



2025 VISION ZERO ACTION PLAN

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.






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Our process

The City of Bellevue, Washington is a Vision Zero community that has put in place policies, plans and programs to improve safety for the traveling public (see [Section 2, Plan Context](#)). However, there is more that can be done.

Vision Zero calls on government agencies to be proactive, identify risks and take steps to prevent crashes, and eliminate serious injuries and fatalities on our roadways.

The City Council established its Vision Zero goal statement when it adopted [Resolution 9035](#), “to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.” This action was followed with the council adopting [Ordinance 6334](#) incorporating Vision Zero amendments into the Comprehensive Plan.

The City of Bellevue is using a six-step process to develop, implement, monitor and refine its Vision Zero strategy (see Figure 1).



Figure 1: Process to develop Bellevue's Vision Zero Strategic Plan and annual Action Plans.

Safe System approach

Across the United States, the Institute of Transportation Engineers (ITE) is encouraging Vision Zero communities to adopt the Safe System approach because it results in improved safety outcomes (see [ITE Technical Resources](#)). In Washington, the Safe System approach is endorsed in the statewide [2019 Target Zero Plan](#): “It is time for Washington to adopt the Safe System principles statewide in its policies, programs, projects, activities, and investments. When we do so, we will save lives, provide better stewardship of public resources, and improve the functioning of the transportation system for everyone using it.”

In its advisory role in the development of the city's Strategic Plan, the Bellevue Transportation Commission examined the attributes of the Safe System approach and concurred that Safe People, Safe Streets, Safe Speeds, Safe Vehicles—as well as the supporting elements of Leadership, Culture, Partnerships and Data—all help contribute to reducing the frequency and severity of crashes (see Figure 2). This holistic approach accepts that people will make mistakes and that crashes will continue to occur, but it aims to ensure these do not result in serious injuries or fatalities.



Figure 2: The Bellevue Safe System approach rests on four pillars (Safe Speeds, Safe People, Safe Vehicles and Safe Streets) paired with four supportive elements (Data, Leadership, Partnerships and Culture).

Strategic Plan

In June 2020, the City Council adopted [Resolution 9769](#) approving the Safe System approach and strategies (see pages 6 - 7). The [Vision Zero Strategic Plan](#) was finalized in December 2020 by staff at the direction of the Steering Team—a cross-departmental executive work group guiding Vision Zero implementation.

The Strategic Plan articulates how the city will apply the Safe System approach to eliminate traffic fatalities and serious injuries by 2030 (see Figure 3). The plan coordinates existing efforts and new ideas, evaluates crash data, considers public concerns and identifies strategies that will reduce traffic fatalities and serious injuries to zero by 2030. It articulates a coordinated approach across the city departments, ensuring that transportation engineers, first responders and other key staff work together.

