ATTACHMENT 1 - SAFE SYSTEMS MATRIX

	A	B	C	D	E	F	G
1	SAFE SYSTEMS APPROACH AND STRATEGIES	DRAFT	REVISED	STAFF CLARIFICATION AND PROPOSED CHANGES	Albert Revised Text	Albert Commentary	Lei's specific questions on the strategies which do not follow the format in the Excel file
2	Safe People (SP)	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.	**Engage and educate people to take a personal responsibility in Vision Zero by ensuring that they use the transportation system as intended and know how to utilize the safety systems of their modes of travel. - 12/12/19 Transportation Commission Meeting**		Engage and educate people to take personal responsibility in Vision Zero by ensuring they use the transportation system as intended and utilize all safey features in their mode of travel.	Wordsmithing for length.	1. Safe Speeds - Strategies 5 and 6. Describe COB's automated speed enforcement practice and explain how the City might expand automated speed enforcement. Describe whether direction has been given by Council regarding revenue neutral ASE vs. otherwise.
3	SP1	Launch citywide campaigns to build awareness around safety and Vision Zero.				Example mechanisms? How does this differ from other education campaigns?	2. Culture - Strategy 1. Describe the rational for the timeline of 2030 and discuss whether this time is aspirational or it should be more realistic.
4	SP2	Improve motorist training on safety and rules of the road.					3. Data - Strategy 1. Add performance measurement of the Safe system approach and strategies.
5	SP3	Educate bicyclists and scooter riders on safety and rules of the road.			Educate pedestrians, bicyclists, and scooter riders on safety and rules of the road.	Why not pedestrians? Is this a different issue?	
6	SP4	Educate children and students on safety and rules of the road.					In addition to the above specific comments, I would still like to understand how the safe system strategies are an improvement of COB's practice or it is a drastic departure from the status quo. The information is already there in two separate memos (one describing COB's past efforts or practice and the other one is a literature review of all the strategies). One of three categories for each strategy would do: same, new, or improved. For example, the status would be new for the first strategy of Safe People. Some kind of succinct summary would be really helpful.
7	SP5	Foster and promote safety champions in the community.					
8	SP6	Use data to inform coordinated actions across city departments to influence. public commitment to Vision Zero.		Clarification: In the document shared with the Transportation Commission staff inadvertently included a "." after the word influence. **Staff proposed text change for strategy SP6: Use data to inform coordinated actions across city departments to influence public commitment to Vision Zero.**			
9	Safe Streets (SS)	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.	**Improve the safety of our streets by significantly reducing the likelihood of crashes occurring and minimizing the consequences of those crashes that do occur. - 12/12/19 Transportation Commission Meeting**		Improve safety by significantly reducing the likelihood of crashes and minimizing the consequences of actual crashes.	Wordsmithing for length. Even "Improve saftey" seems unnecessary.	
10	SS1	Implement projects citywide that make it more comfortable, accessible, and safe to walk, bicycle, and take transit.				Good goals, but how do comfort and accessibility improve safety?	
11	SS2	Implement projects citywide to make it safer to drive.					
12	SS3	Create public spaces where pedestrians and bicyclists are given priority greater than or equal to motorists.		Clarification: 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).	Create public spaces where pedestrians and bicyclists are given priority greater than or equal to motorists to increase safety; strategically redirect pedestrians and bicyclists to safer routes.	How does this improve safety? I'd like to see a bicycle network that increases safety (via separation/reduced speed limits) with minimal or positive impact to overall "people moving capacity." How do we do this? Build routes that are safer even if this means discouraging pedestrians/bikes in some areas (longer but safer route is a good tradeoff). After all, bikes are discouraged on some freeways.	
13	SS4	Establish clear priorities for curb usage.				Examples? Safety impact? Includes ROW policies too?	
14	Safe Speeds (SSP)	Implement, educate, and enforce speeds that reduce the risk of bodily harm for people inside and outside of vehicles.	**Implement, educate about, and enforce speeds that reduce the risk of bodily harm for people inside and outside of vehicles. - 12/12/19 Transportation Commission Meeting**		Implement, publicize, and enforce speeds that reduce the risk of bodily harm for people inside and outside of vehicles.	"Educate about" is a little weird, but "publicize" is not great either.	
15	SSP1	Design or redesign roads and intersections to manage speeds.					
16	SSP2	Assess and evaluate speed limits citywide and create a speed management program to address speeding concerns.				How will this affect people throughput? Wasn't there a study somewhere that actually said going slower can increase	
17	SSP3	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.					

