

VISION ZERO BELLEVUE



TOWARD ZERO FATALITIES AND SERIOUS INJURIES ON BELLEVUE STREETS

TRANSPORTATION COMMISSION

JANUARY 14, 2016

Kevin McDonald, AICP
John Murphy
Darcy Akers, EIT

VISION ZERO BELLEVUE – DISCUSSION OVERVIEW

- Vision Zero Worldwide
- Vision Zero Defined
- Vision Zero Bellevue Resolution
- Traditional Approach to Safety
- Collisions in Bellevue
- Vision Zero Approach to Safety
- Vision Zero Bellevue Policy Options
- Discussion



VISION ZERO – A WORLDWIDE CONCEPT

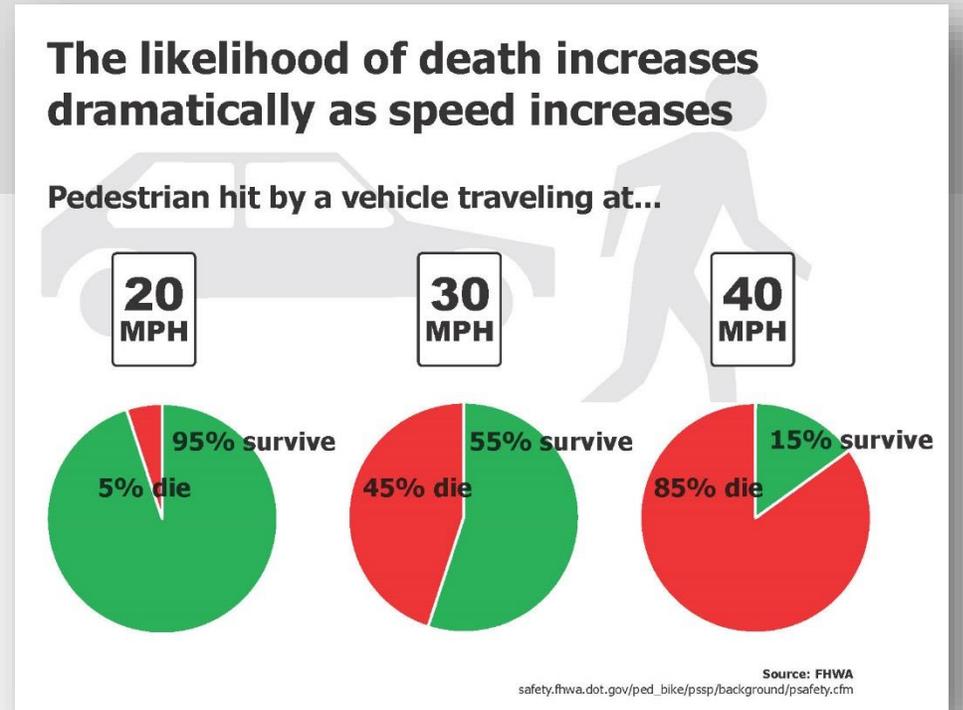
- Began in Sweden in the 1990s
- Underlying principle is to eliminate traffic deaths and serious injuries by 2030
- Vision Zero framework is considered an emerging best practice; cities across the nation are adopting Vision Zero
- Washington State adopted Target Zero



VISION ZERO DEFINED

Vision Zero Core Principles

- Traffic deaths are preventable and unacceptable
- Human life takes priority over speed
- Traffic speed is a fundamental prediction of vulnerable user crash survival
- Streets should be safe for all users
- Human error - drivers, pedestrians, bicyclists - is inevitable and unpredictable
- Transportation system design should anticipate human error
- Safe behaviors, education and enforcement are essential contributors
- Policies need to place highest priority on safety



VISION ZERO BELLEVUE RESOLUTION NO 9035

Bellevue City Council unanimous approval on December 7, 2015

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.
- The City Council directs the Transportation Commission to review the existing Comprehensive Plan to determine if any updates, revisions, or additional policies are warranted in light of Vision Zero and other transportation network goals.