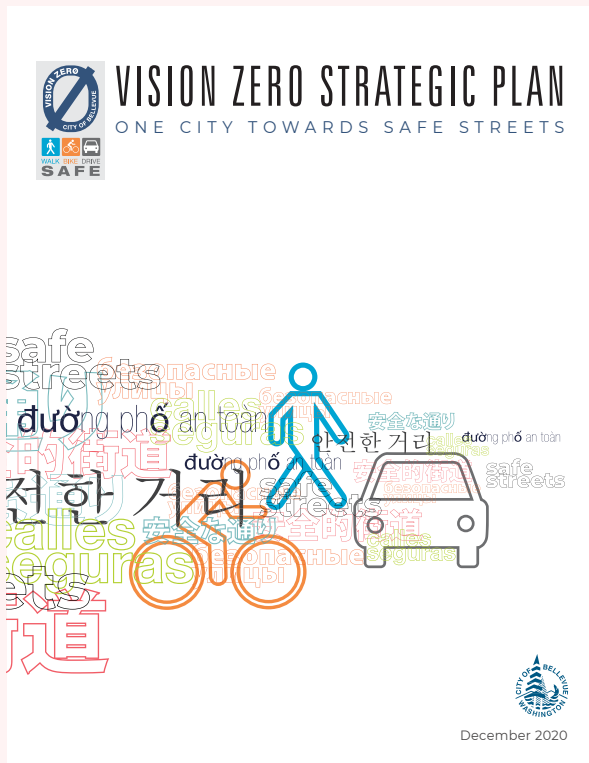


Figure 3: Bellevue's Vision Zero Strategic Plan acknowledges that new vehicle technologies, improved street infrastructure, lower vehicle speeds, enhanced public awareness and more all contribute to reducing the frequency and severity of crashes.

Annual Action Plan

The development of annual Vision Zero Action Plans balances Safe System actions with other competing city priorities and sensitivity to available funding. The Vision Zero Steering Team is focused on providing the highest priority government programs, services and capital investments (see Pages 8 - 14).

In this context the Steering Team is working to find the best solution that delivers measurable improvement, is affordable and can be implemented in a reasonable time frame (see Figure 4). Annual Action Plans are living documents, to be continually updated as new data becomes available and as new Safe System actions prove to be successful in making Bellevue streets safer.



Figure 4: Annual Action Plans build on the Safe System approach and Strategic Plan—a yearly recommitment to address systemic traffic safety challenges holistically through interdepartmental “One City” collaboration.

Safe System strategies

In June 2020, the City Council adopted [Resolution 9769](#) “approving the Safe System approach and strategies to move Bellevue towards Vision Zero”. Nested within the Safe System approach are 36 strategies—reflected on the following two pages. The strategies build upon the Council’s Vision Zero goal by articulating the programmatic steps staff should pursue to eliminate traffic fatalities and serious injuries in Bellevue by 2030.

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.

2025 Actions

The Vision Zero Steering Team approved the following Vision Zero actions that the City of Bellevue will pursue in 2025. The table identifies for each of the 2025 actions: (i) Related strategies - how the action aligns with City Council adopted Safe System strategies (see pages 6-7); (ii) Task description - activities arising from current actions; (iii) Target (2026) +Key Performance Indicator (KPI) - what we intend to accomplish (the target) and how we track progress (the KPI); and(iv) Lead + partners - the responsible parties

#	2025 Action	Related strategies	2025 Task Description	Target + KPI	Lead + partners
1	Continue educational campaigns to build Vision Zero awareness.	SSP6	Task 1.1: Coordinate with King County Target Zero Coalition and the 26 other police departments in King County to engage in high visibility messaging and enforcement events throughout the region and state on impaired driving (monthly -local events), locally led speed events, state and locally led distracted driving events, and state-level motorcycles events. [Note: Grant funded program with an agreement between Bellevue Police Department and Washington Traffic Safety Commission].	Target: Participate in four (4) HVE target zero events in 2025. KPI: Three (3) contacts/hour for each HVE event.	PD (Lead) + TRANS, CAO (Support)
		SP4	Task 1.2: Continue to promote and support the Bellevue School District on the annual Walk & Roll to School Day event (October 2025).	Target: Encourage BSD schools to participate in Walk to School Day with a goal of increasing participation compared to last year. KPI: Number of BSD schools engaged in Walk to School Day.	TRANS (Lead) + PD (Support) in collaboration with Bellevue School District
2	Assess, design, implement and monitor progress on countermeasure project(s) to improve safety on High Injury Network (HIN) corridors.	SS1, SS2	Task 2.1: Conduct Road Safety Audits (RSAs) on High Injury Network (HIN) streets consistent with the SP-1 activity in the city's Safe Streets and Roads for All (SS4A) grant agreement.	Target: Complete an RSA on one (1) HIN corridor. KPI: Number of RSAs completed/year.	TRANS (Lead) + CD, DS, CMO (Support)
		SS1, SS2	Task 2.2: Design and implement prioritized Safe Streets improvements identified in RSAs leveraging Vision Zero Rapid Build Data Driven Safety Program (CIP PW-R-205), other appropriate CIP programs, and grant opportunities.	Target: Design and implement safe streets improvements on one (1) HIN corridor. KPI: Number of safety countermeasures designed and implemented per year on HIN corridors.	TRANS (Lead)
		SS1, SS2	Task 2.3: Manage the work program for Safe Streets improvements, including the process for scoring and scoping feasibility of suggested improvement from the new RSAs as well as posting annual progress reports through the city website.	Target: All new suggested improvements are scored and provided to appropriate team or in queue for corridor study for scoping. All outstanding suggested improvements are up-to-date in the tracking spreadsheet. KPI: Number of suggested improvements that are scored, sorted, and tracked in the tracking spreadsheet.	TRANS (Lead)

