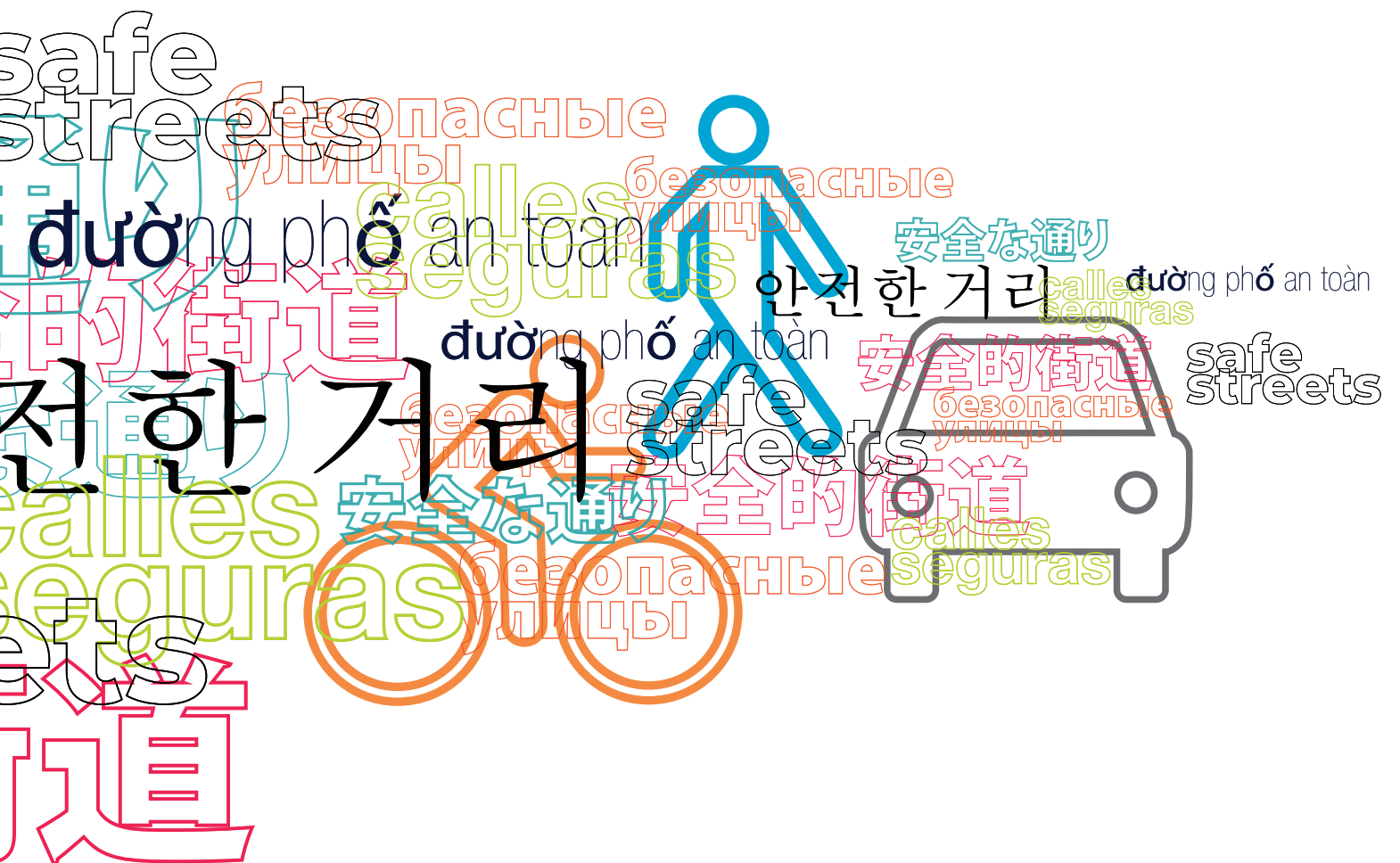




2024 VISION ZERO PROGRESS REPORT

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.



Our Process

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 2024.



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).

2024 Road Safety Trends

The year 2024 was difficult for the Bellevue community. With two fatalities and 34 serious injuries, **2024 had the highest total number of fatal and serious injury collisions in the past decade.** Between 2015 and 2024, 232 people were seriously injured and 22 people were killed in traffic collisions on Bellevue's streets. To contextualize this past decade of data: on average, someone was killed or seriously injured on Bellevue's streets **every 14 days.**

Overall, the rate of fatal and serious injury collisions (per 100,000 population) has remained relatively steady over the past decade, with a slight upward trend (Figure 2). Bellevue's population-adjusted trend line, while increasing, is doing so at a slower rate than Washington state overall and its five largest cities.

Total fatalities and serious injuries in Bellevue ranged from as low as 16 to as high as 36 between 2015 and 2024 (Figure 3). The increase in traffic deaths and serious injuries has most impacted vulnerable road users, which includes people walking and rolling. As compared to the 2014–2023 average, for 2015–2024 deaths and serious injuries among people in vehicles increased by 1.5 percent while deaths and serious injuries among people walking and rolling increased by 9.8 percent.

The City of Bellevue is committed to advancing annual Vision Zero Action Plans to achieve Vision Zero by 2030. Appendix A features all actions, including those listed in the 2024 Action Plan, with information on the target and key performance indicators to track progress for each action.