TRADITIONAL APPROACH TO TRAFFIC SAFETY

■ The 3 Es

- Engineering
- Enforcement
- Education



■ Examples

- Focus on preventing accidents
- Design for attentive behavior
- Intent to changing human behavior
- Reduce risk



HOW BELLEVUE ADDRESSES TRAFFIC SAFETY

Policy

- Comprehensive Plan – Transportation Element
- Policy support for projects and programs

Operations and Maintenance

- Streets, bicycle lanes, sidewalks
- Traffic signal operations

Design

- Capital Projects
- Development Review
- Street Design Manual
- Engineering standards and guidance

Enforcement

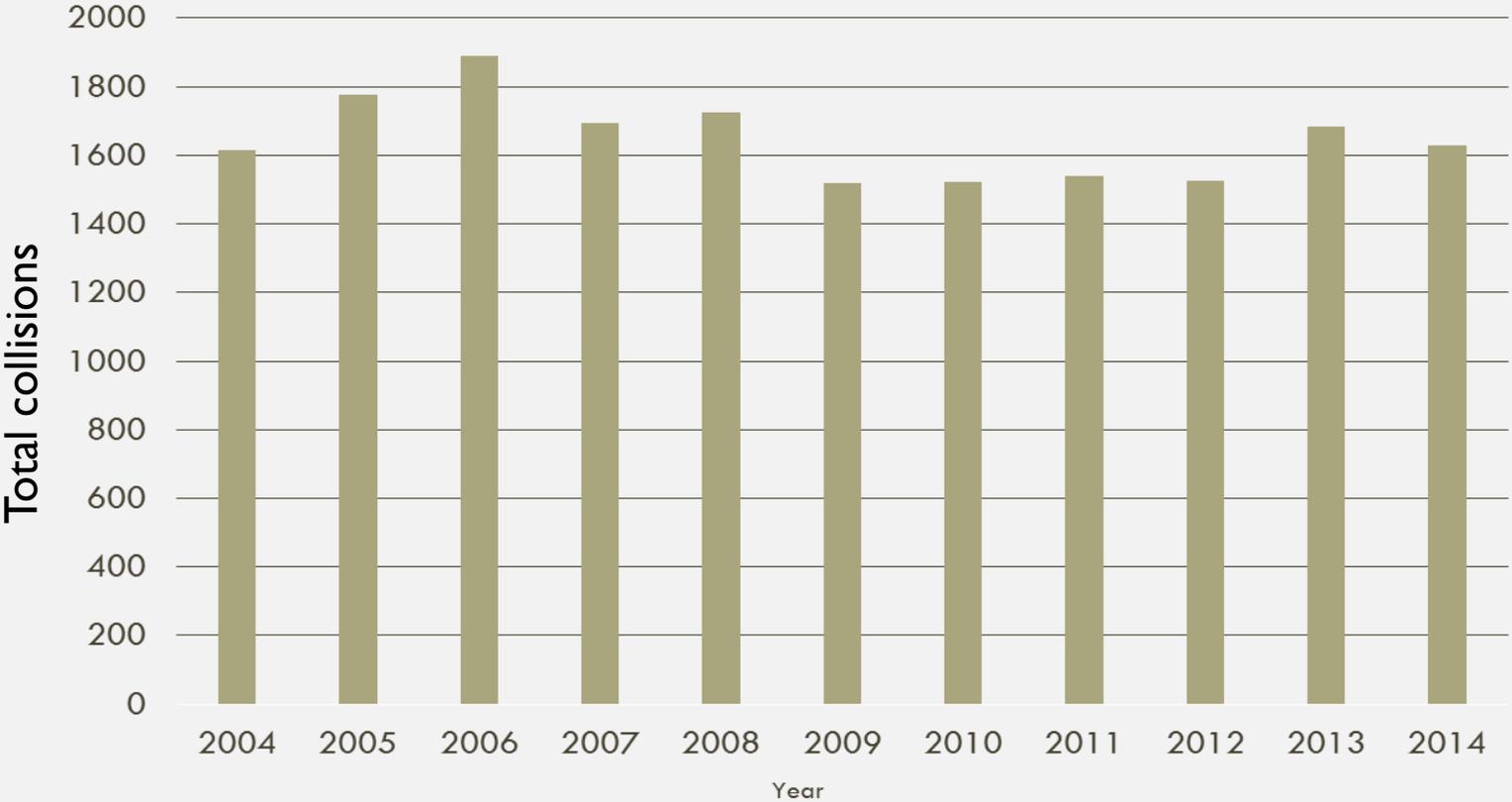
- Traffic law enforcement

BELLEVUE TRAFFIC SAFETY EXAMPLES

- Pedbee
- Accident (Collision) Reduction Program
- Right-of-Way Management
- Photo enforcement at schools and intersections
- Street Lighting Program
- And more... (*Packet Attachment 4*)