	<i>continued</i>	SS1, SS3	Task 2.4: Complete the Paint the Pavement Guide consistent with the D-3 activity in the SS4A grant agreement. This trial will assess the safety effectiveness of aesthetically treated crosswalks using conflict analytics. Findings from the demonstration activity will inform future implementation.	Target: Complete demonstration and full evaluation of crosswalk treatment. KPI: Percent change in drivers yielding to pedestrians; percent change in pedestrian-vehicle conflicts.	TRANS (Lead) + CD (Support)
3	Implement pedestrian and bicycle network safety and comfort improvements citywide.	SS1, SS3	Task 3.1: Implement infrastructure that improves safety and comfort for people walking leveraging funding from the Neighborhood Safety, Connectivity, and Congestion Levy program (R-199), Neighborhood Sidewalk Program (NSP) (W/B-76), Pedestrian and Bicycle Access Improvements program (W/B-56), discrete CIP projects, and through the development review process.	Target: Implement pedestrian improvements at ten (10) intersections and along two (2) lane-miles. KPI: Number of intersections and lane-miles of pedestrian improvements that meet or exceed the sidewalk and crossing performance target in the Mobility Implementation Plan, and/or fill existing facilities gaps.	TRANS (Lead)
		SS1	Task 3.2: Implement infrastructure that improves safety and comfort for people bicycling leveraging Growth Corridor High Comfort Bicycle Network Implementation (W/B-85), Neighborhood Safety, Connectivity, and Congestion Levy program (R-199), Pedestrian and Bicycle Access Improvements program (W/B-56), Growth Corridor High Comfort Bicycle Network Implementation (W/B-85), discrete CIP projects, and the development review process.	Target: Implement bikeway improvements at five (5) intersections and along two (2) lane-miles. KPI: Number of intersections and lane-miles of bikeway improvements that meet or exceed the bicycle level of traffic stress (LTS) target in the Mobility Implementation Plan, and/or fill existing facilities gaps.	TRANS (Lead) + DS (Support)
		SS1	Task 3.3: Develop a context-appropriate Bicycle Facility Design and Signal Operations Guide consistent with the SP-3 activity in the SS4A grant agreement.	Target: Commence work on context-sensitive guide in line with current best practices. KPI: Finalized Bicycle Facility Design and Signal Operations Guide.	TRANS (Lead) + DS (Support)
4	Develop and implement the arterial speed management work program.	SS1, SSP2	Task 4.1: For each 30+ MPH arterial roadway in Bellevue, conduct and complete a speed study and assess speed limit appropriateness consistent with the SP-2 activity in the SS4A grant agreement.	Target: Evaluate all 30+ MPH arterial corridors for speed limit setting and speed management. KPI: Number of 30+ MPH corridors with completed speed studies and speed limit assessment.	TRANS (Lead)
		SS1, SSP2	Task 4.2: Advance next steps programmatic activities 4 and 5 identified in the Bellevue Speed Management Plan. This includes (i) developing a program for deploying speed management countermeasures and funding their installation; and (ii) creating a proactive approach to determining the "recommended" speed limits on multiple corridors. Present the proactive approach and the "recommended" speed limits (i.e. Target Speeds) to City Council and advance their implementation.	Target: Establish the speed management countermeasure program and secure approval of target speeds from City Council. KPI: Finalized programmatic approach for speed management countermeasures and funding.	TRANS (Lead) + PD, FD, CAO (Support)

