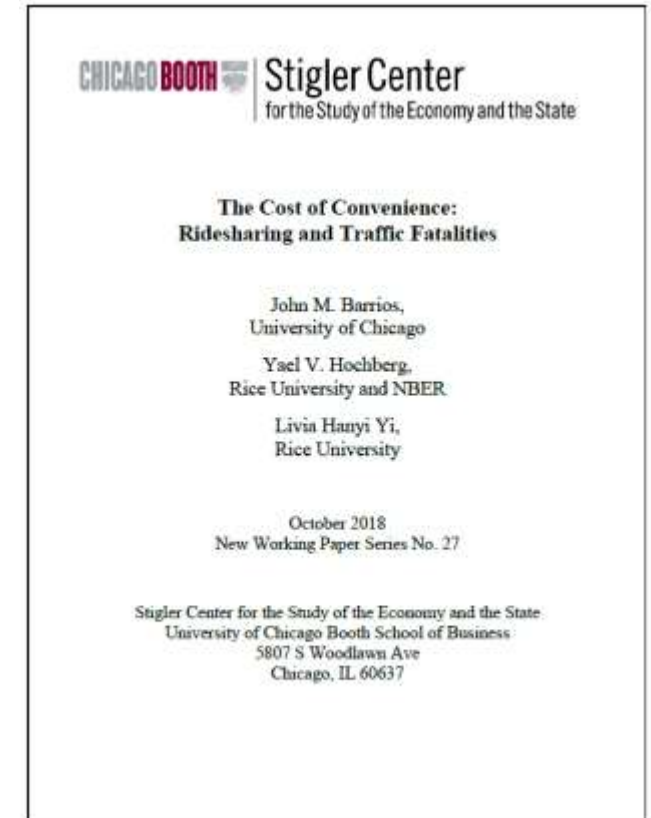
Martin J. Walsh
Mayor of Boston

BOSTON CITY HALL • ONE CITY HALL SQUARE • BOSTON • MASSACHUSETTS • 02201
617-635-4500 • boston.gov

PRINTED ON RECYCLED PAPER

Action Item #2 | Chair & Vice Chair Meeting

Clarification request for Safe Vehicles strategy 3: Bellevue's shared micromobility permit agreement presently requires private companies to provide crash data. Additional work is required to secure this data from other shared mobility companies (i.e., transportation network companies such as Uber & Lyft). This includes : (i) developing a data sharing agreement with existing (and future) shared mobility operators; and (ii) developing dashboards/application program interface (APIs) to receive crash data and integrate it into the comprehensive crash database.



Uber and Lyft increased traffic fatalities in 2018 by 1,100. The study also found that Uber and Lyft have no effect on drunk driving. In addition, Uber and Lyft require basically no safety training for their drivers at all.

Action Item #2 | Chair & Vice Chair Meeting

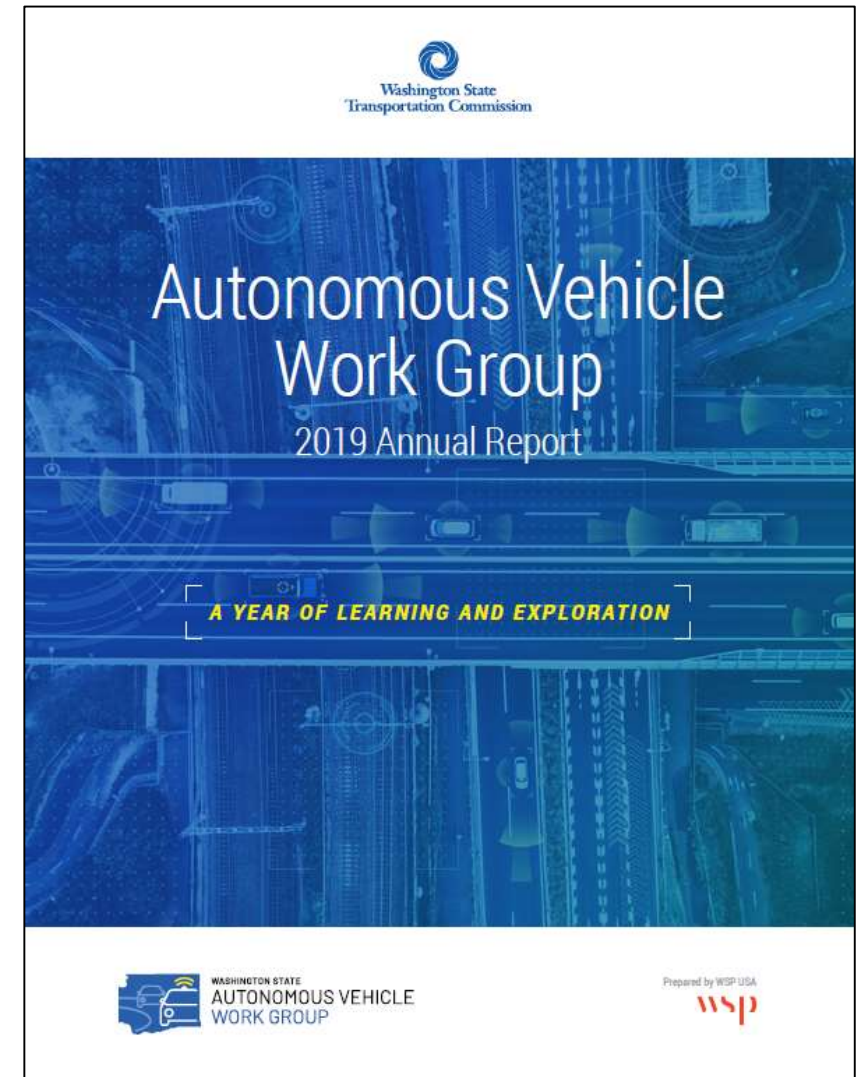
Clarification request for Safe Vehicles strategy 5:

This strategy involves having Bellevue staff continue to engage with the Washington State AV working group. The group will produce a report to the Transportation Commission on legislative progress and priorities.



Safety Subcommittee

The Safety subcommittee is generally focused on exploring the education of drivers on current and future ADAS and AV technologies, vulnerable users and hazards, how law enforcement will investigate and report on crashes, and other safety-related issues.



Action Item #2 | Chair & Vice Chair Meeting

Clarification request for Leadership strategy 2:

This strategy involves developing a community engagement plan focused on traditionally under-represented groups, including non-English speakers, new immigrants, and minorities who do not regularly engage with the City to ensure that the City's Vision Zero message and benefits reach all residents in the city.



Action Item #2 | Chair & Vice Chair Meeting

Clarification request for Culture strategy 2:

To achieve Vision Zero it is important to ensure that safety considerations for people walking and bicycling are given appropriate weight during project prioritization processes since these are the most vulnerable roadway users. It is also important that equity factors be incorporated into these processes to ensure that safety projects are reaching underserved communities. This strategy involves preparing briefings for the Transportation Commission who is involved in updating project prioritization efforts (CIP, TFP, Ped-Bike Plan, etc.) to include metrics on equity and safety.

Roadway-Intersection Candidate Project Weighting

	2013 TFP	2016 TFP	2019 TFP
Safety	25%	20%	30%
Level of Service	25%	30%	20%
Transit	15%	15%	20%
Non-Motorized	20%	20%	20%
Plan Consistency & Outside Funding	15%	15%	10%



Discuss and Vote

Action Item #3 | Approve Transmittal Letter



Transportation Commission

TRANSMITTAL

December 12, 2019

RE: Safe Systems Approach and Strategies to Move Bellevue Towards Vision Zero

Honorable Mayor [redacted] and City Councilmembers:

The Transportation Commission is advising staff as they develop the Bellevue Vision Zero Action Plan. In our advisory role, we are guided by Council intent expressed in Resolution 9035 "to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030 and directing the Transportation Commission to review the Comprehensive Plan to determine if any updates, revisions, or additional policies are warranted in light of Vision Zero and other transportation network goals."

On December 12, 2016, the City Council adopted Ordinance 6334, incorporating Vision Zero policies into the Bellevue Comprehensive Plan and directed staff to: (i) prepare and implement a Vision Zero Action Plan; (ii) update Vision Zero strategies periodically; and, (iii) provide Vision Zero status reports that aggregate and analyze data, document efforts, communicate progress to the City Council and to the community. Among the policies adopted into the Comprehensive Plan is TR-61.2 directing staff to: "Develop a programmatic approach to Vision Zero that integrates components of Education, Encouragement, Enforcement, Engineering, Equity, and Evaluation." Consistent with this directive, the Transportation Commission engaged in conversations with staff on January 10, March 28, November 14, and December 12, 2019 to arrive at a programmatic approach to Vision Zero.