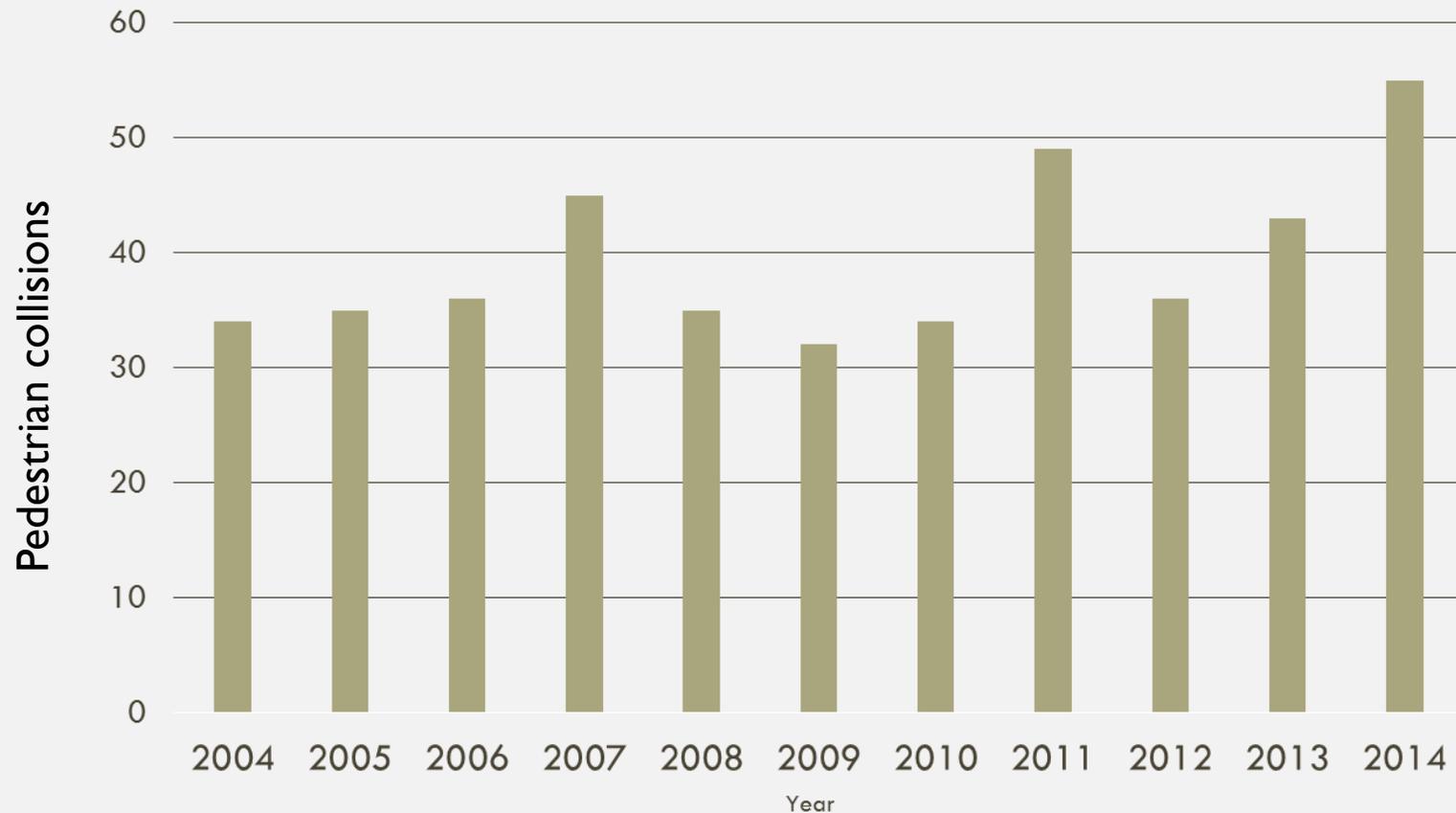
REPORTED COLLISIONS IN BELLEVUE*



**includes pedestrians, bicycles, and