	<i>continued</i>	SSP3, SSP5	Task 4.3: Develop a Speed Safety Camera (SSC) Program Operations Guide consistent with the SP-4 activity in the SS4A grant agreement. The guide should consider community input on the existing SSC program and potential expansion, identify arterial corridors where SSCs may be eligible, review best practices, and develop procedures to inform future SSC deployments.	Target: Produce context-sensitive guide in line with current best practices. KPI: Finalized SSC Program Operations Guide.	TRANS, PD (Lead) + CAO, FAM, CMO (Support)
5	Advance citywide efforts to implement a local street speed limit reduction policy reducing speed limits on local streets to 20 mph.	SSP4	Task 5.1: Complete design and implementation of speed limit reduction to 20 mph on most local streets.	Target: Implementation of citywide local street speed limit reduction policy. KPI: Number of local streets with speed limit implemented.	TRANS (Lead) + CAO, PD, CMO, CD (Support)
6	Continue using unmanned aerial systems (UAS) in support of fatal and serious injury crash scene investigations.	SV4	Task 6.1: Police Department staff will continue to use UAS for fatal and serious injury crash scene investigations.	Target: Complete fatal and serious injury crash in-field scene investigations with UAS. KPI: Enhanced forensic documentation (e.g., speed calculations) when paired with Pix4D software and FARO Scene to achieve 3D modeling of fatal and serious injury crashes.	PD (Lead)
7	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 Systems practices.	L1	Task 7.1: Explore additional opportunities to bring new concepts, ideas, and solutions to the forefront through participation in events and initiatives with Vision Zero organizations. In 2025 Bellevue will collaborate with the United States Department of Transportation (USDOT) Office of the Secretary's National Transportation Digital Infrastructure planning committee and workshops and the USDOT Commit to Action campaign.	Target: Participate in at least one (1) external program or event. KPI: Number of programs or events.	TRANS (Lead)
8	Publish an annual Vision Zero Action Plan and progress report.	L3	Task 8.1: Prepare an annual Vision Zero Action Plan for Vision Zero Steering Team approval. Publish an annual progress report to track performance on prior year action.	Target: Produce report documenting progress on 2025 Action Plan. KPI: Produce Vision Zero Action Plan and Progress Report.	TRANS (Lead) + CAO, PD, CMO, CD, DS, HR, FD, ITD (Support)
9	Pursue additional resources through outside funding programs to implement new Vision Zero projects and programs.	L4	Task 9.1: Continue to pursue mobility safety funding opportunities (e.g., grants or direct allocations); and, following awards, ensure proper administration during project implementation.	Target: Pursue at least two (2) funding opportunities that provide critical safety features for the city's transportation system. KPI: Number of funding opportunities evaluated, pursued, and secured.	TRANS (Lead) + CAO (Support)