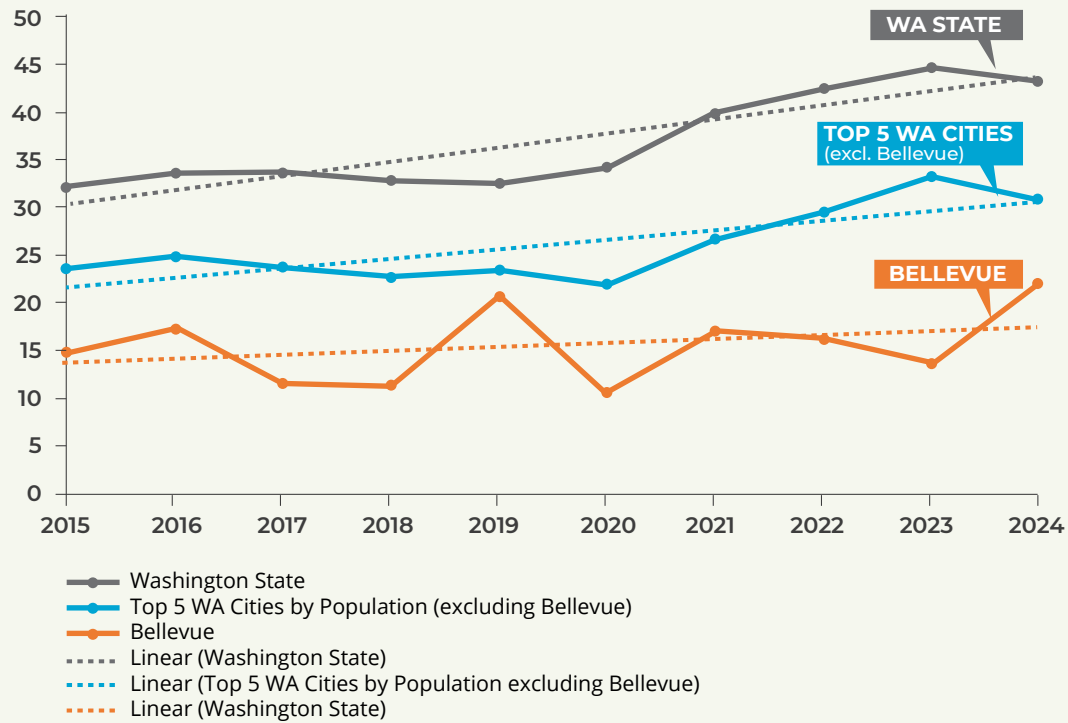


Figure 2: Fatal and serious injury collisions per 100,000 population for Bellevue, Top 5 Washington Cities and Washington State (2015–2024).

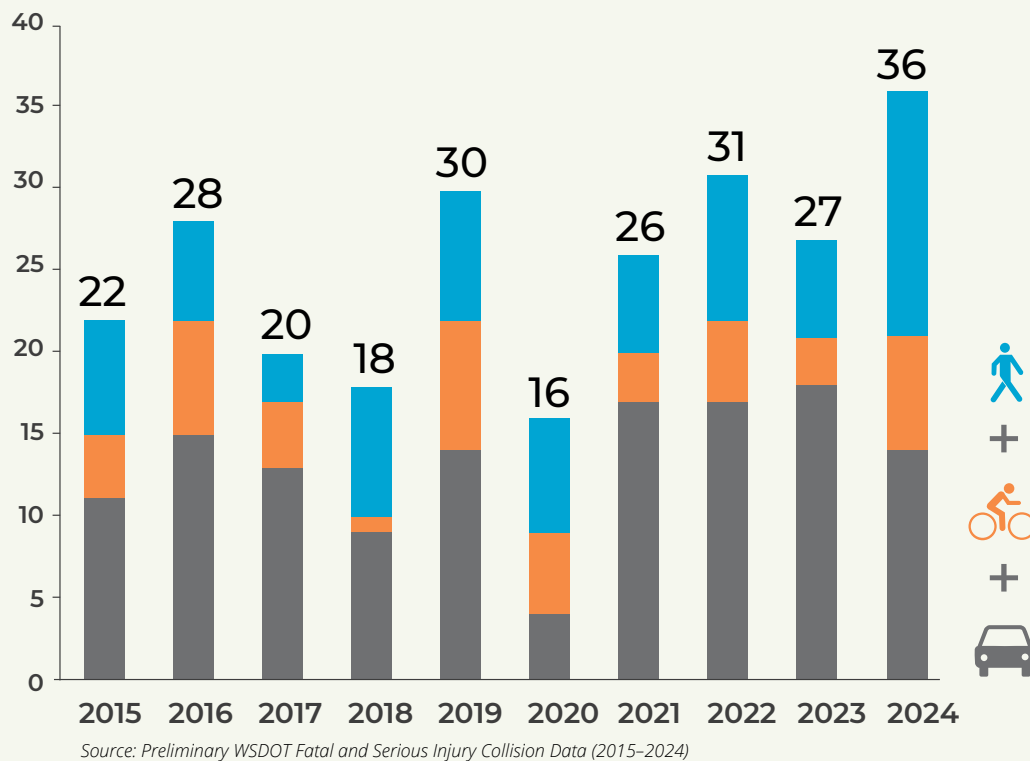


Figure 3: Fatalities and serious injuries by injured person in Bellevue, 2015–2024.

2024 Progress at a Glance

Over \$15.7 million in federal and state grant funding was awarded to support safe transportation projects across Bellevue.

20 mph speed limits were approved by the Bellevue City Council for the majority of local streets citywide.

Over 18,500 feet of sidewalks, multi-use paths and bicycle facilities were constructed citywide.

27 leading pedestrian intervals, 11 crosswalks with Rectangular Rapid Flashing Beacons (RRFBs), 4 radar feedback signs, 4 No Right-Turn-On-Red (RTOR) signal operations changes, and 2 bicycle signals were implemented.

47 roadside units for cellular vehicle-to-everything (C-V2X) technology were implemented citywide.

2 Safe System speaker series events with national experts in roadway safety were hosted by the City of Bellevue and sponsored by ITE Washington and AAA Washington.

The city's first **Vision Zero program flyer** and **pledge** were created by the City of Bellevue. Scan the QR code below to help end traffic deaths and serious injury collisions in Bellevue!



[Vision Zero Pledge | City of Bellevue](https://BellevueWA.gov/visionzeropledge)
BellevueWA.gov/visionzeropledge

2024 Annual Progress on Vision Zero

From securing approval for 20 mph local streets to installing road safety countermeasures citywide, 2024 was an important year for Safe System actions. This section of the report details representative actions completed by the City of Bellevue and partners in 2024. Each action is organized under the most relevant council-adopted Safe System strategy (Appendix C).

Of the 31 tasks in the [2024 Vision Zero Action Plan](#), 65% (20) were achieved, 23% (seven) are in progress, and 13% (four) were not achieved or required limited action by the City of Bellevue. Progress on specific targets from the 2024 Vision Zero Action Plan is available in Appendix A; a map of all improvements implemented in 2024 is provided in Appendix B.