cars*

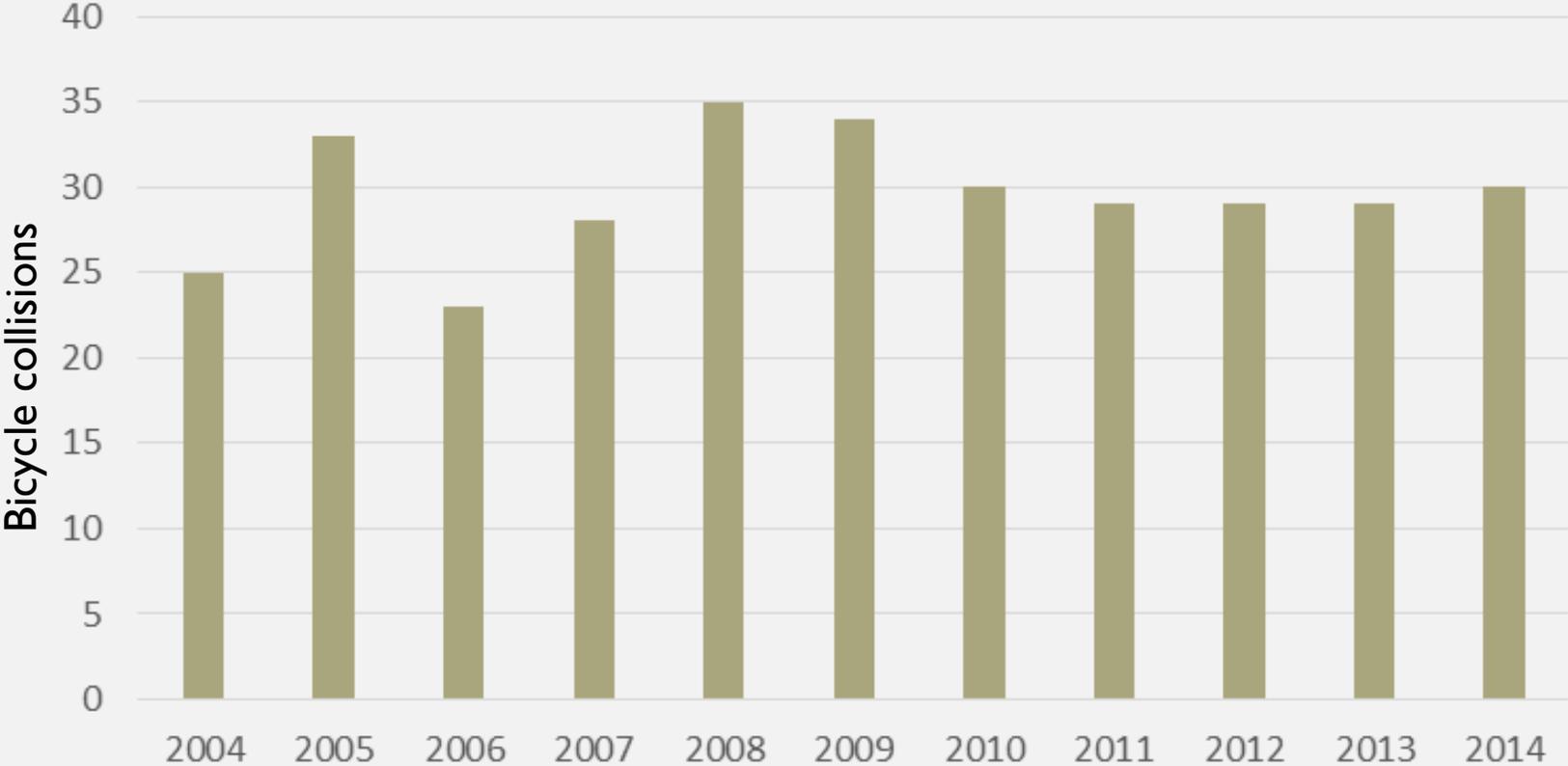
Source: City of Bellevue Accident Database