10	Develop staff knowledge and competence in the Safe System approach and strategies to move Bellevue towards Vision Zero.	C1	Task 10.1: Continue to share and apply new knowledge and skills of the Safe System approach and strategies in support of Bellevue's learning culture. The Vision Zero Program Manager will review and recommend opportunities for shared learning with the Vision Zero Steering Team, Vision Zero Core Team, and staff. For example, hosting BQR sessions, peer-to-peer and lunch and learn events, posting Vision Zero messaging on flat screen TVs at City Hall and BSC, and sharing materials through Bellevue Essentials and the PLACE.	Target: Develop a continuous learning program. Develop a micro-course on the PLACE for all staff. KPI: Number of staff participants in educational programs.	TRANS and HR (Lead) + CAO, PD, CMO, CD, DS, FD, ITD (Support)
		C-1	Task 10.2: Explore collaboration opportunities with FHWA in the conduct of a safety culture evaluation using the FHWA's Vision Zero Organizational Safety Culture Self-Assessment Toolkit.	Target: Establish collaboration with FHWA. KPI: Achieve maturity level L3 (Mainstreamed) of strong performance with consistency across the organization that is support by formal processes and procedures.	TRANS (Lead)
11	Sustain Vision Zero leadership, collaboration, and accountability through regular meetings with the Vision Zero Steering Team and Vision Zero Subject Matter Experts.	C1	Task 11.1: Advance a coordinated "One City" approach to Vision Zero involving regular meetings of the Vision Zero Steering Team and Vision Zero Subject Matter Experts.	Target: Summarize Vision Zero meeting outcomes. KPI: Meetings occur at a frequency consistent with the Vision Zero Charter.	TRANS (Lead) + CAO, PD, CMO, CD, DS, HR, FD, ITD (Support)
		SP6, D3	Task 11.2: Develop Quarterly Crash Reports to share with the Vision Zero Steering Team, Core Team, and other departments or leadership, as requested. The Quarterly Crash Report will identify publicly available crash data, including number of total crashes, fatal and serious injury crashes, and crashes involving a pedestrian or cyclist.	Target: Develop and receive approval from City leadership and the CAO for the format and content to be included in the crash report. KPI: Finalized crash report template. Number of crash reports/year.	TRANS (Lead) + CAO, PD, CMO (Support)
12	Implement the Vision Zero communications strategy to notify public about upcoming Vision Zero events, campaigns, projects, and safety concerns.	C4	Task 12.1: Leveraging the Vision Zero Communications Strategy Report, staff will: (i) document Vision Zero related Safe People communications in the 2025 copy of the communications action plan; (ii) meet with internal and external groups to share Vision Zero principles and recent materials; (iii) recognize World Day of Remembrance for Road Traffic Victims; and (iv) create a PowerPoint slide visually/succinctly summarizing our Vision Zero goal that staff can use for a variety of presentation needs.	Target: Complete four (4) activities in description. KPI: Finalized 2025 communications action plan, number people reached through Vision Zero presentations/meetings, Council proclamation for World Day of Remembrance for Road Traffic Victims, number of city employees using the VZ slide, and finalized PowerPoint template.	TRANS (Lead) + CAO, CMO, PD, FAM (Support)
		C4	Task 12.2: Explore opportunities to add Vision Zero messaging to city-owned vehicles. Develop City of Bellevue Vision Zero branding for vehicles, drawing from best practices. Create a plan to implement and maintain Vision Zero messaging on city-owned vehicles.	Target: Plan for rollout of Vision Zero messaging on city-owned vehicles KPI: Number of city-owned vehicles with VZ messaging.	TRANS (Lead) + CAO, CMO, PD, Fire, FAM (Support)