Figure 4: People walking and rolling across Northeast Eighth Street and Bellevue Way Northeast. Credit: City of Bellevue.



Figure 5: People walking and rolling along the newly opened Northeast Eighth Street bridge that connects Eastrail to the Sound Transit Link light rail 2 line. Credit: King County Parks.

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 2024

- ▶ Opened 1.2 miles of shared use path for the [Eastrail](#) (Figure 6). Constructed 12,122 feet of sidewalks, 3,040 feet of shared use paths and 3,377 feet of bicycle facilities. This included projects along [Southeast 52nd Street](#), [Southeast 54th Place](#), [Northeast Spring Boulevard](#), [124th Avenue Northeast](#) and frontage improvements constructed through Development Review.
- ▶ Installed 28 new road safety countermeasures citywide: 11 crosswalks with RRFBs, 10 lighting improvements, four radar feedback signs, two bicycle signals and one pedestrian signal. Bellevue School District installed two school zone flashing beacons and one raised crosswalk.
- ▶ Installed nine public bike racks in Downtown to create safe, comfortable parking facilities.
- ▶ Completed Phase Three of the All-Way Stop (AWS) intersection crosswalks improvements project (Figure 7). All crosswalks at AWS intersections in Bellevue now feature high visibility, continental style crossing markings.
- ▶ Implemented over 30 signal-related changes for improved road safety citywide: 27 [leading pedestrian intervals](#), including one with exclusive pedestrian phasing, four no RTOR signal changes and [one traffic signal pilot](#) for “rest in red” technology.
- ▶ Assessed all signalized intersections for operational treatments in the city based on the most recent (2023) [Pedestrian Signal Operations guidelines](#). Initiated the process of implementing operational treatments for all intersections that require controller updates to be continued through 2025.



Figure 6: King County, Sound Transit and City of Bellevue representatives celebrate the opening of the Northeast Eighth Street Bridge that connects Eastrail to the Sound Transit Link light rail 2 Line. 1.2 miles of Eastrail were opened in 2024 for people walking, biking and rolling. Credit: King County Parks.

- ▶ Narrowed lanes on over 10,500 feet of roadway to encourage safe speeds along 116th Avenue Southeast (~4,000 feet) and streets around Tyee Middle School (~6,800 feet).
- ▶ Installed safety-related signage improvements citywide for over 53 work orders, such as parking restriction signs (for sight distance), school area signs and speed limit signs that are more visible.
- ▶ Of the 348 suggested improvements from the eight [road safety assessments](#) conducted in Bellevue, 31% have advanced by the end of 2024. That group includes 33 that have been completed, 53 that are planned for future projects, seven that are in progress and 14 that were evaluated and determined as not recommended.
- ▶ Secured over \$15.7 million in grant funding to support safe transportation projects, which included:
 - » [Real-Time Traffic Signal Safety Interventions](#) (\$1.4 million)
 - » [Northeast Spring Boulevard 3 Arterial/Multimodal Network Completion](#) (\$3.5 million)
 - » [120th Avenue Northeast \(Stage 4\), North Segment](#) (\$5.5 million)
 - » Southeast Eastgate Way Sidewalk (\$1.1 million)
 - » South Downtown Bellevue Arterial Overlay (\$1.5 million)
 - » [Systemic High Visibility Crosswalk Markings](#) (\$1.0 million)
 - » [Northeast Eighth Street Complete Streets Improvements](#) (\$628,000)
 - » [Video Analytics Screening for Road Safety Audits](#) (\$540,000)
 - » [123rd Avenue Southeast Pedestrian Improvements, Southeast 60th Street to Newcastle Way](#) (\$600,000)
- ▶ The Bellevue City Council approved new Vision Zero funding in the [2025–2030 Capital Investment Program](#) through increased budget for the Vision Zero Rapid Build Data Driven Safety Program (PW-R-205) and the creation of new Safe Routes to School and Arterial Sidewalk programs.



Figure 7: Implementation of high visibility crossing markings at 128th Avenue Southeast and Southeast Second Street improve the visibility of pedestrians when crossing the road. 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 2024

- ▶ The Bellevue City Council approved [20 mph speed limits](#) on local streets citywide. City staff attended various in-person events to share information about the proposed changes and secure community feedback and support (Figure 8).
- ▶ The City of Bellevue published the [Speed Management Plan](#) in collaboration with the Federal Highway Administration.
- ▶ The Bellevue City Council approved new funding for a Vision Zero Safe Speeds program in the [2025–2030 Capital Investment Program](#).
- ▶ The City of Bellevue supported the passage of Washington [HB 2384](#), which provides cities additional flexibility in administering automated traffic safety cameras.
- ▶ Officer Seth Tyler of the Bellevue Police Department was recognized as the Washington Traffic Safety Commission's Officer of the Year for High Visibility Enforcement (HVE) at the 2024 Traffic Safety Champions conference. His work in traffic safety includes writing 1121 infractions in 2023.



Figure 8: City staff share information with the Bellevue community about the 20 mph speed limit reduction on local streets.
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 2024

- ▶ Created the [Vision Zero pledge](#), which enables community members to pledge to help end traffic deaths and serious injury collisions in Bellevue.
- ▶ Promoted and supported the Bellevue School District and the 19 schools that participated in the annual [SchoolPool](#) Walk & Roll to School Day event in October 2024.
- ▶ Provided Vision Zero presentations to the [Bellevue Network on Aging](#) and the [Bellevue Youth Link Council](#) (Figure 9).
- ▶ Created a [Vision Zero flyer](#) in the city's top eight languages to inform staff, commissions and the public about the program. The flyer has been shared at various events, including Bike Everywhere Day, Lake-to-Lake trail ride, Experience Bellevue, Kin On's Senior Day, International Festival, farmers markets and others (Figure 10).
- ▶ Promoted the Vision Zero email alerts to gain an additional 822 subscribers in 2024 (a year-to-year 44% increase). The subscription sends participants updates on Vision Zero efforts citywide.



Figure 9: Staff present on Vision Zero to the Bellevue Youth Link Council. Credit: City of Bellevue.