REPORTED PEDESTRIAN COLLISIONS IN BELLEVUE



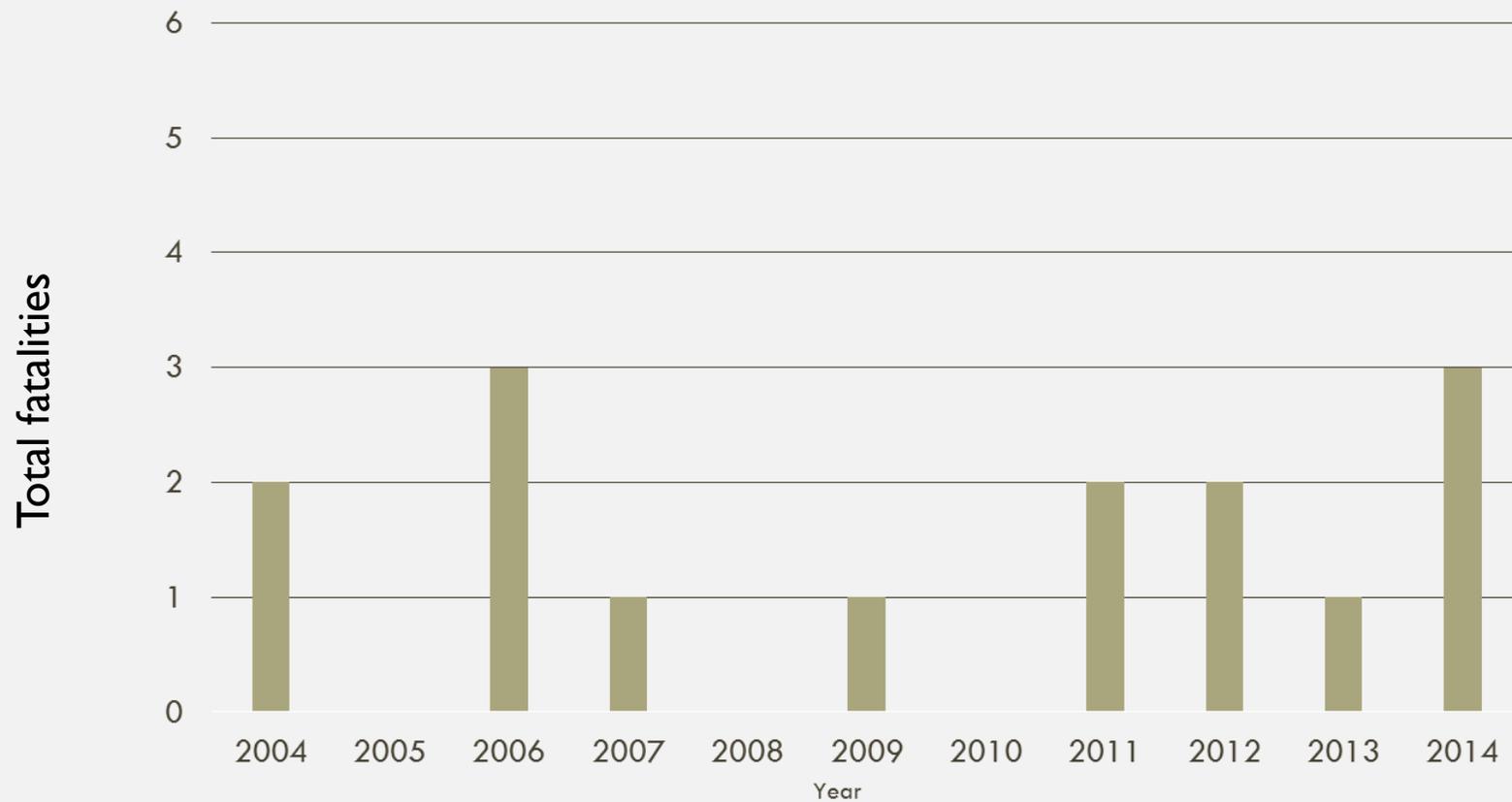
Source: City of Bellevue Accident Database