	<i>continued</i>	C4	Task 12.3: Update and/or add traffic safety yard sign designs to align with Vision Zero more prominently. Promote the new messaging and ability for community members to request yard signs to encourage safe mobility in their neighborhoods.	Target: Updated yard sign designs with Vision Zero messaging. KPI: Number of individuals who request Vision Zero-related yard signs.	TRANS (Lead)
		SP3, SP4, SSP3, L2, C4	Task 12.4: Develop Vision Zero Insights documents to share key road safety trends, Vision Zero core principles and educational information with the public.	Target: Establish a template and expected cadence of Vision Zero Insights documents per year. Publish two Insights in 2025. KPI: Routine release of Vision Zero Insights documents and number of Insights document published per year.	TRANS (Lead)
13	Establish new Safe System partnerships with public, private, and non-profit organizations to advance Vision Zero priorities.	P3, D2	Task 13.1: Pursue new partnership opportunities that align with Bellevue's Safe System approach and strategies and (following implementation) assess outcomes and lessons learned.	Target: Dependent on external organizations. KPI: Number of new partnerships established/year.	TRANS (Lead) + ITD, CAO (Support)
14	Coordinate Bellevue's Vision Zero actions with the Washington State Target Zero Plan.	P3, SP1, SP2, SP3, SP4, SP5, SP6, SSP6	Task 14.1: Maintain representatives on King County Target Zero Steering Committee, Law Enforcement Committee, Engineering Committee, Educator and Outreach Committee, and the Evaluation and Data Support Workgroup.	Target: Participate and represent Bellevue in King County Target Zero committees. KPI: Number of meetings/year.	TRANS (Lead) in collaboration with King County Target Zero, WSDOT, WTSC
15	Test, evaluate and implement signal operations improvements to improve road safety.	SS1, SS2	Task 15.1: Test protected turn phasing operations at signalized intersections using near-miss analytics consistent with the D-1 activity in the SS4A grant agreement. Summarize findings in a report to inform future Vision Zero actions and planning.	Target: Evaluate protected turn phasing at three (3) signalized intersections. KPI: Finalized report with findings and recommendations for future actions.	TRANS (Lead)
		SS1	Task 15.2: Test adaptive pedestrian signal controls to evaluate signal operations that are responsive to pedestrian activity using near-miss analytics consistent with the D-2 activity in the SS4A grant agreement. Summarize findings in a report to inform future Vision Zero actions and planning.	Target: Evaluate adaptive pedestrian control signals at two (2) intersections. KPI: Finalized report with findings and recommendations for future actions.	TRANS (Lead)
		SS1, SS2	Task 15.3: Complete the pilot tests for conditional Signal Rest in Red at Bellevue Way Southeast and Southeast 16th Street, and unconditional Signal Rest in Red at Bel-Red Road and Northeast 30th Street.	Target: Complete two (2) Rest in Red pilots. KPI: Finalized summary of findings and recommendations for future actions.	TRANS (Lead)

	<i>continued</i>	SS1, SS2	Task 15.4: Research pedestrian and turning vehicle conflicts. Use this data to inform no turn on red and left turn operation guidance.	Target: Research three (3) intersection locations for turn restriction or operation evaluation. KPI: Finalized No Turn on Red Standard Operating Procedures (SOP).	TRANS (Lead)
16	Develop ways to share safety data with the public in a transparent and regular manner to establish trust and reliability.	D1	Task 16.1: Maintain the public Vision Zero story map dashboard and interactive maps for collision data and safety countermeasures.	Target: Vision Zero Story Map features updated road safety countermeasures and collision data. KPI: Dashboard maintained and data updated.	TRANS (Lead) + ITD (Support)
		D2	Task 16.2: Update the 2019 High Injury Network (HIN) map to reflect most current data.	Target: Update HIN map. KPI: HIN map produced.	TRANS (Lead)
		D1	Task 16.3: Update the Mobility Implementation Plan performance dashboard to document the infrastructure investments that improve safety outcomes for people walking and bicycling.	Target: Update MIP dashboard with sidewalk and bicycle performance targets KPI: Finalized MIP dashboard update.	TRANS (Lead) + ITD (Support)
17	Establish regular pedestrian and bicyclist counts at consistent locations.	D3	Task 17.1: Update the Count Strategy Report to document any changes to city's overall approach to tracking pedestrian and bicycle activity. This report assists staff in making data-informed decisions on where to prioritize infrastructure investments that enhance the safety of vulnerable road users. Update the Ped-Bike StoryMap with latest data, and/or additional facilities, and data sources, if applicable.	Target: Updated Pedestrian and Bicycle Count Strategy (if needed) and updated dashboard. KPI: Report updated. Dashboard updated.	TRANS (Lead) + ITD (Support)
18	Enhance Vulnerable Road User (VRU) safety through the use of Connected Vehicle-to-Everything (C-V2X) technologies.	L4, SS1, SS2, SSP2, SSP5, SV1, SV2, SV3, SV4	Task 18.1: Initiate a Cellular Vehicle-to-Everything (C-V2X) Demonstration in collaboration with T-Mobile and Applied Information as part of activity D-4 in the SS4A grant. This will evaluate the vehicle-pedestrian detection and warning system to inform broader roll-out of the technologies in Bellevue.	Target: Complete installation of 19 road side units (RSUs) associated with C-V2X pilot. KPI: Number of RSUs installed.	TRANS (Lead) + ITD (Support) in collaboration with T-Mobile and Applied Information
19	Enhance Vulnerable Road User (VRU) safety through the intersection safety technologies.	P3, D2	Task 19.1: Work with private industry to develop and test new technology for real-time safety interventions, including the Real-Time Traffic Signal Safety Interventions (RTSSI) Project funded through the Strengthening Mobility and Revolutionizing Transportation (SMART) grant. Examples of potential interventions include: passive pedestrian detection for phase extensions, dynamic extension of walk, dynamic no right turn on red and more.	Target: Deploy pilot at five (5) intersections and study effectiveness of safety application. KPI: Number of pilots completed/year.	TRANS (Lead) + ITD, CAO (Support)