Figure 10: Staff share Vision Zero flyers with the public for Bike Everywhere Day. 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 2024

- ▶ Supported the Sound Transit Link light rail 2 Line grand opening with a celebration at City Hall Plaza (Figure 11). State, regional and city leadership attended alongside hundreds of people to kick-off the opening with a ribbon-cutting ceremony. City staff also supported Eastrail Partners to discuss upcoming projects and connections to transit at the Wilburton Station.
- ▶ Installed C-V2X technology at 47 roadside units, including 33 school beacons, seven midblock crossing RRFBs, five radar speed feedback signs and two intersections. Working with [T-Mobile](#) and [Applied Information](#), the city tested C-V2X solutions to address safety concerns in slow speed zones, school zones and at mid-block crosswalks.
- ▶ Upgraded the city's [Transit Signal Priority](#) system to a GPS based system in coordination with King County Metro, to improve scalability and enhance operations. This upgrade eliminated the need for any roadside equipment to identify an approaching bus.



Figure 11: A crowd of people wait to board the light rail at the grand opening of the Sound Transit Link light rail 2 line at Bellevue Downtown Station. 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 2024

- ▶ The Bellevue City Council proclaimed April as Distracted Driving Awareness month. AAA Washington received the proclamation and spoke about their work with Safe Drive Club to share the risks of distracted driving with teens.
- ▶ The Bellevue City Council proclaimed Sunday, Nov. 17, 2024 as World Day of Remembrance for Road Traffic Victims. The day honors people who have been killed or impacted by traffic collisions. In the proclamation issued Nov. 19, the council affirmed its support for Bellevue's Vision Zero initiative.
- ▶ The Bellevue City Council proclaimed Oct. 9, 2024 as Bellevue [SchoolPool](#) Walk & Roll to School Day (Figure 12).
- ▶ The City of Bellevue reiterated its commitment to Vision Zero, joining the U.S. Department of Transportation's Allies in Action along with 16 other public and private organizations.

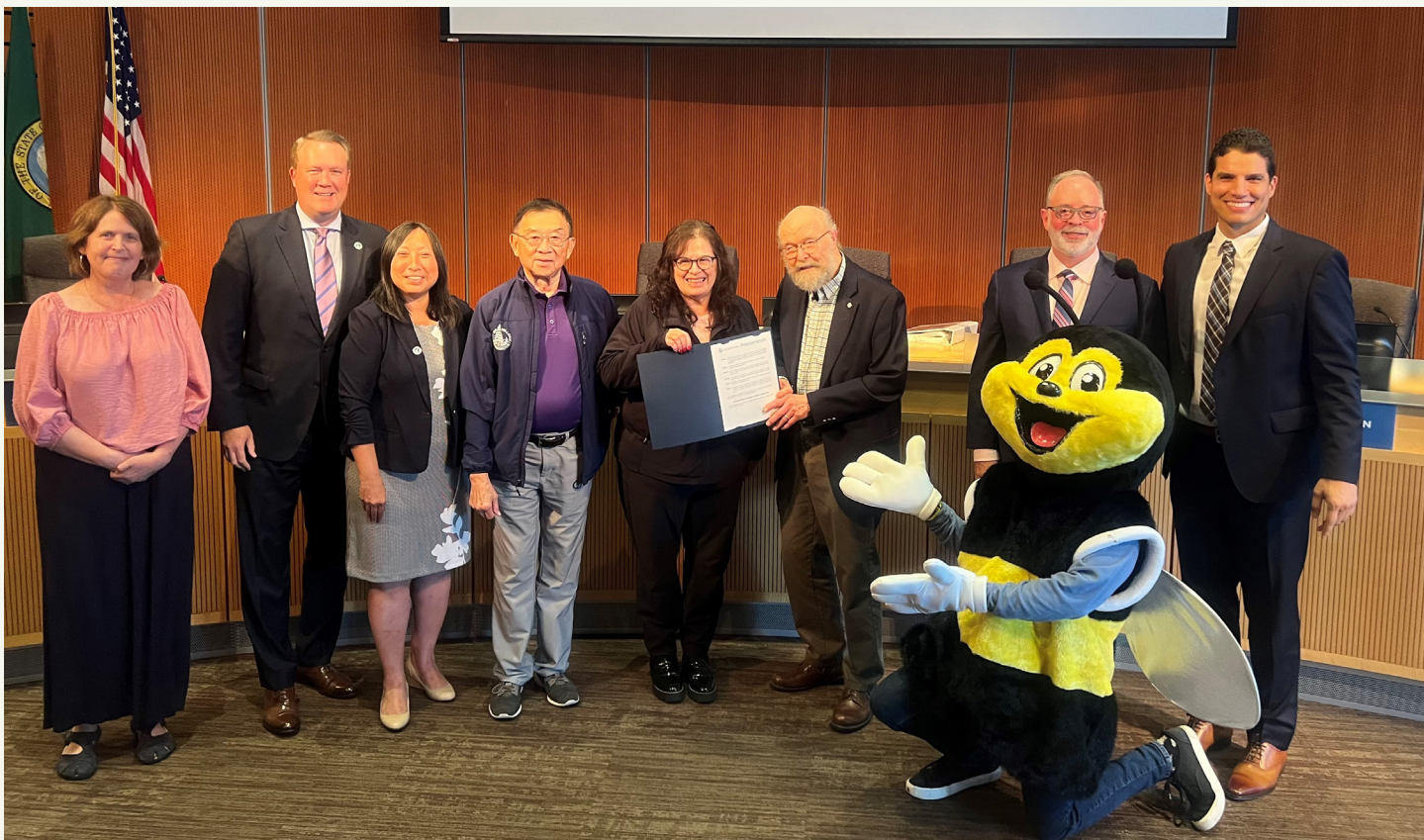


Figure 12: Bellevue School District Deputy Superintendent accepts the City Council proclamation for Bellevue SchoolPool Walk & Roll to School Day, alongside Pedbee and city staff. Credit: City of Bellevue.