At our December 12, 2019 meeting, Transportation Commission members voted unanimously in favor of recommending City Council endorse the proposed Safe Systems approach and strategies to move Bellevue towards Vision Zero (see Attachment). The Safe Systems approach and strategies arise from carefully evaluating crash data – including trends, contributing factors, and streets with a high concentration of traffic collisions that result in severe injuries and deaths. These quantitative insights were blended with a consideration of existing road safety efforts underway in Bellevue and Vision Zero best practices – including policies, strategies, and actions that are successful elsewhere and applicable to Bellevue. Finally, staff solicited input from residents and business stakeholders, first responders, public health professionals, safety advocates, technologists, and state and federal agencies. Notably, experts from the Federal Highway Administration, National Highway Traffic Safety Administration, Washington Traffic Safety Commission, Washington State Department of Transportation, Washington State Patrol, Pacific Northwest Transportation Consortium, Institute of Transportation Engineers, and others validated the Safe Systems approach and strategies at the Bellevue Vision Zero Summit on February 13, 2019 at Overlake Medical Center.

The Safe Systems approach broadens the discussion of Vision Zero to include everyone – acknowledging that new vehicle technologies, improved street infrastructure, lower speeds, and enhanced public awareness on traffic safety can all contribute to reducing the impact of crashes. The responsibility for the Safe Systems approach is shared: leaders are prepared to make challenging decisions when traffic safety is at stake, staff leverages new technologies and closely monitors data to assess results, partnerships with the public and private sectors are formed to achieve intended outcomes, and together we are developing a safety culture which acknowledges that zero is the only acceptable number of deaths and serious injuries on our streets.

At its core, the Safe Systems approach rests on four pillars (Safe Speeds, Safe People, Safe Vehicles, and Safe Streets) paired with four supportive elements (Data, Leadership, Partnerships, and Culture). Nested within the Safe Systems approach are 36 strategies that build upon the City Council's "why" statement (i.e., the Vision Zero goal) by articulating "what" programmatic steps staff should pursue to eliminate traffic fatalities and serious injuries in Bellevue by 2030.

Pending City Council endorsement of the Safe Systems approach and strategies, we understand that staff will finalize the Vision Zero Action Plan and commence work on "One City" collaborations between city departments to advance coordinated actions in engineering, education, encouragement, evaluation, equity, and enforcement. Concurrent with staff finalizing the Vision Zero Action Plan, the Transportation Commission requests the opportunity to work with staff in developing recommended policies to integrate the Safe Systems approach and strategies into the Comprehensive Plan.

We appreciate the City Council's leadership and our community's participation in the planning process in helping us formulate a programmatic approach to Vision Zero that will make our community safer.