	<i>continued</i>	L4, SS1, SS2, SSP2, SSP5, SV1, SV2, SV3, SV4	Task 19.2: Collaborate with the University of Washington (UW) on the "Comprehensive and Cooperative Intersection Safety Systems" associated with the USDOT's Intersection Safety Challenge. The Challenge aims to transform roadway intersection safety by incentivizing new and emerging technologies that identify and address unsafe conditions involving vehicles, and vulnerable road users at intersections.	Target: Advance beyond Stage 1B (System Assessment and Virtual Testing) in the USDOT's Intersection Safety Challenge. KPI: Successfully collaborate with the UW Team on Stage 1B (System Assessment and Virtual Testing) that involves developing, training, and improving algorithms for the detection, localization, and classification of vulnerable road users and vehicles using U.S. DOT-supplied sensor data collected at a controlled test roadway intersection.	TRANS (Lead) + CAO, ITD (Support) in collaboration with the University of Washington.
20	Establish safe environment for the use of micromobility devices in Bellevue through evaluating and revising city code, establishing data share requirements, and promoting educational materials to ensure the safety of riders and all road users.	SP2, SP3, SS3, SS4, SV1, SV3, L4, C4, P3	Task 20.1: Evaluate city code regulating the use of micromobility devices in Bellevue and revise as warranted to ensure the safety of riders and all road users.	Target: Complete code evaluation for micromobility devices. KPI: Finalized summary of findings and recommendations for future actions.	TRANS (Lead) + PD, CAO, DS (Support)
		SP2, SP3, SS3, SS4, SV1, SV3, L4, C4, P3	Task 20.2: Share educational materials on the safe use of micromobility devices with delivery companies using micromobility devices, micromobility companies, identified priority community groups, and private micromobility users.	Target: Contact entities with educational materials. KPI: Number of entities reached with educational materials.	TRANS (Lead)
		SP2, SP3, SS3, SS4, SV1, SV3, L4, C4	Task 20.3: Investigate municipal best practices for collaborating/regulating delivery companies using e-bikes and scooters to ensure safety of people walking on sidewalks.	Target: Evaluate regulatory best practices to ensure safe operations by delivery companies using e-bikes and scooters. KPI: Finalized technical memo with findings and recommendations for future actions.	TRANS (Lead) + DS, CAO (Support)



The City of Bellevue assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, and related statutes, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any City of Bellevue program or activity. Any person who believes his/her Title VI protection has been violated may file a complaint with the ADA/Title VI Administrator. For Title VI complaint forms and advice, please contact the ADA/Title VI Administrator at 425-452-6168.

Questions 질문
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