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 2024

- ▶ Bellevue installed its [first city-sponsored Pride street art](#) with a creative pavement treatment at the south end of Downtown Park in celebration of Pride Month and in recognition of the city's thriving and vibrant LGBTQIA+ community (Figure 13). The art creates a more attractive environment for people walking, and the city will test potential improvements to safety and comfort with more pavement art in the upcoming years.
- ▶ Bellevue staff presented on how to utilize and secure federal grant funds for road safety at a national [Vision Zero Network webinar](#) in March 2024 and on the 2021–2023 Road Safety Assessments near schools at the national Safe Routes to School Conference in October 2024.
- ▶ The City of Bellevue hosted the first staff challenge for Bike Everywhere month since the COVID-19 pandemic. City staff promoted Bike Month internally and partnered with TransManage to promote the Bike Everywhere Day event externally.
- ▶ The Vision Zero Core Team began regular monthly meetings to support Vision Zero program development and promote cross-team information sharing.



Figure 13: The first city-sponsored Pride street art was installed at Northeast First Street and 102nd Avenue Northeast, adjacent to Bellevue Downtown Park. Credit: City of Bellevue.

Data

We can leverage community input and crash data to proactively prevent safety problems by identifying potential risks, selecting appropriate countermeasures and monitoring impact.

Key Data Actions in 2024

- ▶ Completed a performance target gap analysis using the Mobility Implementation Plan to identify and prioritize gaps in the sidewalk and bicycle network infrastructure and to develop project concepts as referrals for consideration in the 2025 [Transportation Facilities Plan](#) update.
- ▶ Expanded the [Vision Zero StoryMap](#) to include a summary of the most frequent crash types in Bellevue and an interactive web map of road safety improvements, such as pedestrian and bicycle facilities, signal operations changes, radar feedback signs and much more (Figure 14). This information enables the Bellevue community to more easily understand existing road safety trends and see progress toward Vision Zero citywide.

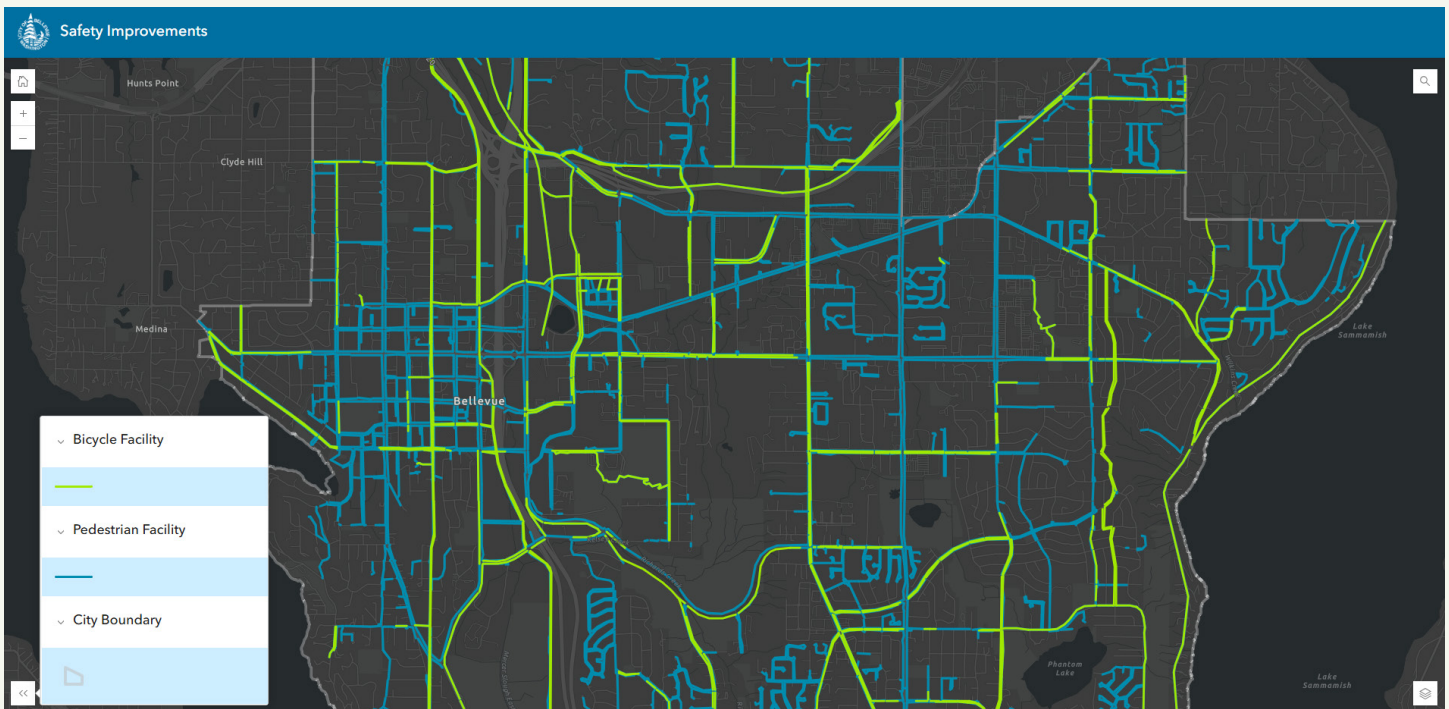


Figure 14: The Vision Zero StoryMap, which includes key information about Vision Zero and current road safety data for the city, was upgraded in 2024 to include a new interactive web map that displays a variety of road safety improvements for people walking, rolling and driving. Credit: City of Bellevue.

Partnerships

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

Key Partnership Actions in 2024

- ▶ Working with Amazon Web Services, Advanced Mobility Analytics Group, Ouster, Outsight, SCATS and Blue-Band the city conducted a [Passive Pedestrian Detection Phase Extension Pilot](#), which tested LiDAR sensor technology at signalized intersections to improve crosswalk safety.
- ▶ The city hosted two Safe System speaker series events with national experts in roadway safety, sponsored by ITE Washington and AAA Washington (Figure 15). The events were attended by over 100 road safety practitioners from local agencies.
- ▶ The Bellevue Police Department launched the third annual King County Target Zero “100 Safe Days of Summer” program on June 7–8 to prevent, intervene and enforce the dramatic rise of impaired and distracted driving-related road incidents across Washington State. This led to the arrest of 36 individuals for impaired driving and four other arrests not related to Driving Under the Influence (DUI).
- ▶ Bellevue Police officers participated in the [King County Target Zero](#) “On the Road, Off the Phone” campaign in April, “Click it or Ticket” campaign in May and “Drive Sober or Get Pulled Over” in August. Officers also worked weekends to focus on Target Zero’s high visibility enforcement for DUI drivers.
- ▶ City staff served as representatives on the King County Target Zero Steering Committee, the Target Zero Engineering Committee, the Evaluation and Data Support Workgroup for the Target Zero Task Force, the King County Pedestrian Task Force, the King County Traffic Safety Educator Outreach Committee and King County Traffic Safety Law Enforcement Committee.
- ▶ City staff hosted the Washington State Legislature’s Joint Transportation Committee delegation visit at the T-Mobile 5G Hub (Figure 16).