REPORTED BICYCLE COLLISIONS IN BELLEVUE



Source: City of Bellevue Accident Database

TOTAL TRAFFIC FATALITIES IN BELLEVUE*



**includes
pedestrians,
bicycles, and
cars*

Source: City of Bellevue Accident Database

VISION ZERO APPROACH – THE SIX ES

- Education
- Encouragement
- Enforcement
- Engineering
- Equity
- Evaluation



VISION ZERO APPROACH – EDUCATION

Education: Inform residents about traffic laws and safe behavior.

- New York
 - Education campaigns in schools and senior centers
- Seattle
 - “Stop for Me—It’s the Law” signs



VISION ZERO APPROACH – ENCOURAGEMENT

Encouragement: Incentivize safe behavior. Instill respect for one another on the city streets.

- Kenmore
 - Police officers “cite” with coupons children and teens for good traffic safety behavior
- Fort Lauderdale
 - Provide bike parking at all city and private events for over 5,000 people
 - Promote biking by hosting family fun bike rides



VISION ZERO APPROACH – ENFORCEMENT

Enforcement: Enforce traffic laws and regulations. Focus on highest crash locations. Protect vulnerable road users.

- San Francisco
 - Increase enforcement of most common offenses which result in fatal collisions
- Seattle
 - Focus enforcement in areas with a history of crashes



VISION ZERO APPROACH – ENGINEERING

Engineering: Design streets to be safe for everyone, especially for the most vulnerable users. Separate and protect user groups. Accommodate all travel modes. Encourage safe behavior through design.

- Washington, DC
 - Pilot two “protected intersections” in high priority locations
- Seattle
 - Pair lower speed limits with well-designed streets (e.g. 20 mph)



VISION ZERO APPROACH – EQUITY

Equity: Ensure that safety applies to everyone, no matter who you are, what mode you are using, or where in the city you are traveling.

- New York
 - Collaborate with Mayor’s Office for People with Disabilities
- San Francisco
 - Prioritize projects in “Communities of Concern”



VISION ZERO APPROACH – EVALUATION

Evaluation: Monitor progress, adjust strategies, and celebrate success.

- San Jose
 - Use electronic crash reports to enhance data analytics
- Boston
 - Publish an annual report to measure progress against the goals of the Action Plan. Establish interim benchmarks leading up to the 2030 goals



VISION ZERO BELLEVUE POLICY OPTIONS

Council has asked: Are any “updates, revisions, or additional policies” needed in the Transportation Element to incorporate Vision Zero during the 2016 amendment cycle?

Staff has identified two approaches to respond to this council request

- **Basic Approach**
 - New Vision Zero policies to support and provide a framework for existing traffic safety efforts
- **Programmatic Approach**
 - New programs such as a Vision Zero Task Force, action strategy

BASIC APPROACH

Basic Approach Option 1

- New Vision Zero “Chapter”
- Similar in stature to “Roadways” and other chapters
- *Packet Attachment 2*

Consideration

- Provide overarching Vision Zero framework for all Transportation Element policies

Basic Approach Option 2

- Integrate Vision Zero policies into existing chapters
- *Packet Attachment 3*

Consideration

- Essence of Vision Zero could get diluted by spreading policies into many chapters