Sincerely,

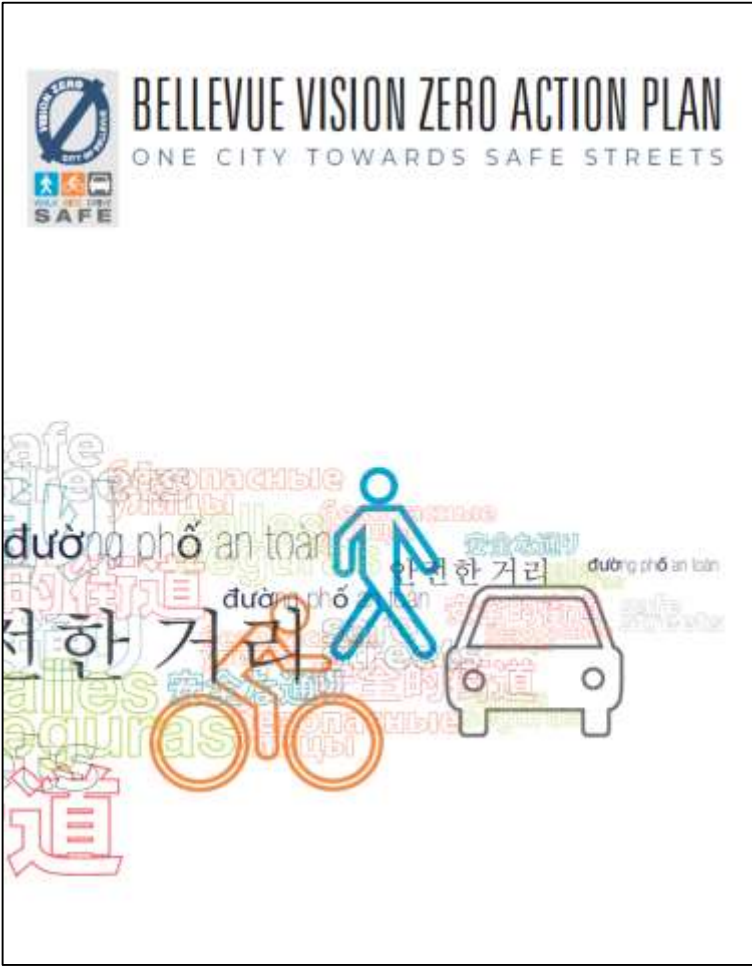
Lei Wu
Chair, Transportation Commission

DRAFT

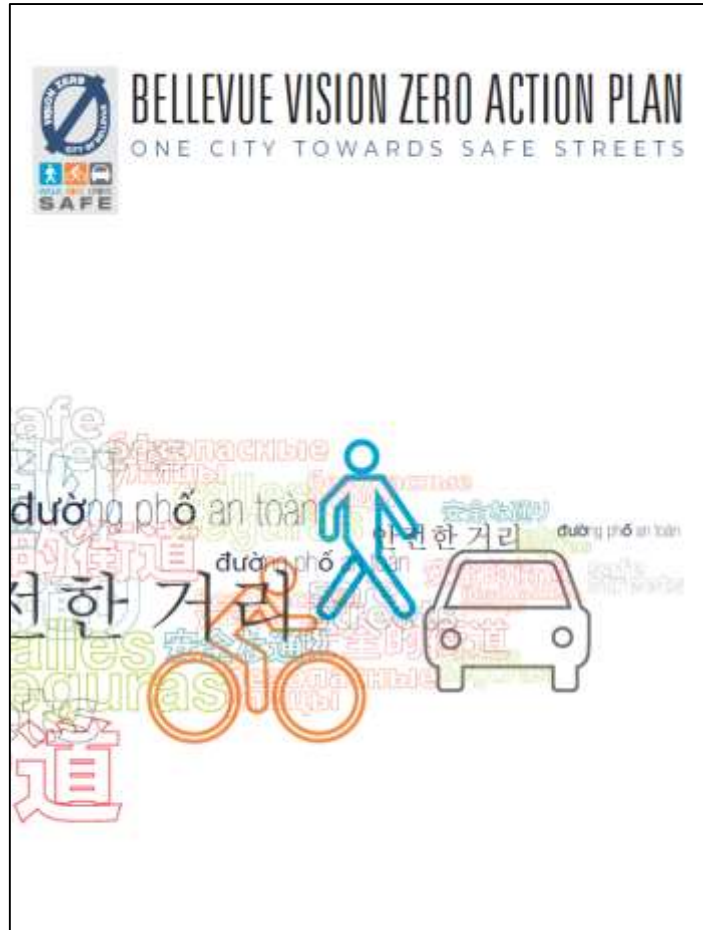


Discuss and Vote

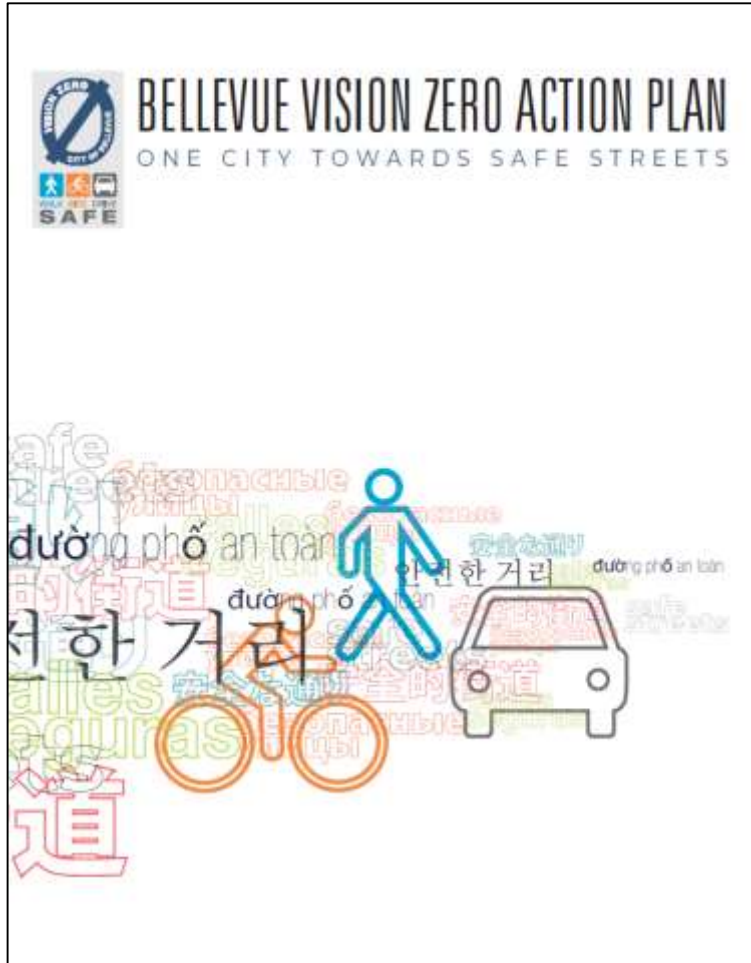
Next Steps



For More Information

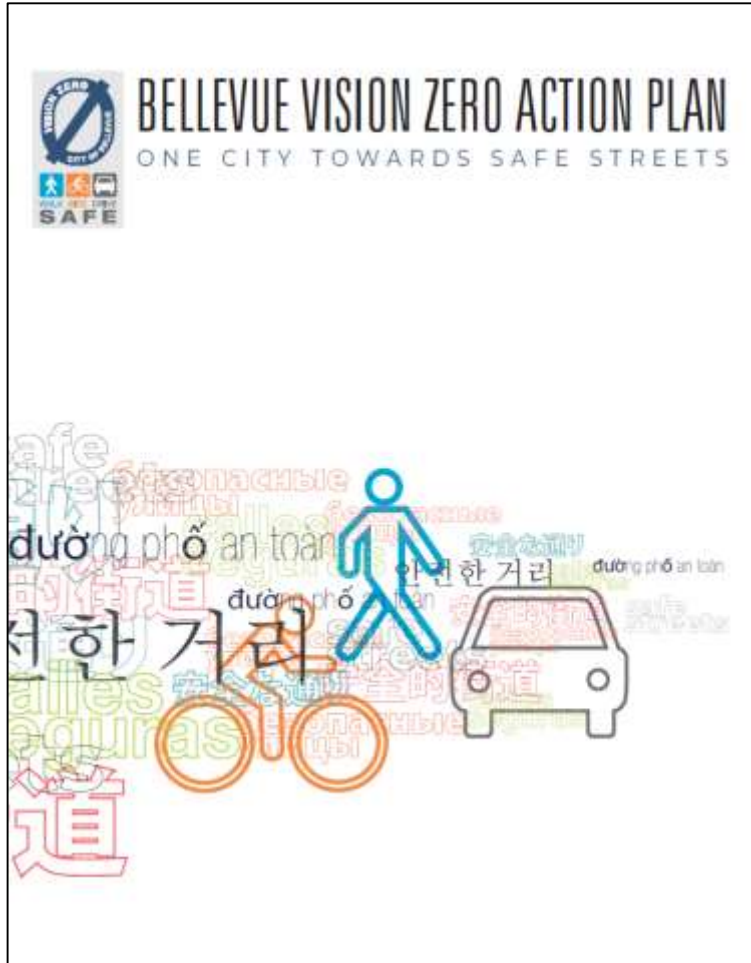


Franz Loewenherz
Principal Transportation Planner
floewenherz@bellevuewa.gov
425-452-4077



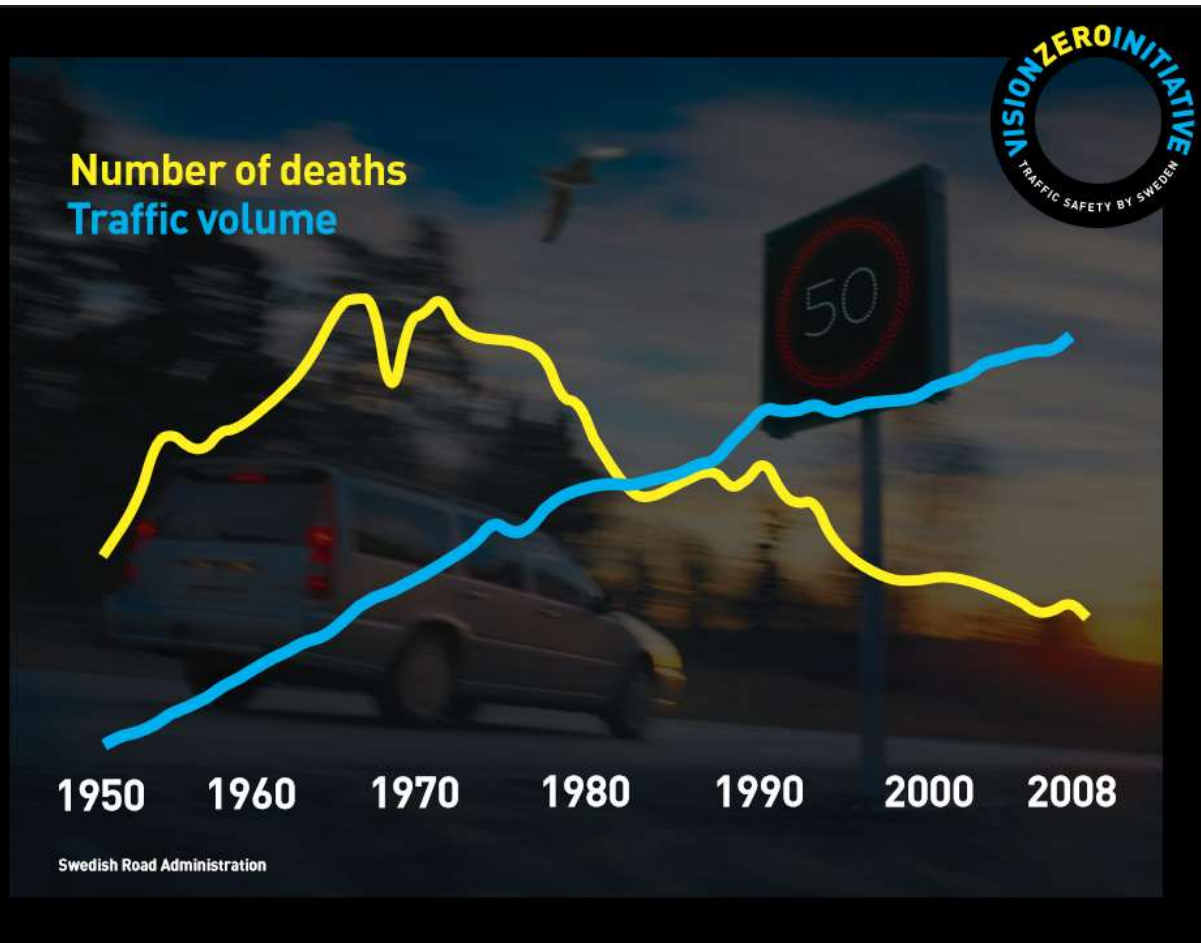
The following slides were shared with the Transportation Commission at their November 14, 2019 meeting.

Meeting Agenda



- Vision Zero Overview
- Safe Systems Approach
- Tonight's Actions
- Next Steps

Road to Zero, Target Zero, & Vision Zero



A traffic safety strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility.

- Recognizes traffic fatality and injuries are the results of crashes and are preventable
- Sets timeline to aggressively eliminate both
- Focused on strategic and measurable goals, and driven by data
- Takes a multidisciplinary approach

Why do we need Vision Zero?

Suspected DUI crash leaves two injured in Bellevue

Fatal crash in Bellevue cuts car in half

Bellevue Way closed, woman sent to hospital in life-threatening condition after collision

Hit-and-run driver nearly kills woman on bike in Bellevue

Car strikes, kills toddler in stroller in Bellevue

Bellevue Teen Dead in Suspected DUI Crash



Why do we need Vision Zero?



