

Attachment 1

Chapter 3.63
TRANSPORTATION COMMISSION

3.63.070 Power and duties.

The commission shall act in a policy advisory capacity to the city council. The commission may hold public hearings and shall conduct studies, perform analyses, and prepare reports as required by the traffic standards code or requested by the city council. The commission shall review, advise, and make recommendations to the council as needed regarding:

- A. The preparation of transportation facilities plans as provided in BCC [14.10.030\(A\)](#) and [22.16.050](#);
- B. The progress of transportation facilities plans and corrective actions;
- C. Review of updated concurrency reports and recommendations on transportation capacity projects needed to meet level-of-service standards city-wide;
- D. Adopted level-of-service standards or transportation concurrency methodology specified in the traffic standards code;
- E. Long-range and short-range funding programs for transportation facilities or projects;
- F. Short-term planning studies and implementation programs, such as transportation demand management;
- G. Capital improvement program (CIP) and six-year transportation improvement program (TIP) project prioritization;
- H. Multi-modal system planning;
- I. Long-range transportation planning, including participation with the planning commission in preparing, reviewing and recommending comprehensive plan updates and subarea transportation plans; provided, that the planning commission shall review and make final

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recommendations to the city council on all matters which will be adopted by the city council as part of the comprehensive plan; and

J. Technical advice and make recommendations on: public transit plans, facilities and services; state of mobility evaluation and reporting; travel demand management programs, and specific transportation improvement projects.

In addition, the commission:

K. May participate in community outreach activities as assigned by council;

L. May provide the public with opportunities for involvement in the commission's activities;

M. May recommend particular concepts for inclusion in the city's vision, subject to approval by council;

N. May provide suggestions regarding new matters or initiatives that council might consider;

O. Shall provide at least quarterly communications to the council, highlighting major activities, future work plans, changes in work plans, and any policy direction requested;

P. Shall cooperate and coordinate duties with other council-appointed boards, commissions, committees, and task forces as appropriate; and

Q. Shall perform other duties as may be directed by the city council.

(Ord. [6243](#) § 2, 2015.)

3.63.080 Limitations.

The commission shall have no powers and duties related to the following activities:

A. Advocacy on behalf of the city or the commission without express council permission;

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B. Supervision of staff, administrative operations, or development activities;

C. Traffic operations and street maintenance activities where professional staff receive direction from the city council; and

D. Regional issues not specifically assigned to the commission by the city council. (Ord. [6243](#) § 2, 2015.)

Attachment 2



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.



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.

Safe Streets | Strategies

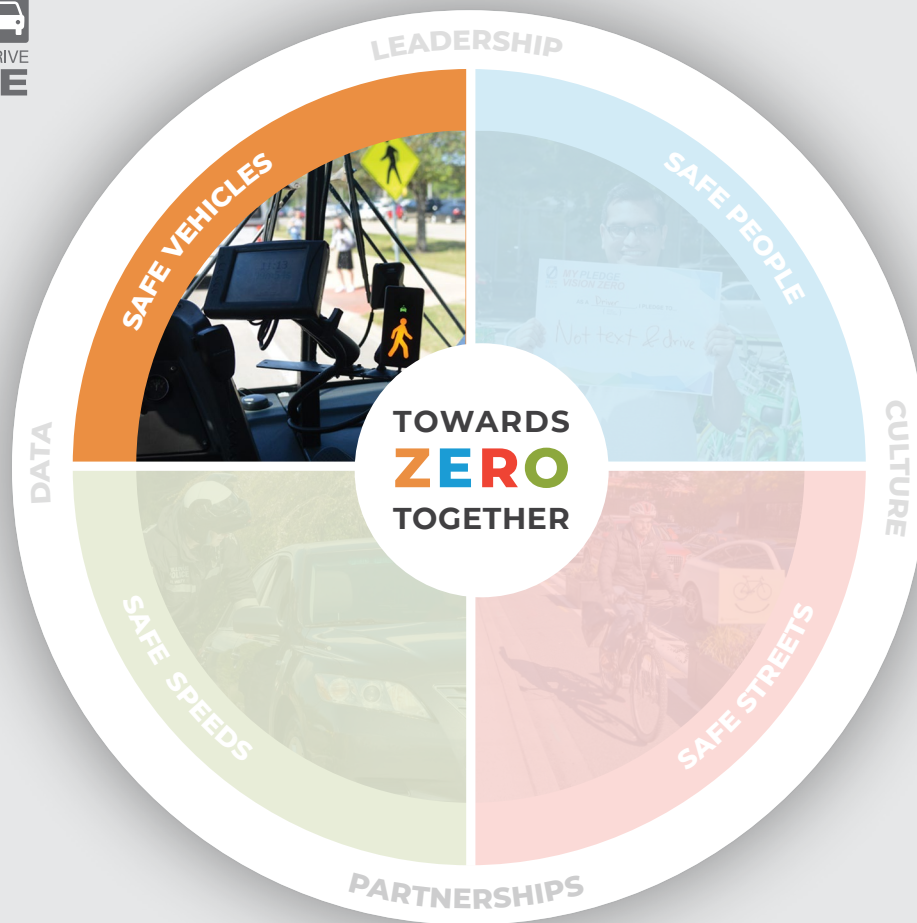
1. Implement projects citywide that make it more comfortable, accessible, and safe to walk, bicycle, and take transit.
2. Implement projects citywide to make it safer to drive.
3. Create public spaces where pedestrians and bicyclists are given priority greater than or equal to motorists.
4. Establish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



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

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.



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

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.



*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.



*SEE PROPOSED LEAD-IN MESSAGING
IN ATTACHMENT 3*

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.



*SEE PROPOSED LEAD-IN MESSAGING
IN ATTACHMENT 3*

Partnership | 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.



*SEE PROPOSED LEAD-IN MESSAGING
IN ATTACHMENT 3*

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.

Attachment 3

Proposed lead-in messaging for the four supportive elements of the Safe Systems Approach (see Attachment 2).

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.

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.

Partnerships

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

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.

Attachment 4



Transportation Commission

TRANSMITTAL

November 14, 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, and November 14, 2019 to arrive at a programmatic approach to Vision Zero.

At our November 14, 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 recommend 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

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