Options 1 and 2 would include the same policies

PROGRAMMATIC APPROACH

Programmatic Approach

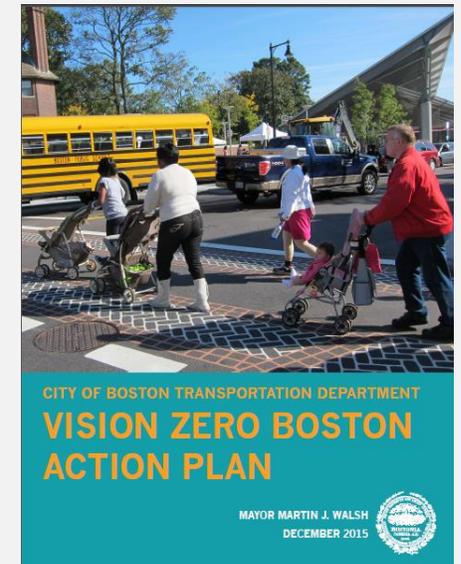
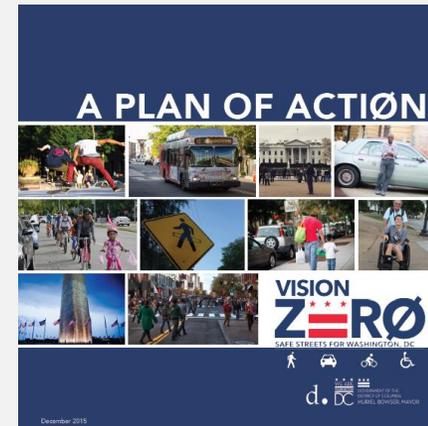
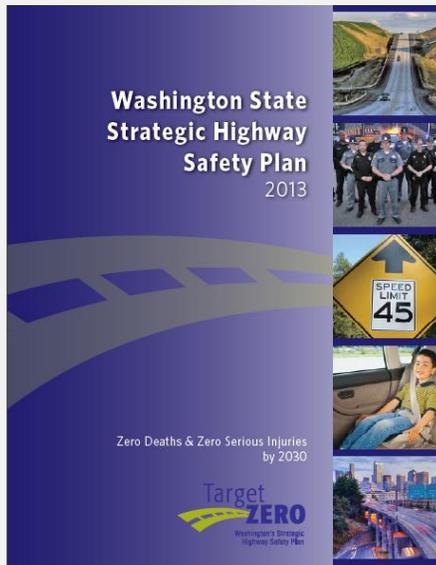
- Would include framework from Basic Approach
- New programs such as a Vision Zero Task Force, action strategy
- Collaboration with other departments
- *Packet Attachment 4*

Consideration

- Implications for workload and budget

PROGRAMMATIC APPROACHES FROM OTHER JURISDICTIONS

- Washington State
- Seattle
- San Jose
- Washington, DC
- San Francisco
- Boston



STAFF PRELIMINARY RECOMMENDATION

- **TR-A.** Strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.
- **TR-B.** Design and manage streets to foster safe and context-appropriate behavior of all roadway users.
- **TR-C.** Provide facilities that accommodate all travel modes, and create a protected environment for the most vulnerable users.
- **TR-D.** Build a complete and connected non-motorized transportation network that supports people walking and bicycling:
 - Create safe mobility options by separating moving vehicles from people walking and riding bicycles;
 - Encourage safe travel speeds through engineering and enforcement; and
 - Design facilities for all people regardless of age and ability.
- **TR-E.** Provide education and information to instill awareness and respect between all users of the multimodal transportation system.
- **TR-F.** Emphasize safety enhancements on roadways and intersections that have high crash rates, and especially where crashes involve vulnerable road users.
- **TR-G.** Provide safe mobility options for everyone, regardless of demographics and geography.

VISION ZERO BELLEVUE TIMELINE

Next Steps

- Staff incorporate TC direction
- TC recommendation to Council (February or March)
- Council may initiate Comprehensive Plan amendment (April or May)
- Vision Zero policies may be considered and adopted in late 2016

TC PRELIMINARY RECOMMENDATION

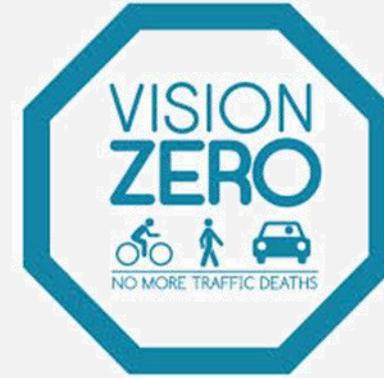
Council's Direction to Transportation Commission:

Are any “updates, revisions, or additional policies” needed in the Transportation Element to incorporate Vision Zero?

- No changes
- Basic Approach - Option 1
- Basic Approach - Option 2
- Programmatic Approach



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