Bellevue, WA Police ✓

@BvuePD

Follow

UPDATE: The 72-year-old Bellevue man involved in the collision with a car on SE 8th St. at 145th Ave SE yesterday evening has passed away. The crash is still under investigation.

12:00 PM - 23 Sep 2019



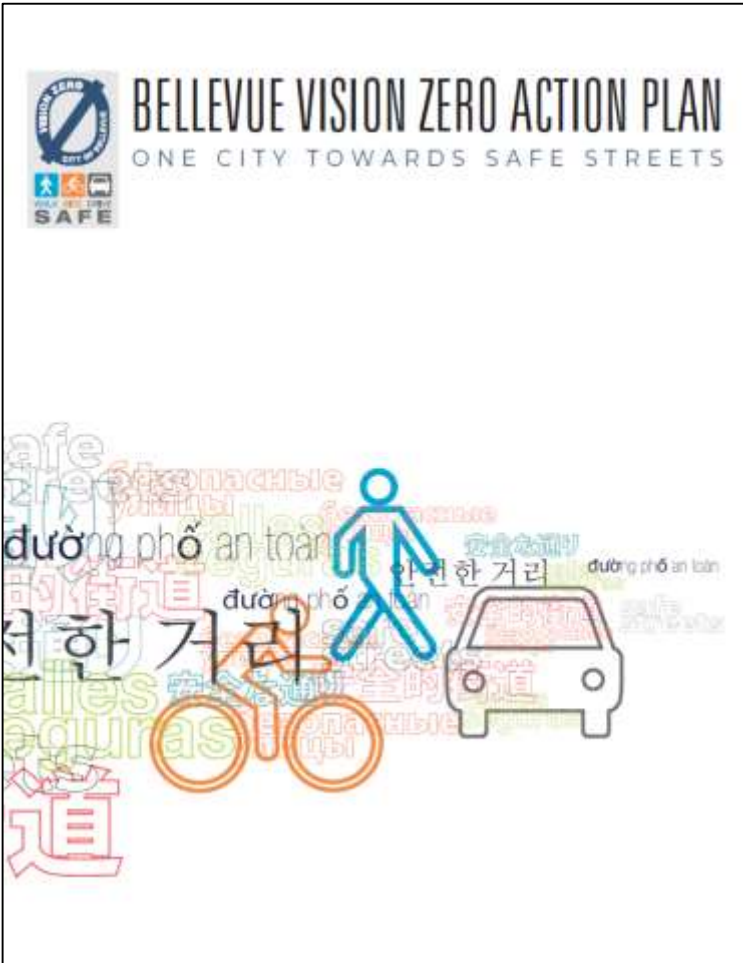
Atlántida Rodríguez @Atlntida7 · Sep 23

Replying to @BvuePD

My grandpa didn't deserve to go like this 💔 the amo y nos vemos a ver pronto que en paz descanse



Bellevue Vision Zero Action Plan



WHEREAS, the worldwide Vision Zero movement is founded on the belief that death and injury on city streets is unacceptable and preventable

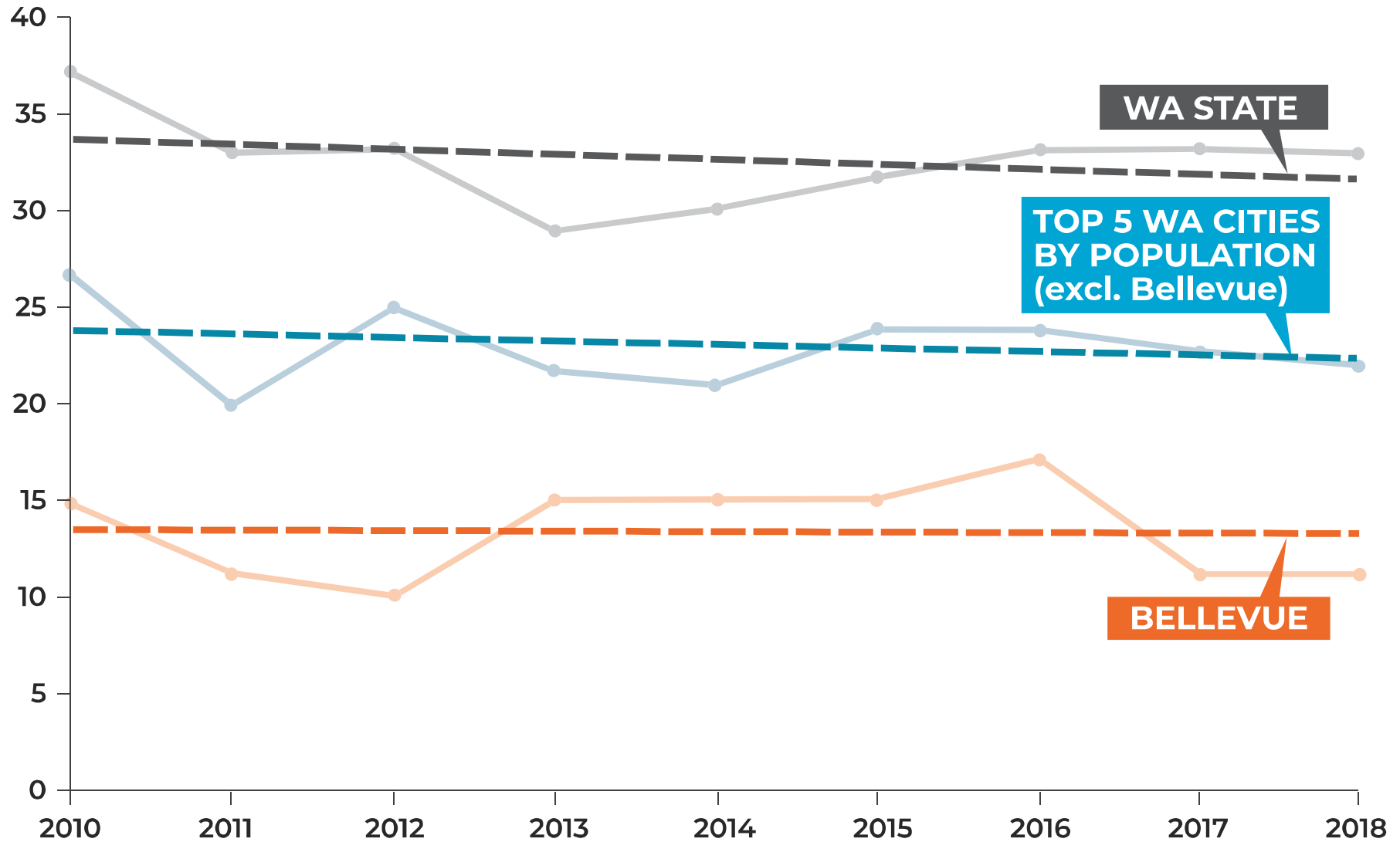
- **The City of Bellevue endorses Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.**