Figure 15: Jessica Cicchino, senior vice president of Behavior and Infrastructure Research at the Insurance Institute for Highway Safety (IIHS), presented at the Safe System speaker series. Credit: City of Bellevue.



Figure 16: City staff hosted the Joint Transportation Committee at the T-Mobile hub. Credit: City of Bellevue.

Reflections for 2025

Over the past 10 years, 254 people were fatally or seriously injured on the road in Bellevue. The year 2025 marks the halfway point to the 2030 Vision Zero goal. Reaching Vision Zero by 2030 will require that the city continue to take concerted efforts to make streets safer citywide. More action each year is needed to reach zero fatalities and serious injuries on Bellevue streets. The actions detailed in this report are important steps toward this goal. The [Vision Zero Action Plan for 2025](#) includes efforts to continue key partnerships, plan and design safety projects, implement safe engineering strategies, collect and monitor data, leverage technologies and build a culture of Vision Zero in the city. The City of Bellevue looks forward to partnerships and continuing progress toward the 2030 goal in 2025.



Figure 17: People cycling along the State Route 520 trail for Bike Everywhere Day 2024.

Appendix A

The table below provides a summary of progress on the 2024 Vision Zero Action Plan. Of the 31 tasks in the 2024 Vision Zero Action Plan, 65% (20) were achieved, 23% (seven) are in progress, and 13% (four) 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

#	2024 Action	2024 Target + KPI	Progress
1	Continue educational campaigns to build Vision Zero awareness.	Target: Coordinate with King County Target Zero to develop and implement three educational campaigns. KPI: Number of campaigns launched/year. Number of impressions for radio and social media.	Given the City of Bellevue’s limited role, the progress for this action is attributed to King County Target Zero and this action is removed in the 2025 Vision Zero Action Plan.
		Target: Participate in four (4) High-Visibility Enforcement (HVE) target zero events in 2024. KPI: Three (3) contacts/hour for each HVE event.	Target: Achieved. Participated in “On the Road, Off the Phone” campaign (April), “Click it or Ticket” (May), “100 Safe Days of Summer” (June), “Night of 1000 Stars” (December), and Target Zero HVE for DUI drivers (select weekends). KPI: For “100 Safe Days of Summer” (June 7 and 8), arrest of 36 individuals for impaired driving. Note that King County Target Zero no longer requires three contacts per hour.
		Target: Encourage Bellevue School District schools to participate in Walk to School Day with a goal of increasing participation compared to last year. KPI: Number of Bellevue School District schools engaged in Walk to School Day.	Target: Achieved. KPI: 19 schools participated in 2024 (16 schools participated in 2023).

2	Implement and track progress on counter-measure project(s) to improve safety on High Injury Network (HIN) corridors.	<p>Target: Design and implement safe streets improvements on one (1) HIN corridor.</p> <p>KPI: Number of safety countermeasures designed and implemented per year on HIN.</p>	<p>Target: In progress. Grant funding secured to design and implement safe streets improvements along Northeast Eighth Street.</p> <p>KPI: Implemented 44 safety countermeasures along the HIN.</p>
		<p>Target: Processes for scoring, scoping and tracking progress are established and supported.</p> <p>KPI: SOP and work program materials produced.</p>	<p>Target: Achieved.</p> <p>KPI: Finalized the scoring and tracking of all road safety assessment suggested improvements. Drafted the Road Safety Assessment SOP, to be finalized in 2025.</p>
3	Implement bicycle network safety and comfort improvements citywide.	<p>Target: Finalize design for three (3) miles of bikeway improvements.</p> <p>KPI: Miles of bikeway improvements that meet or exceed the bicycle level of traffic stress (LTS) target for project corridors.</p>	<p>Target: In progress.</p> <p>KPI: Design for four Bike Bellevue corridors (Wilburton Route, Lake Washington Boulevard, Northeast Second Street, and a short segment of Northup Way between 120th Avenue and 124th Avenue) are in progress, for implementation in 2026. In 2024, 1.2 miles of Eastrail shared use path opened for use, along with 0.57 miles of other shared use paths and 0.64 miles of bicycle facilities.</p>
		<p>Target: Community consensus on implementation plan.</p> <p>KPI: Finalized report.</p>	<p>Target: Not achieved.</p> <p>KPI: Bike Bellevue projects have been separated and reviewed by the Transportation Commission for future actions. There is no longer a combined implementation or report.</p>
4	Refine approach to flashing settings on stationary radar signs to maximize effectiveness of speed reduction.	<p>Target: Based on analysis, deploy data-informed, consistent programming of speed thresholds across all radar signs.</p> <p>KPI: Analysis of before and after study published in city's radar sign report.</p>	<p>Target: Achieved.</p> <p>KPI: Given study results, completed an internal memo in place of a published report.</p>