	A	B	C	D	E	F	G
18	SSP4	Create and promote neighborhood-based programs that aim to lower traffic speeds.				How does cut through traffic impact neighborhood safety? Net better or worse?	
19	SSP5	Use and expand automated speed enforcement (ASE).		Clarification: The National Highway Traffic Safety Administration (NHTSA) reports that fixed speed cameras reduce injury crashes by 20 to 25 percent. 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.		How does red-light infraction impact safety? Any studies? Will people speed up to avoid gettinga red light ticket if they are close to an intersection turning yellow?	
20	SSP6	Implement other speed enforcement strategies to help fund Vision Zero efforts.		Clarification: 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 for strategy SSP6: Employ High Visibility Enforcement actions to increase compliance of safe speeds.**		Is this a substantive change of intent (no longer about funding)? I assume it is.	
21	**Safe Vehicles**	Implement improvements to vehicle design and technology to reduce risk of injury to passengers and people outside the vehicles.	**Implement improvements to vehicle design and technology to reduce risk of injury to people inside and outside the vehicles. - 12/12/19 Transportation Commission Meeting**		Implement and influence improvements to vehicle design and technology to reduce risk of injury to people inside and outside the vehicles.	Added "influence" since we don't design passenger vehicles directly.	
22	SV1	Improve safety of private vehicles operated on our roads.		Clarification: Currently available Advanced Driver-Assistance Systems – 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.		Could we incentivize people to buy cars with these features? Maybe a rebate funded by speeding tickets since these cars are often more expensive?	
23	SV2	Improve safety of public vehicles on our roads.		Clarification: 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.			
24	SV3	Improve safety of shared mobility.		Clarification: 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.			
25	SV4	Leverage new technologies for safety data collection.					
26	SV5	Create a safe environment for autonomous vehicle (AV) testing and implementation.		Clarification: 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.		Does AV testing improve safety? Or is this about mitigating an unsafe practice?	
27	SV6	Implement safety enforcement technologies on public vehicles.					
28	Leadership	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.	No proposed change.		Commit all levels of the organization to keep learning, refining our skills, and expanding our toolbox with the best available strategies, policies, and actions.	Wordsmithing for length.	

	A	B	C	D	E	F	G
29	L1	The Mayor, elected officials, and department leaders commit to collaborating to achieve zero traffic fatalities and serious injuries within a specific timeframe.					
30	L2	Employ meaningful and accessible community engagement toward Vision Zero with a focus on equity.		Clarification: 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.			
31	L3	A Vision Zero Action Plan guides work and includes clear goals, measurable strategies, timelines, and responsible stakeholders.			A Vision Zero Action Plan guides work and includes clear goals, measurable strategies, comprehensive data collection, timelines, and responsible stakeholders.	Added "comprehensize data collection."	
32	L4	Decision-makers and system designers advance projects and policies that prioritize safety over conflicting transportation goals.				Is this an absolute statement? What are some examples? Practially speaking, what does this mean?	
33	Culture	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.	No proposed change.				
34	C1	Ensure city staff fully embrace the goal of reaching zero fatalities and serious injuries by 2030.					
35	C2	Prioritize safety improvements on roadways for people walking and bicycling and in historically underserved communities.		Clarification: 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.		Which communities are underserved? What is the demographic? Examples from the past? Or examples how this would change decisions in the past?	
36	C3	Ensure enforcement, outreach, and education are equitable across the city's diverse populations.					
37	C4	Systematically reach out to the community to build a culture of safety.					
38	Partnerships	Promote interdepartmental "One City" collaboration and partnerships between the City of Bellevue and the broader Vision Zero community to achieve optimal outcomes.	No proposed change.				
39	P1	Work with partner safety agencies to develop a more complete crash database.				Do we partner with other cities too?	
40	P2	Revise/standardize crash reporting data for consistent results across all modes.					
41	P3	Continually identify new transportation safety partners.					
42	Data	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.	No proposed change.				
43	D1	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.			The performance and implementation of all safety interventions are routinely evaluated, made public, and shared with decision-makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.	Grammar.	
44	D2	Collect and analyze crash data to inform evidence-based strategies and interventions.					
45	D3	Apply a proactive, systems-based approach to identify and address top crash factors and mitigate potential crashes and crash severity.					