Bellevue Ordinance No. 6334

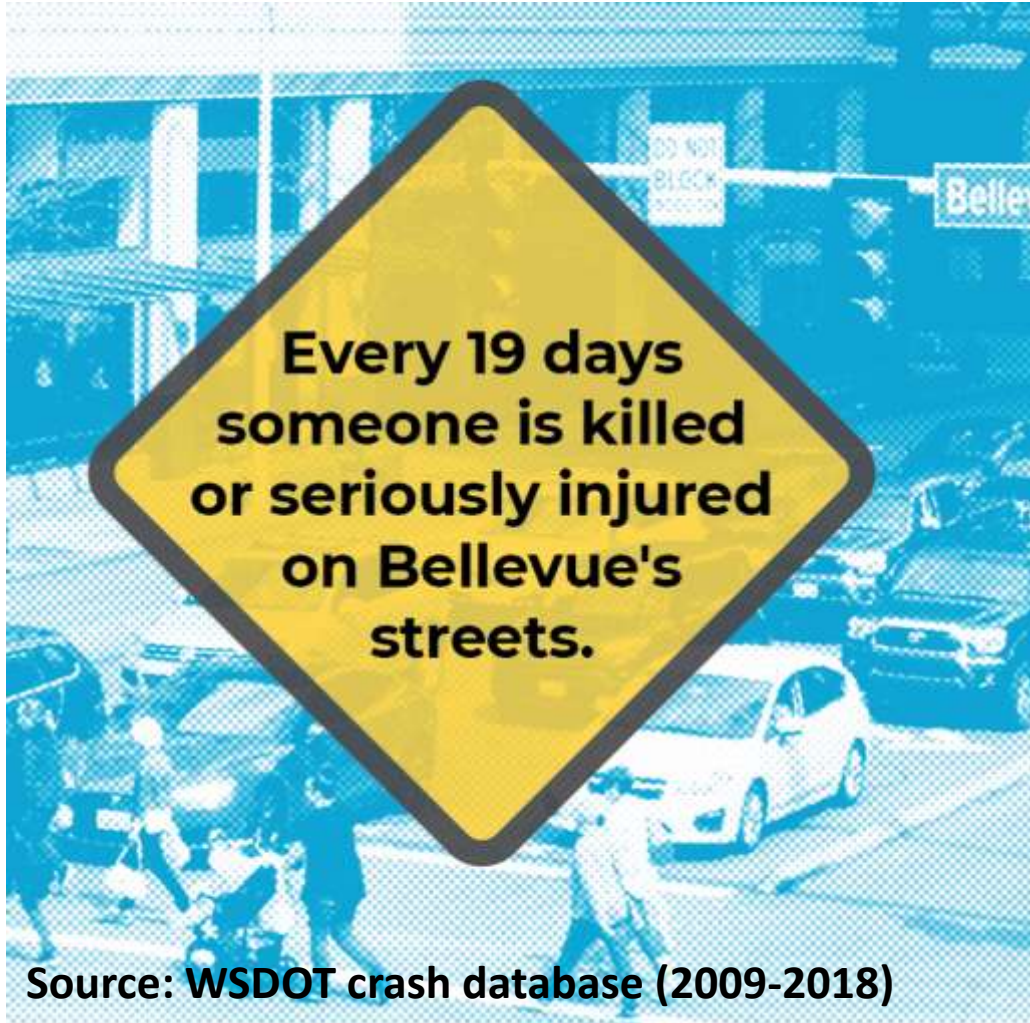
- Prepare and implement a **Vision Zero Action Plan** that incorporates the **6 Es** and includes a clear purpose, outcomes, community involvement, action items and performance measures
- Update **Vision Zero strategies** periodically
- Provide **Vision Zero status reports** that aggregate and analyze data, document efforts, and communicate progress to the City Council and to the community

Fatal and Serious-Injury Collisions per 100,000 population

Source:
WSDOT collision data base (2010-2018) for City of Bellevue street system only (freeways and their associated fatalities and serious injuries are not represented).

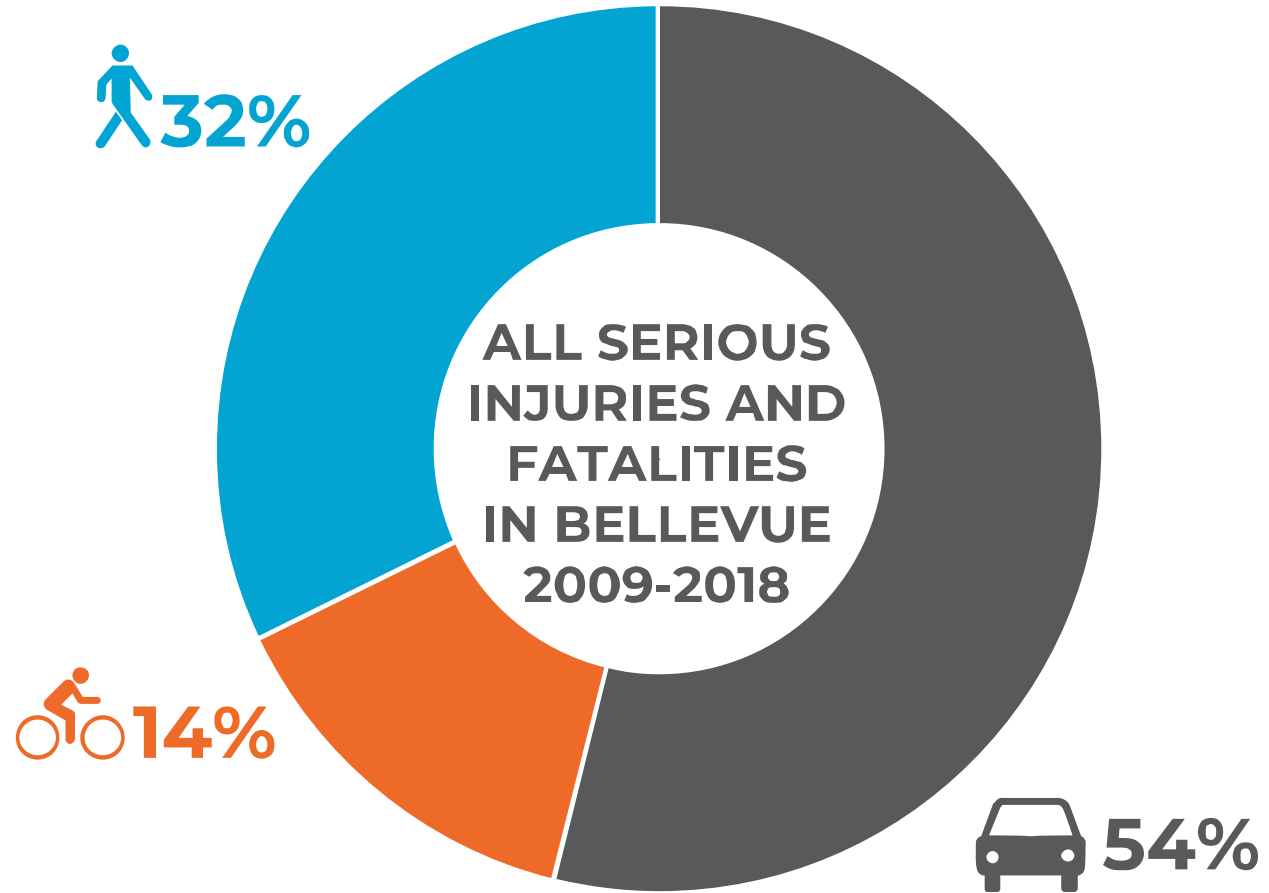
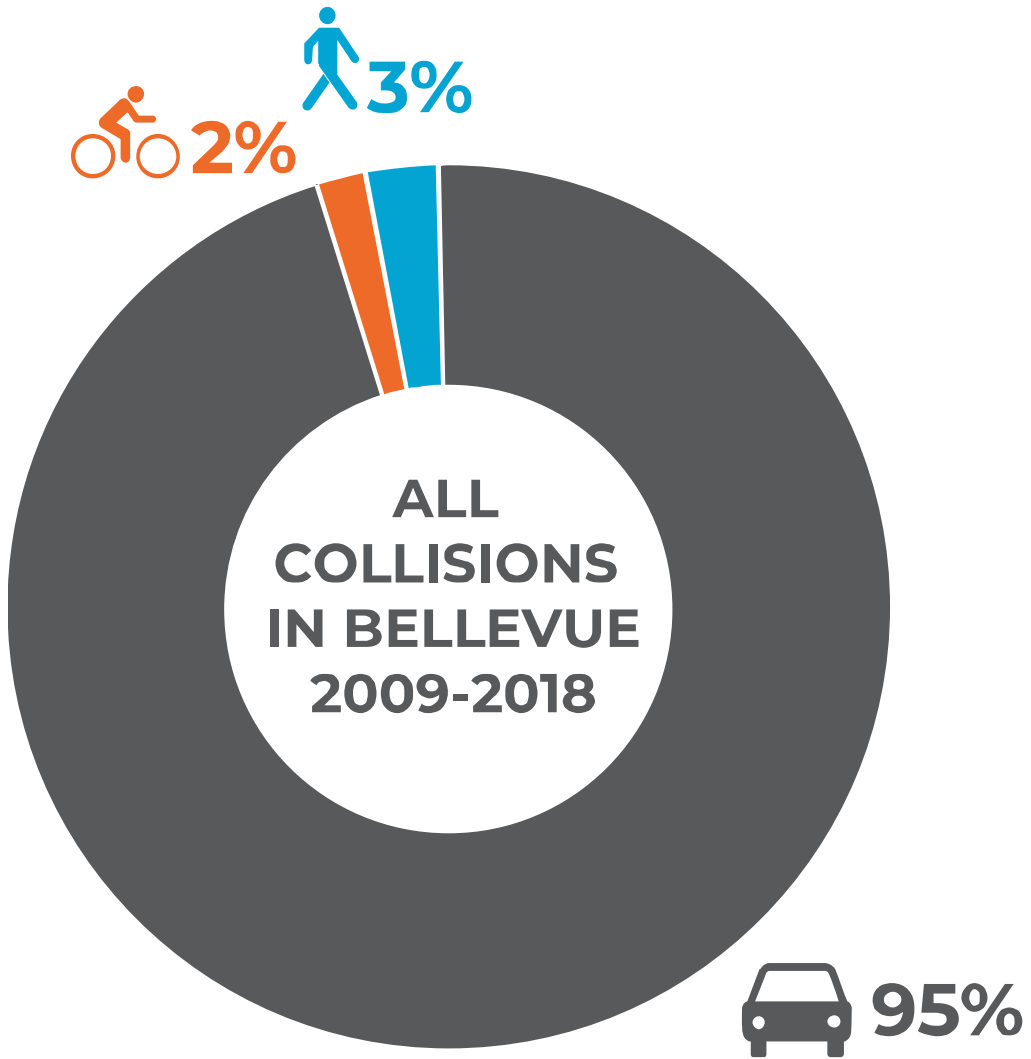