5	Develop and implement the arterial speed management work program.	<p>Target: Assess prioritized corridors for speed limit setting and speed management.</p> <p>KPI: Complete assessment and potential speed limit modifications on four (4) arterials.</p>	<p>Target: In progress.</p> <p>KPI: Staff work on arterial speed management to be continued in 2025.</p>
		<p>Target: Complete three (3) programmatic safe speeds activities identified in the Speed Management Plan.</p> <p>KPI: Number of programmatic safe speeds activities completed.</p>	<p>Target: In progress.</p> <p>KPI: Two programmatic activities were completed (Actions 1 and 2), three are in progress (Actions 3, 5 and 7).</p>
6	Advance citywide efforts to implement a local street speed limit reduction policy by reducing speed limits on local streets to 20 mph.	<p>Target: Secure Council approval of a citywide local street speed limit reduction policy, to be implemented in 2025.</p> <p>KPI: Council approval and design commencement in 2024.</p>	<p>Target: Achieved.</p> <p>KPI: Council approval granted in October 2024. Design to be continued and implementation to begin in 2025.</p>
7	Continue using unmanned aerial system (UAS) in support of fatal and serious injury crash scene investigations.	<p>Target: Complete fatal and serious injury crash in-field scene investigations with UAS.</p> <p>KPI: Enhanced forensic documentation (e.g., speed calculations) when paired with Pix4D software and FARO Scene to achieve 3-D modeling of fatal and serious injury crashes.</p>	<p>Target: Achieved.</p> <p>KPI: UAS utilized for every call-out crash scene and continual use of the FARO 3-D scanner.</p>
8	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>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: Staff presented about Bellevue's Safe System practices at four external events, including the TRB conference in January 2024, in a national Vision Zero Network webinar in March 2024, through hosting the Joint Transportation Committee delegation visit at the T-Mobile 5G Hub in June 2024, and at the national Safe Routes to School Conference in October 2024.</p>

9	Publish an annual Vision Zero Action Plan and progress report.	<p>Target: Produce report documenting progress on 2024 Action Plan.</p> <p>KPI: Production of Vision Zero Action Plan and Progress Report.</p>	<p>Target: Achieved.</p> <p>KPI: Produced the 2024 Vision Zero Action Plan and the 2023 Progress Report.</p>
10	Pursue additional resources through outside funding programs to implement new Vision Zero projects and programs.	<p>Target: Produce the 2024 Local Road Safety Plan and apply to the WSDOT Highway Safety Improvement Program grant program.</p> <p>KPI: Final 2024 Local Road Safety Plan produced and grant application submitted.</p>	<p>Target: Achieved.</p> <p>KPI: Final plan produced and application submitted. Awarded \$1.645M from WSDOT.</p>
		<p>Target: Produce the proposal and apply to the USDOT's Saving Lives with Connectivity: Accelerating Vehicle to Everything (V2X) Deployment grant program.</p> <p>KPI: Final proposal produced and grant application submitted.</p>	<p>Target: Achieved.</p> <p>KPI: Final proposal produced and application submitted. Not awarded grant funding.</p>
		<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 to and awarded grant funding for the USDOT Strengthening Mobility and Revolutionizing Transportation grant (\$1.427M) and WSDOT Traffic Conflict Screening Using Video Analytics Program grant (\$540K).</p>
11	Develop staff knowledge and competence in the Safe System approach and develop strategies to move Bellevue toward Vision Zero.	<p>Target: Develop a continuous learning program. Develop a micro-course on the PLaCE (an employee education platform) for new staff hires that introduces them to the goals and data informing the city's Safe System approach and how they can productively support the One City initiative.</p> <p>KPI: Number of staff participants in educational programs.</p>	<p>Target: In progress.</p> <p>KPI: No participants in 2024. Micro-course for staff will be finalized and launched in 2025.</p> <p>The Safe System speaker series developed in 2024 was attended by over 100 road safety practitioners from other local agencies.</p>

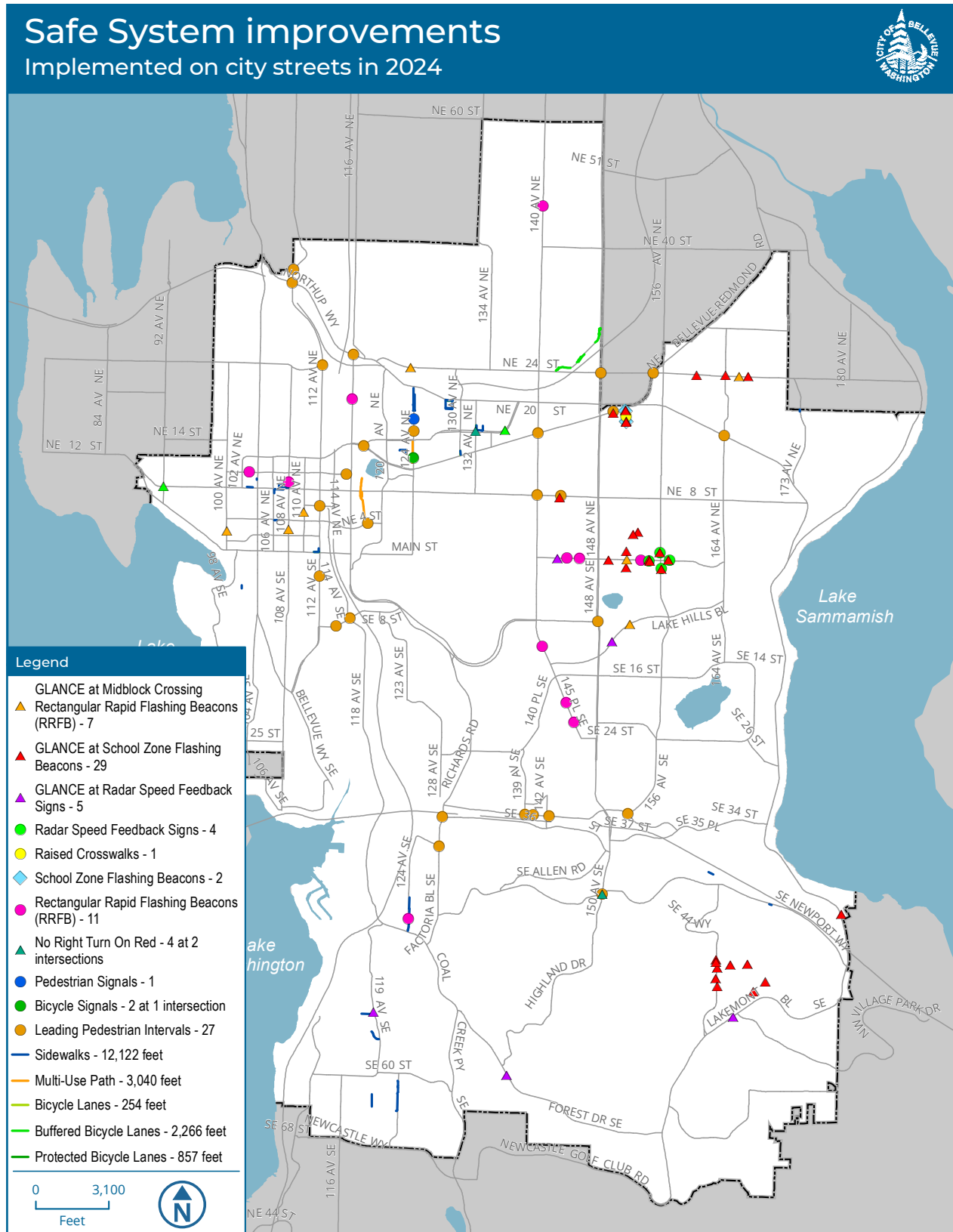
12	Sustain Vision Zero leadership, collaboration and accountability through regular meetings with the Vision Zero Steering Team and Vision Zero Subject Matter Experts.	<p>Target: Summarize Vision Zero meeting outcomes.</p> <p>KPI: Meetings occur at a frequency consistent with the Vision Zero Charter.</p>	<p>Target: In progress.</p> <p>KPI: Twice-annual meetings are conducted; do not yet occur on a quarterly basis.</p>
13	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: (i) document Vision Zero-related Safe People communications in the 2024 copy of the communications action plan; (ii) create a one-page summary about Vision Zero to be shared through existing city channels; (iii) send emails and post on InsideVue to remind staff of and encourage participation in Vision Zero-related events, such as National Bike Month and Bike Everywhere Day in May; and (iv) recognize World Day of Remembrance for Road Traffic Victims.</p> <p>KPI: Number of individuals who are signed up to receive e-alerts from the Vision Zero webpage and number of website views.</p>	<p>Target: Achieved.</p> <p>KPI: All four activities in the Target description were completed. Vision Zero email subscriptions increased to 822 subscribers in 2024, a year-to-year 44% increase. Vision Zero website users remained nearly the same while views increased, with 1,364 active users and 4,727 views in 2024, compared to 1,382 users and 3,913 views in 2023.</p>
14	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/year.</p>	<p>Target: Achieved.</p> <p>KPI: Bellevue joined the Allies in Action campaign in 2024, alongside 16 other public and private institutions.</p>
		<p>Target: Deploy pilot at one intersection and study effectiveness of safety application.</p> <p>KPI: Number of pilots completed/year.</p>	<p>Target: Achieved.</p> <p>KPI: Completed one passive pedestrian detection pilot at the Bellevue Way and Northeast Eighth Street intersection. The study was published in May 2024.</p>