Why do we need Vision Zero?



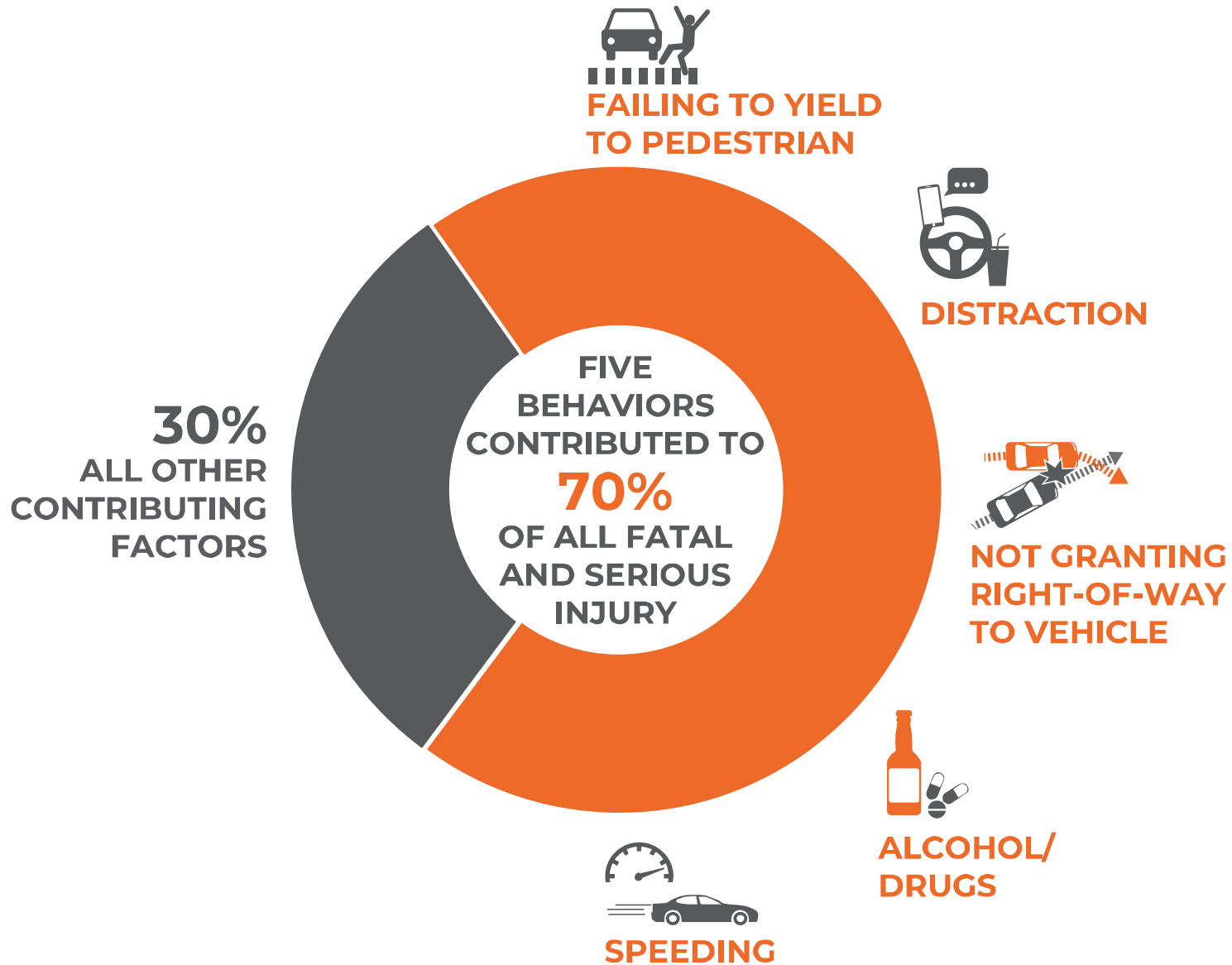
In 2018, there were 1,518 police reported collisions in Bellevue, resulting in 450 injuries. Of these 450 injuries, 19 were serious injuries and one (1) was a fatality.

Road Users



High Risk Behaviors

Source:
WSDOT collision data base (2009-2018) for City of Bellevue street system only (freeways and their associated fatalities and serious injuries are not represented).



Failing to Yield



Note: Violation would go to the white cars, not the red ones.

Bellevue School District – 1,474 Tickets (\$419) From January – September 2019

Approximately $\frac{1}{4}$ (roughly about 35 buses) of BSD buses have the stop paddle cameras on them. BSD plans to add 10 more by the end of March, with a goal of 100% by the beginning of the 2020 school year.

Failing to Yield



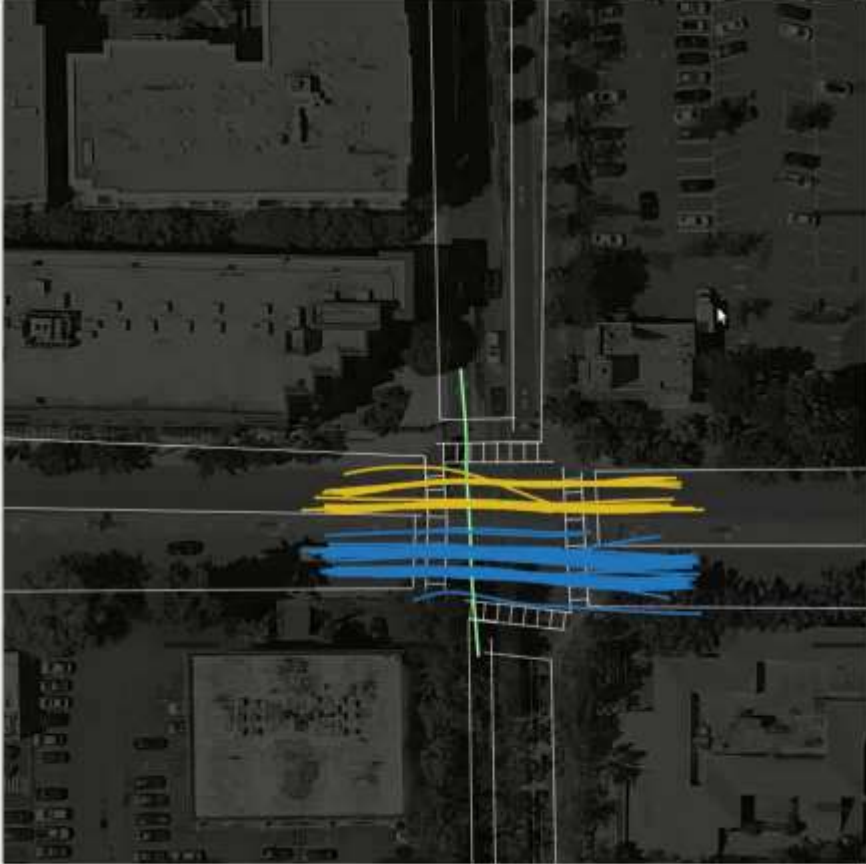
Speeding

109th Ave / Main St
Safety Study 06/26/19

Near-misses Ped Off Xwalk Ped Xing On Red RL Running **Speeding** Int. Blocking

Speeding Trajectories

Schematic

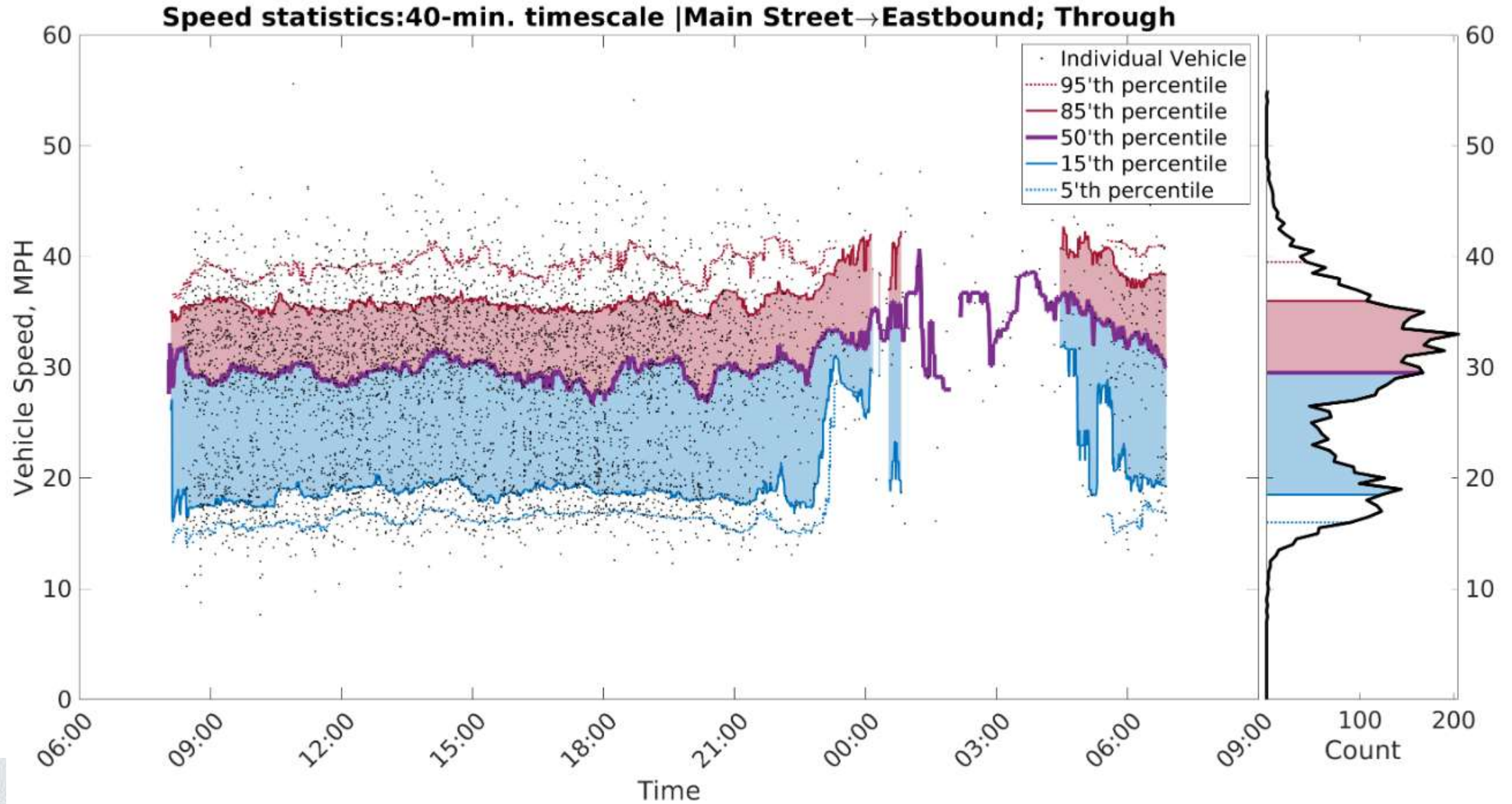


Overview

ID	Event Type	User 1 Motion	Speed (mph)	Time	
0	Veh	Main Street W - Through	55	11:54 AM	<input type="checkbox"/>
1	Veh	Main Street E - Through	54	7:04 PM	<input type="checkbox"/>
2	Veh	Main Street W - Through	53	7:41 PM	<input type="checkbox"/>
3	Veh	Main Street W - Through	48	6:34 PM	<input type="checkbox"/>
4	Veh	Main Street W - Through	48	12:48 AM	<input type="checkbox"/>
5	Veh	Main Street W - Through	47	10:42 AM	<input type="checkbox"/>
6	Veh	Main Street E - Through	47	7:03 AM	<input type="checkbox"/>
7	Veh	Main Street W - Through	47	2:15 AM	<input type="checkbox"/>
8	Veh	Main Street W - Through	47	3:04 PM	<input type="checkbox"/>
9	Veh	Main Street W - Through	47	1:21 AM	<input type="checkbox"/>
10	Veh	Main Street W - Through	47	6:49 PM	<input type="checkbox"/>
11	Veh	Main Street W - Through	46	7:04 PM	<input type="checkbox"/>
12	Veh	Main Street E - Through	46	2:56 PM	<input type="checkbox"/>
13	Veh	Main Street W - Through	46	3:10 PM	<input type="checkbox"/>
14	Veh	Main Street E - Through	46	11:13 PM	<input type="checkbox"/>
15	Veh	Main Street W - Through	46	6:34 PM	<input type="checkbox"/>
16	Veh	Main Street E - Through	46	8:15 PM	<input type="checkbox"/>
17	Veh	Main Street W - Through	46	3:19 PM	<input type="checkbox"/>
18	Veh	Main Street W - Through	46	6:23 PM	<input type="checkbox"/>
19	Veh	Main Street W - Through	46	7:22 PM	<input type="checkbox"/>
20	Veh	Main Street W - Through	46	12:14 PM	<input type="checkbox"/>
21	Veh	Main Street W - Through	46	12:23 AM	<input type="checkbox"/>

Detailed Data & Video

Speeding

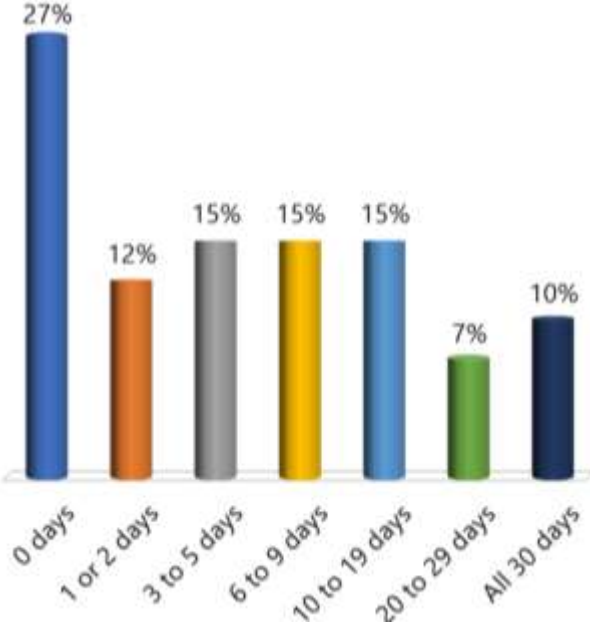


Distraction



During the past 30 days, on how many days did you ride in a car or other vehicle driven by someone who was texting or emailing?