15	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/year.</p>	<p>Target: Achieved.</p> <p>KPI: Attended six meeting series (various meeting intervals) and one King County Target Zero conference. Maintained participation on six King County Target Zero committees.</p>
16	Utilize Pedestrian Signal Operations Guidelines to assess all intersections.	<p>Target: Assess all intersections with the Pedestrian Signal Operations guidelines.</p> <p>KPI: Number of intersections assessed.</p>	<p>Target: Achieved.</p> <p>KPI: All intersections were assessed in 2024.</p>
17	Develop ways to share safety data with the public in a transparent and regular manner to establish trust and reliability.	<p>Target: Vision Zero Story Map featuring countermeasures implemented for road safety and collision data.</p> <p>KPI: Dashboard produced/ maintained.</p>	<p>Target: Achieved.</p> <p>KPI: Dashboard updated to include an interactive map of road safety countermeasures.</p>
		<p>Target: Update HIN map.</p> <p>KPI: HIN map produced.</p>	<p>Target: Not achieved.</p> <p>KPI: Not met. Moved to 2025 to achieve a five-year cycle.</p>
		<p>Target: Update Mobility Implementation Plan story map.</p> <p>KPI: Mobility Implementation Plan story map updated.</p>	<p>Target: Achieved.</p> <p>KPI: Update completed.</p>
18	Establish regular pedestrian and bicyclist counts at consistent locations.	<p>Target: Determine Final Count Strategy Report and update dashboard.</p> <p>KPI: Report produced. Dashboard produced/ maintained.</p>	<p>Target: In progress.</p> <p>KPI: The Final Count Strategy report production was moved to 2025. The Pedestrian and Bicycle Count Report StoryMap (dashboard) was updated twice in 2024.</p>
19	Complete a grant agreement with the USDOT for the 2023 awarded Safe Streets and Roads for All (SS4A) grant program.	<p>Target: Complete and execute a grant agreement with USDOT; after which, staff team commences implementing the supplemental and demonstration activities associated with the SS4A grant award.</p> <p>KPI: Grant agreement produced.</p>	<p>Target: Achieved.</p> <p>KPI: Grant agreement completed.</p>

20	Enhance Vulnerable Road User (VRU) safety through the use of Connected Vehicle-to-Everything (C-V2X) technologies	<p>Target: Complete installation of 29 roadside units (RSUs) associated with C-V2X pilot.</p> <p>KPI: Number of RSUs installed.</p>	<p>Target: Achieved.</p> <p>KPI: 47 RSUs installed (33 school beacons, seven midblock crossing RRFBs, five radar feedback signs and two intersections).</p>
21	Enhance Vulnerable Road User (VRU) safety through the intersection safety technologies.	<p>Target: Advance beyond Stage 1B (System Assessment and Virtual Testing) in the USDOT's Intersection Safety Challenge.</p> <p>KPI: Successfully collaborate with the University of Washington Team on Stage 1B (System Assessment and Virtual Testing) that involves developing, training and improving algorithms for the detection, localization and classification of VRUs and vehicles using U.S. DOT-supplied sensor data collected at a controlled test roadway intersection.</p>	<p>Given the City of Bellevue's limited role, the progress for this action is attributed to the University of Washington.</p>

Appendix B

The map below details all road safety improvements implemented on city streets in 2024. To view this information in an interactive version, visit the [Vision Zero StoryMap](#).



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.

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.

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.

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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