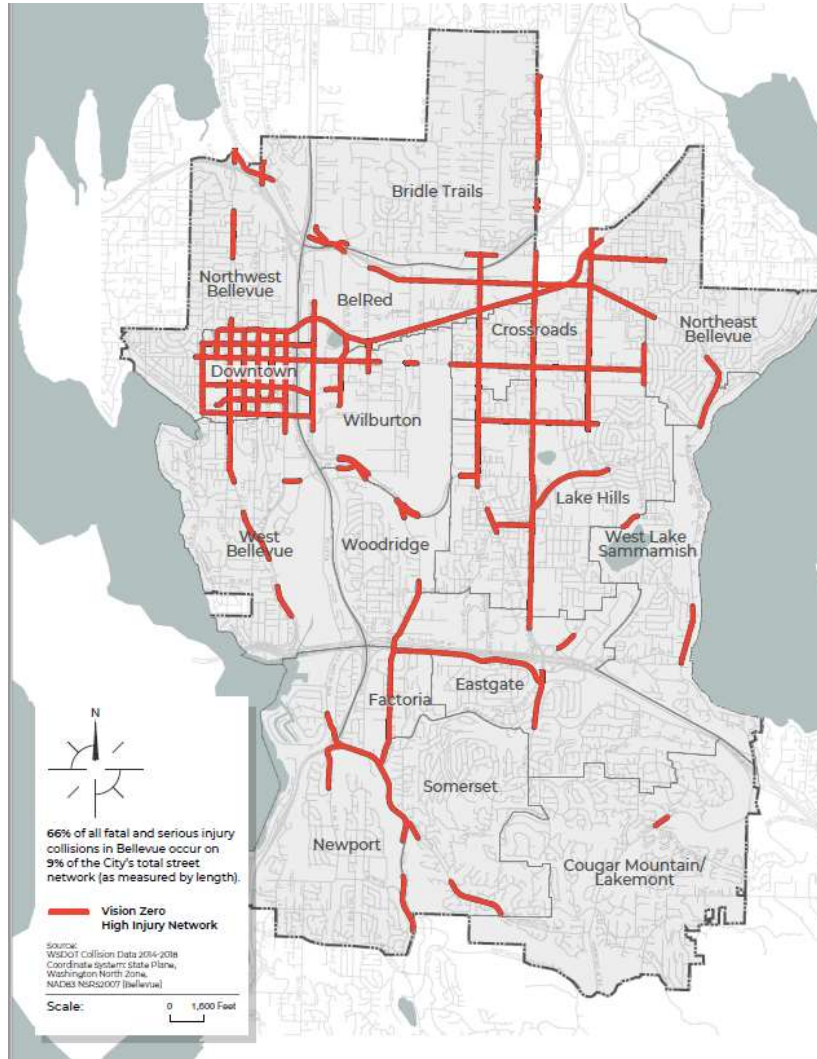
- A. 0 days
- B. 1 or 2 days
- C. 3 to 5 days
- D. 6 to 9 days
- E. 10 to 19 days
- F. 20 to 29 days
- G. All 30 days



Results from Youthlink Outreach, 110718
https://bellevuewa.gov/sites/default/files/media/pdf_document/vision-zero-action-plan-youthlink-outreach-110718.pdf



High Injury Network



66% of all fatal & serious-injury collisions in Bellevue occur on just 9% of streets.

Outreach Efforts | Stakeholder Meetings (Agency Partners)



Target Zero/Vision Zero coordination meeting between City of Bellevue, Washington State Department of Transportation, Washington Traffic Safety Commission, and Transportation Improvement Board staff (Olympia, 12/17/2018).

Outreach Efforts | Stakeholder Meetings (Community)



Outreach Efforts | Online Questionnaires (Community + Staff)

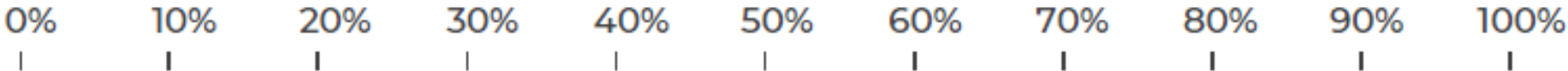
THE CITY OF BELLEVUE PROVIDES A SAFE TRANSPORTATION SYSTEM FOR ALL USERS

STRONGLY DISAGREE 0 1 2 3 4 5 6 7 8 9 10 STRONGLY AGREE

Community Questionnaire (N=1509)



Staff Questionnaire (N=221)



Outreach Efforts | Online Questionnaires (Community + Staff)

STREETS SHOULD BE DESIGNED TO BE SAFE FOR PEOPLE OF ALL AGES AND ABILITIES

STRONGLY DISAGREE 0 1 2 3 4 5 6 7 8 9 10 STRONGLY AGREE

Community Questionnaire (N=1517)



Staff Questionnaire (N=232)



0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



Outreach Efforts | Vision Zero Summit (Agency Partners + Staff)



- A forum to share ideas and consider creative solutions to achieve Vision Zero.
- Leverage best practices that are successful elsewhere and applicable to Bellevue.
- Provide substance to the development of Bellevue's Action Plan.



Outreach Efforts | Vision Zero Summit (Agency Partners + Staff)

SAFE SYSTEMS



Roger Millar, WSDOT

SAFE VEHICLES



Vijitha Chekuri, MSFT

SAFE PEOPLE



Darrin Grondel, WTSC

SAFE SPEEDS



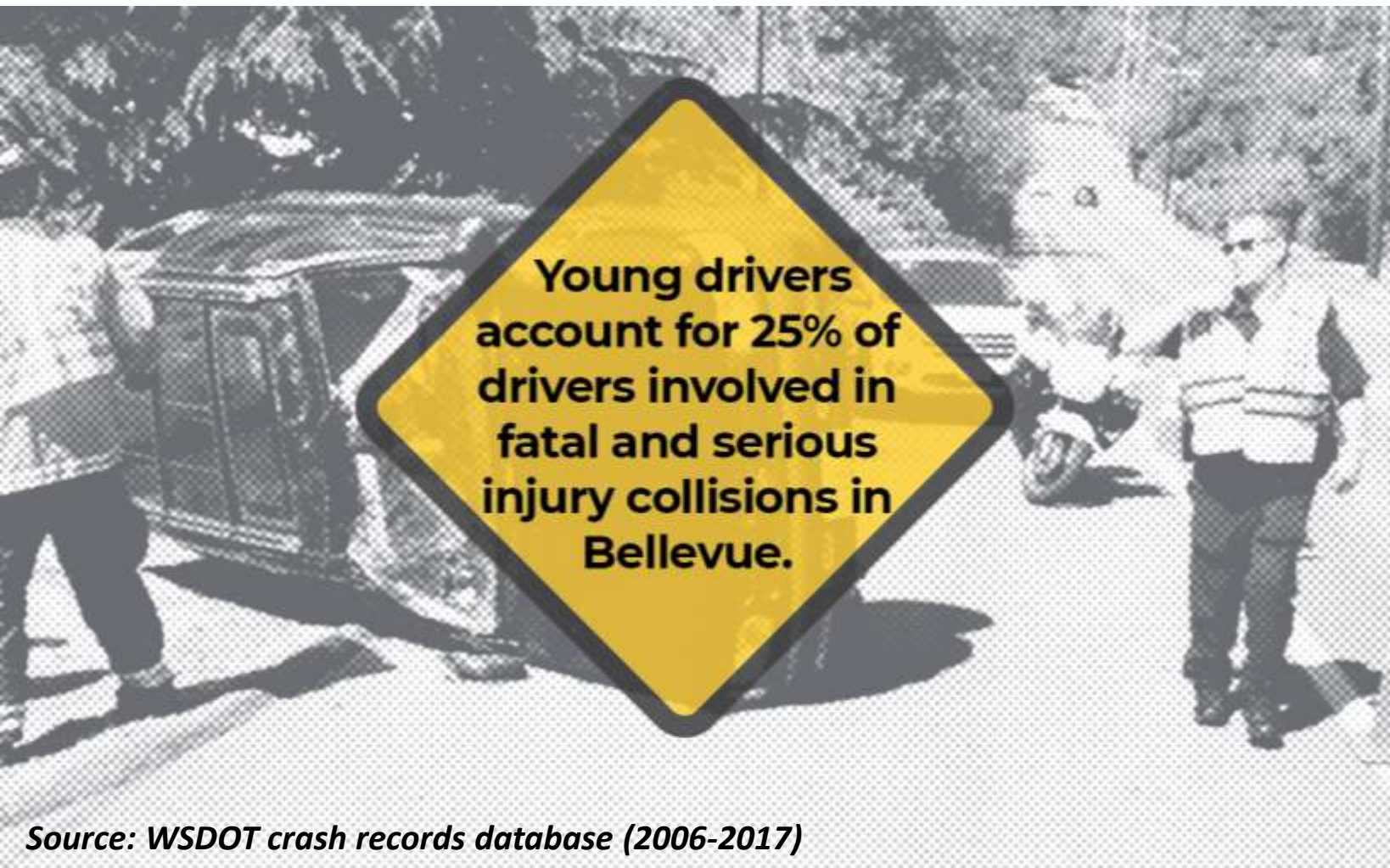
Beth Ebel, HIPRC

SAFE STREETS



Peter Eun, FHWA

Outreach Efforts | Vision Zero Summit (Agency Partners + Staff)



Outreach Efforts | Vision Zero Summit (Agency Partners + Staff)

